



NSC CUP 2023

SINGAPORE SAILING FEDERATION

22 - 23 July 2023

NATIONAL SAILING CENTRE, SINGAPORE

SAILING INSTRUCTIONS (SIs)

The Organising Authority (OA) is the Singapore Sailing Federation (SSF).

The event website will be at:

<https://events.sailing.org.sg/events/nsc-cup-series-1-2-762-318-429/?occurrence=2023-07-22>

1. RULES

1.1. The event is governed by the rules as defined in *The Racing Rules of Sailing (RRS)*. Other documents under RRS Definition: Rule (g) includes:

1.1.1. [NP] Covid-19 Protocols & Safe Management Measures

[DP][NP] Protocols relating to Covid-19 may be published at any time and will state if they have the status of a rule.

1.1.2. Maritime and Port Authority

Boats shall comply with the laws and regulations of the Maritime Port Authority of Singapore (“MPA”). Boats reported by MPA as having contravened MPA's regulations shall be disqualified without a hearing. This changes RRS 63.1 and A5.

1.1.3. Sailing Instructions

Where there is a conflict between the Notice of Race and the Sailing Instructions, the Sailing Instructions shall prevail. This changes RRS 63.7.

1.1.4. Advertising

Boats may be required to display advertising chosen and supplied by the Organising Authority.

1.2. In all rules governing this event, the notations:

1.2.1. The notation [SP] means that a standard penalty may be applied by the Race Committee without a hearing. This changes RRS 63.1, A5.1 and A5.2.

- 1.2.2. 1.2.1 The notation [SP] means that a standard penalty may be applied by the Race Committee without a hearing. This changes RRS 63.1, A5.1 and A5.2.
- 1.2.3. The notation [NP] means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).
- 1.3. [DP] The penalty for a breach of the class rules may, at the discretion of the Protest Committee, be less than a disqualification.
- 1.4. [NP] The infringement of RRS Appendix G, IDENTIFICATION ON SAILS, shall not be grounds for protests by a boat.
- 1.5. If there is a conflict between languages the English text will take precedence.

2. CHANGES TO SAILING INSTRUCTIONS

Any change(s) to the Sailing Instructions will be posted at least 30 minutes before the first warning signal on the day it will take effect, except that any change(s) to the schedule of races will be posted no later than 1830hr on the day before it will take effect.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the Official Notice Board located online at <https://www.racingrulesofsailing.org/documents/6328/event?name=nsc-cup-2023>. All links on this page which open to subsidiary pages of the event are also a part of the Official Notice Board.
- 3.2. Notices may also be posted on a secondary physical notice board which will be nearby the Race office. Failure to post a notice on the physical notice board will not be grounds for redress. This changes RRS 62.1(a).
- 3.3. The race office is located at the Race Control Office at the National Sailing Centre facing the boat park.

4. CODE OF CONDUCT

- 4.1. [DP] Competitors and support persons shall comply with any reasonable requests from race officials.
- 4.2. Reasonable actions by event officials to implement COVID-19 guidance, protocols, or legislation, even if they later prove to have been unnecessary, are not improper actions or omissions.

5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed on the flagstaff located within the boat park of National Sailing Centre. When a signal is displayed over a racing area letter or class flag, it applies to that area or class only.
- 5.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP.

- 5.3. [DP] Flag D with one sound means ‘Boats shall not leave the shore until this signal is made. The warning signal will not be made before the scheduled time or less than 30 minutes after flag D is displayed.’

6. SCHEDULE OF RACES

- 6.1. Schedule:

Date	Time	Event	Venue
22 July 2023	9.30am	Competitor’s Briefing <i>Competitor’s briefing can also be attended via online link below:</i> https://meet.google.com/cvh-kwif-ipa	Auditorium or Google Meet
	11.00am	First warning signal of the day	Race area
23 July 2023	9.30am	Beach Clean-up	NSC Beach
	11.00am	First warning signal of the day	Race Area
	6.00pm	Prize presentation	Multi-purpose hall

- 6.2. Number of races:

Class	Number of Races	Races per day (max)
Optimist Gold Optimist Silver ILCA 4 ILCA 6 ILCA 7 ILCA Masters	7	4

- 6.3. One extra race per day may be sailed, provided that no class becomes more than one race ahead of schedule.
- 6.4. To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.
- 6.5. On the last day of racing for each class, no warning signal will be made after 4.30pm.

7. CLASS FLAGS

Event	Class Insignia	Background colour
Optimist (Gold Fleet)	Optimist Class (Blue)	Yellow
Optimist (Silver Fleet)	Optimist Class (Red)	White
ILCA 4	ILCA	Yellow
ILCA 6	ILCA	Green
ILCA 7	ILCA	White

8. RACING AREA

8.1. Attachment 1 shows the location of the racing area.

Class / Race	Course	Racing Area
All ILCA classes	Trapezoid / Windward Leeward	Course A
Optimist Gold	IODA Course	Course B
Optimist Silver	Windward Leeward	

9. COURSES

9.1. The diagrams in Attachment 2 show the Courses & Marks, the order in which Marks are to be passed, and the side on which each Mark is to be left.

9.2. If only one mark is present at the leeward gate, it shall be rounded to port.

10. MARKS

Marks will be as follows:

Racing Area	Marks 1, 2, 3s, 3p	Marks 4s, 4p	Mark 1a	New Marks, as provided in SI 12	Starting mark	Finishing mark
A	Yellow Conical	Yellow Conical		White Spherical	Race Committee Vessel displaying Orange flag on staff	Blue Oval
B (Gold Fleet)	Orange Conical			White Spherical	Race Committee Vessel displaying Orange flag on staff	Blue Oval
B (Silver Fleet)		Red Oval	Red Oval	White Spherical	Race Committee Vessel displaying Orange flag on staff	Blue Oval

11. THE START

- 11.1. Races will be started by using RRS 26 with the warning signal made 5 minutes before the starting signal for all classes
- 11.2. For all other Racing Areas, the starting line will be between the staff displaying an orange flag on the committee boats at the starboard and port end.
- 11.3. To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five (5) minutes before a warning signal is made.
- 11.4. *[DP]/[NP]* Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races. For the Optimist class, a waiting area as illustrated in the course diagram will be demarcated by 2 pink marks.

- 11.5. A boat starting later than 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

12. CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1. To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

13. THE FINISH

- 13.1. The finishing line will be between a staff displaying a blue flag on the finishing boat and the finish mark.
- 13.2. [DP] When boats are finishing, boats who have finished shall avoid the finishing area, keeping well clear of all boats racing, and shall not act to interfere with a boat that has not finished.

14. PENALTY SYSTEM

- 14.1. RRS Appendix P applies.
- 14.2. RRS P2.3 will not apply and RRS P2.2 is changed so that it applies to any penalty after the first one.
- 14.3. For the Optimist class, a graded penalty system as set out in Attachment 3 will apply.
- 14.4. Penalties for breaches of rules marked [SP] will be 10% of the score for Did Not Finish (DNF) for EACH infringement, rounded to the nearest whole number (0.5 rounded upward). The Penalties shall be applicable to the first race of that day for breach of SI 18.1.1, and the last race of the day for breach of SI 18.1.2

15. TIME LIMITS AND TARGET TIMES

- 15.1. The time limits and target times are as follows:

Class / Course	Time Limit	Mark 1 / 1a Time Limit	Finish Window	Target Time
Optimist Gold Fleet All ILCA Classes	60 min	25 min	20 min	45 min
Optimist Silver Fleet	60 min	25 min	15 min	40 min

- 15.2. If no boat has passed Mark 1 within the Mark 1 /1a Time Limit, the race will be abandoned.
- 15.3. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

- 15.4. The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalised or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place two (2) more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.
- 15.5. All Optimist Silver Fleet boats shall display a green coloured ribbon at the top of the sprit. The green coloured ribbon can be collected from the race control office.

16. HEARING REQUESTS

- 16.1. For each class, the protest time limit is 60 minutes after the last boat has finished the last race of the day, or the race committee signals no more racing today, whichever is later.
- 16.2. Hearing request forms are available online at <https://www.racingrulesofsailing.org/documents/6328/event?name=nsc-cup-2023> by clicking on the blue "+" and then "*File a Hearing Request*". Protests and requests for redress or reopening shall be submitted online, within the appropriate time limit. If a protest or request is not received by the system and does not display on the pending hearing list, then it has not been delivered. This changes RRS 61.3 and 63.1.
- 16.3. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the Jury room located at the second level of National Sailing Centre, beginning at the time posted.
- 16.4. A list of boats that have been penalised for breaking RRS 42 under Appendix P will be posted on the online notice board.
- 16.5. On the last scheduled day of racing, a request for redress from a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

17. SCORING

- 17.1. Three (3) races are required to be completed to constitute a regatta.
- 17.2. For all classes :
- 17.2.1. When fewer than 5 races have been completed, a boat's series score will be the total of her race scores.
- 17.2.2. When 5 or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

18. *[DP][NP]* SAFETY REGULATIONS

- 18.1. *[SP]* Check-Out and Check-In Procedures:
- 18.1.1 Before launching on each scheduled racing day, a competitor from each boat shall individually Check-Out, by personally signing on the forms provided at the Race Secretariat desk.
- 18.1.2 Upon returning to shore after racing, a competitor from each boat shall individually Check- In, by personally signing on the forms provided at the Race Secretariat desk in the respective zones, as soon

as

possible but no later than the protest time limit.

- 18.2. All competitors are required to wear personal flotation devices at all times whilst afloat, except briefly while changing or adjusting clothing or personal equipment.
- 18.3. A boat that retires from a race shall notify the Race Committee at the first reasonable opportunity before leaving the Race Area.

19. ***[DP] [NP]* REPLACEMENT OF CREW OR EQUIPMENT**

- 19.1. Substitution of competitors will not be allowed.
- 19.2. Substitution of damaged or lost equipment will not be allowed unless authorised by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be retrospectively.

20. **EQUIPMENT AND MEASUREMENT CHECKS**

A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a race committee, equipment inspector or measurer to proceed immediately to a designated area for inspection.

21. **OFFICIAL AND SUPPORT PERSON VESSELS**

- 21.1 Official vessels will be identified as follows:

<i>Vessel</i>	<i>Identification</i>
Race Committee	Yellow flag with black letter corresponding to the Course Area
Jury/Umpires	White flag with black letters "J" or "JURY"
Rescue/Safety	Pink flag with numbering
Media	White flag with black letters "MEDIA" or "SSF Insignia"
Principal Race Officer	White flag with black or red letters "PRO"

- 21.2 Actions by official vessels, drones or helicopters shall not be grounds for requesting redress by a boat. This changes RRS 60.1(b).
- 21.3. [DP] Support person vessels will be identified with a numbered Green flag.
- 21.4 [DP] Support teams, including all support persons and support person vessels, shall comply with the Support Team Regulations (STR) in SI Addendum D.

22. ***[DP] [NP]* TRASH DISPOSAL**

Trash may be placed aboard official vessels. The use of 'single-use' plastic bottles or containers on shore or afloat is strongly discouraged.

23. BERTHING

- 23.1. Land storage will be made available at National Sailing Centre.
- 23.2. Competitors from other clubs are required to contact the person in-charge below at 6444 4555 or email for transfer arrangement and follow all instructions given in respect of storage at NSC.

Mr. Ismadi Yahya: ismadi@singaporesailing.org.sg

Mr. Shawalhudin Saleh: shawal@singpaoresailing.org.sg

24. PRIZES

Prizes will be given as defined in NOR 15.

25. [DP][NP] MEDIA RIGHTS, CAMERAS AND ELECTRONIC EQUIPMENT

- 25.1. By participating in this event, competitors and their support persons automatically grant to the Organising Authority and any event sponsors, the right in perpetuity to make, use, and show, from time to time at their discretion, any motion pictures and live, taped, or filmed television and other reproductions of them during the period of the event without compensation.
- 25.2. Competitors and their support persons may be required for media interviews during the period of the event.

26. RISK STATEMENT

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

27. INDEMNIFICATION

To the fullest extent permitted by law, each competitor agrees to indemnify and hold Singapore Sailing Federation, owners, affiliates, officers, employees, agents, committee persons and race officials acting in the official capacities, harmless from any third party claim to the extent arising from a competitor's acts or omissions.

28. [NP] LIABILITY AND INSURANCE

- 28.1. The Singapore Sailing Federation, owners, affiliates, officers, employees, agents, committee persons and race officials acting in the official capacities do not accept liability for loss of life or property damage, or personal injury or damage caused by or arising out of the event. Competitors take part in the event at their own risk.

- 28.2. The establishment of the Notice of Race and Sailing Instructions in no way limits or reduces the complete and unlimited responsibilities of a competitor being solely and entirely responsible for the management of a boat he is sailing.
- 28.3. All competitors shall maintain their boats in a safe and seaworthy condition.
- 28.4. A competitor shall be of good health and a competent sailor capable of racing in open water in all conditions including strong winds.
- 28.5. At-fault occurrences to other boats are the responsibility of the Competitors. Competitors are not covered by any liability insurance provided by the organising authority and should provide their own coverage for personal goods and liability protection. The organising authority recommends that competitors consult their own insurance carriers to assure they are covered at this event and regarding additional personal liability insurance coverage.
- 28.6. A competitor is recommended to have personal accident and health insurance that covers him while attending the event and while racing.
- 28.7. Each boat shall ensure that their boat is adequately insured against all third-party liability claims.
- 28.8. The Organising Authority is not responsible for verifying the status or validity of certificates.

29. FURTHER INFORMATION

Please contact the Singapore Sailing Federation for any question regarding this event via the following means:

Tel:(+65) 6444 4555

Email: info@singaporesailing.org.sg

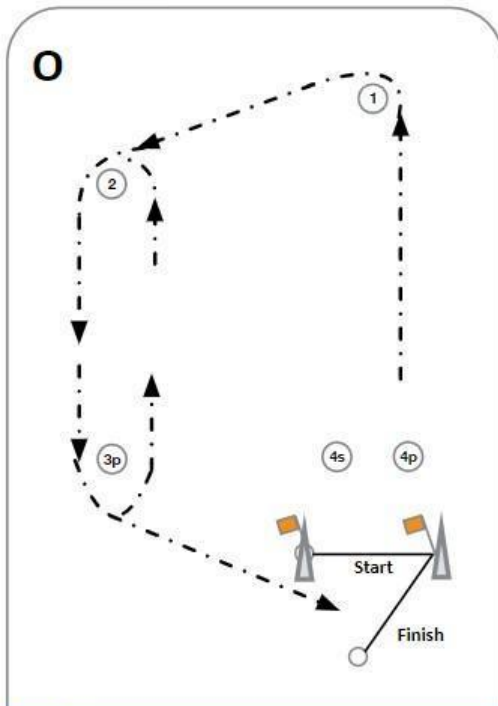
Website: www.sailing.org.sg

Attachment 1

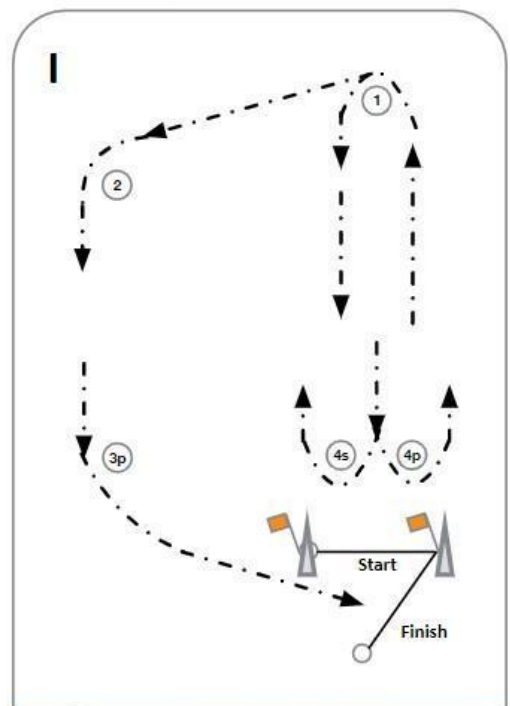


Attachment 2

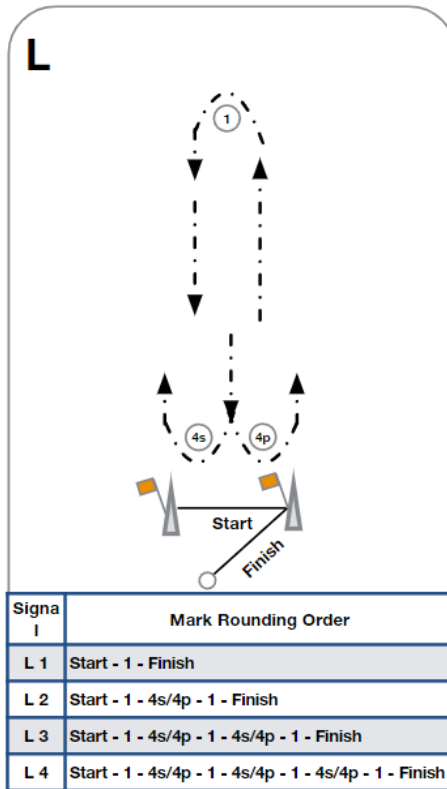
For ILCA classes



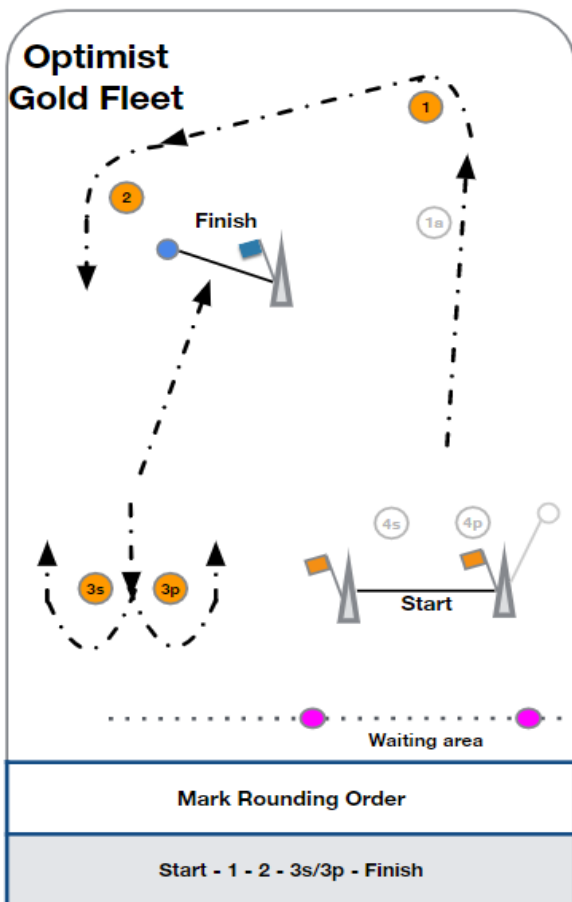
Signal	Mark Rounding Order
O 2	Start - 1 - 2 - 3p - 2 - 3p - Finish
O 3	Start - 1 - 2 - 3p - 2 - 3p - 2 - 3p - Finish
O 4	Start - 1 - 2 - 3p - 2 - 3p - 2 - 3p - 2 - 3p - Finish



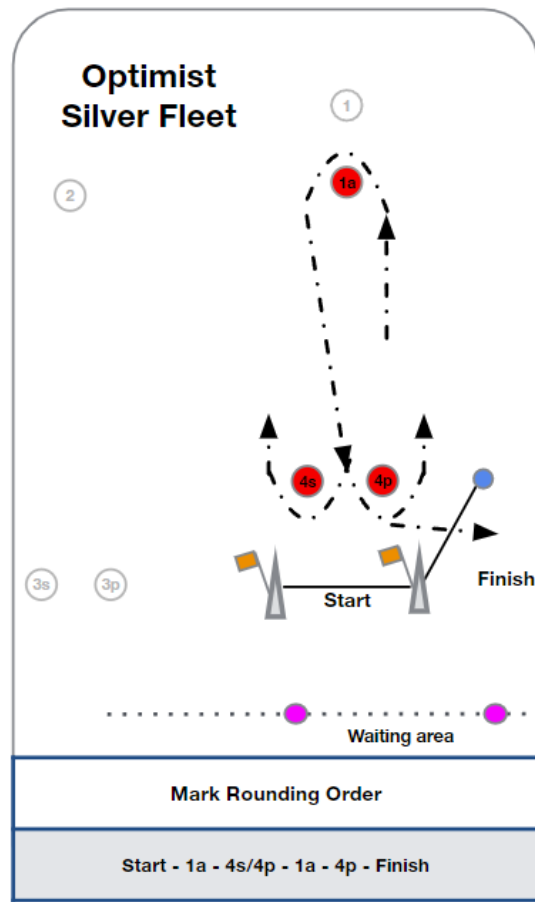
Signal	Mark Rounding Order
I 2	Start - 1 - 4s/4p - 1 - 2 - 3p - Finish
I 3	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 2 - 3p - Finish
I 4	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 4s/4p - 1 - 2 - 3p - Finish



Optimist Gold Fleet



Optimist Silver Fleet



Attachment 3

Graded Penalty System – Optimist Class

Minor (technical) penalties

Penalty approximately equal to 5% of fleet

- Failure to comply with the requirement to report retirement (SI 18.3)
- Not displaying the coloured ribbon (SI 15.5)

Intermediate penalties

Penalty equivalent to 10% of fleet

- Baler not attached to the hull (CR 4.3)
- Paddle not attached to the hull (CR 4.3)
- Daggerboard not attached to the hull (CR 3.3.4)
- Painter not attached to the mast step or mast thwart (CR 4.3)
- Whistle not attached to personal flotation device (CR 4.2)
- Breaches of SI 22 Trash disposal
- One sail tie more than 5mm loose (CR 6.6.3.4)
- Two sail ties more than 3mm loose (CR 6.6.3.4)
- Accidental loss of sail tie (CR 6.6.3.4)
- Sailing across a race in progress before starting or after finishing (SI 11.5)
- Out of the waiting area (SI 11.6)

Major penalties

retir equivalent to 30% of fleet

- No bailer, paddle or painter in boat (CR 4.3)
- No whistle (CR 4.2)
- No lanyard, locking device or other arrangement to attach mast to the hull (CR 3.5.2.11)
- Sail outside limits of bands (CR 3.5.2.7)

- Two ties looser than 5 mm (CR 6.6.3.4)
- Three or more ties looser than 3 mm (CR 6.6.3.4)
- Throat, tack or clew eyelet more than 3mm loose (CR 6.6.3.4)
- Repeated intermediate penalty

Disqualification (as per RRS)

- All RRS except as amended
- All SI except as amended
- All Optimist Class Rules except as amended
- Use of uninspected equipment
- Use of unapproved fittings
- Repeat of major penalty infringement