



## SSF Selection Trials for

Laser Radial and Laser 4.7 – National Training Squad (Part 2)  
Optimist Asian and Oceanian Championship 2021 (Pattaya, Thailand)  
EurILCA Europa Cup 2021 (Laser 4.7)

28 & 29 August 2021  
NATIONAL SAILING CENTRE, SINGAPORE

**Amendment 1 (red text): 1730h, 20 Aug 2021**

## Combined NOTICE of RACE & SAILING INSTRUCTIONS (NoR/SI)

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

The event website will be at: <https://singaporesailing.eventsmart.com/events/ssf-selection-trials/>

### 1 RULES

- 1.1 The event will be governed by the rules as defined in *The Racing Rules of Sailing (RRS)*. Other documents under RRS Definition: Rule (g) includes:
  - 1.1.1 [DP] The Support Team Regulations (STR) in NoR/SI Addendum D will apply.
  - 1.1.2 [DP][NP] Covid-19 Zone Areas Assigned for Competitors and Support Persons in NoR/SI Addendum E will apply.
  - 1.1.3 [DP] The Maritime and Port Authority of Singapore (MPA) Regulations wherever they might apply.
- 1.2 National authority prescriptions will apply. For RRS 40 Personal Floatation Devices, add on after the rule the following: “Singapore Sailing Federation prescribes that every boat shall carry life-saving equipment conforming to government regulations that apply in the racing area.”
- 1.3 In all rules governing this event, the notations:
  - 1.3.1 The notation [SP] means that a standard penalty may be applied by the Race Committee without a hearing or a discretionary penalty applied by the Protest Committee with a hearing. This changes RRS 63.1 and A5.1.
  - 1.3.2 The notation [NP] means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).
- 1.4 [DP] The penalty for a breach of the class rules may, at the discretion of the Protest Committee, be less than a disqualification.
- 1.5 [NP] The infringement of RRS Appendix G, IDENTIFICATION ON SAILS, shall not be grounds for protests by a boat.
- 1.6 RRS Appendix G3, CHARTERED OR LOANED BOATS, will apply, subject to the Race Committee approving her sail identification before the first race.

- 1.7 A boat shall neither make nor receive radio, telephone or other electromagnetic transmissions or communications while racing, except in an emergency or when using equipment provided by the Race Committee or Organising Authority (this restriction includes mobile telephones).
- 1.8 [DP][NP] Protocols relating to COVID-19 may be published at any time and will state if they have the status of a rule.
- 1.9 If there is a conflict between languages the English text will take precedence.

## 2 ELIGIBILITY AND ENTRY

- 2.1 The event is open to all boats / competitors of the following classes / fleets / age:

<i>Pathway</i>	<i>Class</i>
Junior Single-handed Dinghy	Optimist
Junior Single-handed Dinghy	Laser 4.7
Youth Single-handed Dinghy	Laser Radial

- 2.2 [NP] Competitors may be required to take Pre-Event Testing (PET) which will be organised and borne by the Organising Authority. If required, information on PET such as venue and dates will be published on the Official Notice Board.
- 2.3 [NP] All Singaporean competitors are required to have at least an Opti-Racer certification or a Dinghy Proficiency Level 1 for One Person Dinghy competitors,
- 2.4 The Organising Authority may cancel a class from racing if a minimum of three (3) entries has not been received before the final registration day for the event. Competitors of cancelled classes will be notified of any cancellation. The entry fees for cancelled classes will be refunded.
- 2.5 Eligible boats may enter by completing the electronic online form via the link below before the closing date, 27 August 2021. Late entries after the closing date may be accepted at the discretion of the Organising Authority.

<https://singaporesailing.eventsmart.com/events/ssf-selection-trials/>

**By entering the event, the competitors agree to be bound by *The Racing Rules of Sailing* and by all other *rules* that govern this event.**

- 2.6 The required entry fees are as follows:

<i>Fleet Race</i>		
	<b>Before 22 Aug 2021 (2359hrs)</b>	<b>After 22 Aug 2021</b>
<i>All single-handed classes</i>	\$35.00	\$52.50

- 2.7 To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees.

## 3 [DP][NP] ADVERTISING

- 3.1 Competitor advertising will be restricted to the World Sailing Advertising Code.
- 3.2 Boats may be required to display advertising chosen and supplied by the Organising Authority.

## 4 [NP] FORMAT

The event will consist of a single series.

## 5 SCHEDULE

5.1 The schedule of activities will be as follows:

<i>Class</i>	<i>Date</i>	<i>Time</i>	<i>Activity</i>
Laser 4.7	28 & 29 Aug 2021	1200h	First Warning Signal for Fleet Race
Laser Radial	28 & 29 Aug 2021	1200h	First Warning Signal for Fleet Race
Optimist	28 & 29 Aug 2021	1200h	First Warning Signal for Fleet Race

5.2 Number of Races:

<i>Fleet Race</i>	<i>No. of Races</i>	<i>Max Races per day</i>
All Single-handed classes	7	5

5.3 On the last scheduled day of racing for a class/fleet, no warning signal will be made after 1700h for that class/fleet.

## **6 [DP][NP] CODE OF CONDUCT**

6.1 Competitors and support persons shall comply with any reasonable request from an event official. Failure to comply may be misconduct.

6.2 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.

6.3 Boats not racing shall avoid the area where boats are racing and any race official vessels.

6.4 Boats that are on a Race Area to which they are not assigned shall avoid the area where boats are racing and any race official vessels.

## **7 [DP][NP] SAFETY REGULATIONS**

7.1 RRS 40.1 shall apply at all times while afloat.

7.2 [SP] Check-Out and Check-In Procedures:

7.2.1 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 in the respective zones. This also applies when boats are relaunched after returning ashore following the application of NoR/SI 7.4.

7.2.2 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. This also applies when boats return ashore following the application of NoR/SI 7.4.

7.3 A boat that retires from a race shall notify the Race Committee at the first reasonable opportunity before leaving the Race Area.

- 7.4 When flags AP over H or N over H are displayed from a Race Committee vessel in their respective Race Area, all boats in that Race Area shall immediately return ashore and wait there for further signals. This changes race signals AP over H and N over H.

## 8 COMMUNICATIONS WITH COMPETITORS

### 8.1 Official Notice Board

- 8.1.1 Notices to competitors will be posted on the Official Notice Board located online at <https://www.racingrulesofsailing.org/documents/2477/event?name=ssf-selection-trials-optimist-laser>. All links on this page which open to subsidiary pages of the event using the racingrulesofsailing.org platform are also a part of the Official Notice Board.

~~8.1.2 Notices may also be posted on a secondary physical notice board which will be nearby the Race Secretariat desk in the respective zones. Failure to post a notice on the physical notice board will not be grounds for redress. This changes RRS 62.1(a).~~

- 8.2 Any change to the sailing instructions will be posted at least 30 minutes before the displaying of flag D on the day it will take effect, except that any change to the schedule of races will be posted no later than 30 minutes after the end of the latest protest time limit on the day before it will take effect.
- 8.3 Signals made ashore will be displayed on the official flagstaff located at the boat park of the National Sailing Centre. Add to the Race Signals preamble: “When a visual signal is displayed over a NSC Zone flag, the signal applies only to that zone.”
- 8.4 When flag AP is displayed ashore, “1 minute” is replaced with “not less than 30 minutes” in the race signal AP. This changes RRS Race Signals.
- 8.5 [SP][NP] Flag D with one sound means: “The warning signal will not be made before the scheduled time or less than 30 minutes after flag D is displayed, whichever is later. Boats shall not launch until this signal is made.”

## 9 CLASS/FLEET FLAGS

Class or fleet flags will be as follows:

<i>Class/Fleet</i>	<i>Description</i>	<i>Background Colour</i>
Optimist	Optimist class insignia (Blue)	Yellow
Laser 4.7	Laser class insignia (Red)	Green
Laser Radial	Laser class insignia (Red)	Yellow

## 10 EVENT VENUE AND RACE AREA ASSIGNMENTS

- 10.1 The event venue will be hosted at the National Sailing Centre, 1500 East Coast Parkway, Singapore 468963.
- 10.2 The event venue will also be split into multiple zones. Please see NoR/SI Addendum E.
- 10.3 NoR/SI Addendum A shows the location of the racing area and the assignment of classes or fleets to the Race Areas.
- 10.4 Remote launching/recovering area will be made available at neighbouring club  
 - Constant Wind, 11 Changi Coast Walk, Singapore 499740

## 11 THE COURSES AND MARKS

- 11.1 The diagrams in NoR/SI Addendum B show the courses, the course designations, the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.

- 11.2 No later than the warning signal, the Race Committee signal vessel will display the course to be sailed and, ~~except for the windsurfing classes,~~ the approximate compass bearing of the first leg.
- 11.3 To change the next leg of the course, the Race Committee will (a) lay a new mark, (b) move the finishing line, or (c) move the leeward gate. When a new mark is laid, the original mark will be removed as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
- 11.4 Marks will be as follows:

<i>Race Area</i>	<i>Mark 1</i>	<i>Marks 2p, 2s</i>	<i>New Mark</i>	<i>Starting Marks</i>	<i>Finishing Marks</i>
Alpha	Yellow Cylindrical Buoy	Training small yellow stick marks	White Teardrop Buoy	Race Committee Vessel	Race Committee Vessel and Blue Oval Buoy
Bravo	Orange Cylindrical Buoy	Training small yellow stick marks	White Teardrop Buoy	Race Committee Vessel and Red Oval Buoy	Race Committee Vessel and Blue Oval Buoy

- 11.5 In the event that a gate mark is missing and has not been replaced with an object displaying flag M, the remaining mark shall be rounded to port.

## **12 THE START**

- 12.1 The starting line will be between a staff displaying an orange flag on the Race Committee signal vessel at the starboard end and either
- (a) the course side of the port-end starting mark, or
  - (b) a staff displaying an orange flag on the Race Committee vessel at the port end.
- 12.2 [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races and shall stay at least 50 metres away from boats that are starting or manoeuvring around the starting area to prepare for the start.
- 12.3 A boat that does not start within 4 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A5.1 and A5.2.
- 12.4 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.

## **13 THE FINISH**

- 13.1 The finishing line will be between a staff displaying a blue flag on the Race Committee vessel and the course side of the nearby finishing buoy.
- 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, Special Procedures for RRS 42, will apply as changed by NoR/SI 14.2.
- 14.2 RRS P2.3 will not apply and RRS P2.2 is changed so that it will apply to any penalty after the first one.
- 14.3 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 percentages for the Optimist class will be based on NoR/SI Addendum C. The scores of other boats shall not be changed; therefore, two boats may receive the same score. However, the penalty shall not cause the

boat's score to be worse than the score for DNF. The Race Committee may protest a boat when they consider the standard penalty to be inappropriate. A boat that has been penalised with a standard penalty can neither be protested for the same incident by another boat nor can another boat request redress for this Race Committee action. This changes RRS 60.1, 63.1 and A5.

- 14.4 For the Optimist class, a graded penalty system in NoR/SI Addendum C will apply. The “Minor Penalties”, “Intermediate Penalties” and “Major Penalties” identified in Addendum C, are standard penalties [SP] reflected in NoR/SI 14.3.
- 14.5 When a penalty is given under NoR/SI 1.4, 14.3, 14.4 or rules marked [DP] before a race is started, the penalty will remain if that race is restarted or resailed. This changed RRS 36.

## 15 TIME LIMITS AND TARGET TIMES

- 15.1 The Mark 1 Time Limit, Race Time Limit (see RRS 35), the Finishing Window and the race target times, in minutes, are as follows:

<i>Class / Fleet</i>	<i>Time limit</i>	<i>Mark 1 time limit</i>	<i>Finishing window</i>	<i>Target time</i>
Laser 4.7 and Laser Radial	60	25	20	45
Optimist	60	25	20	45

- 15.2 If no boat has passed the first mark within the Mark 1 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 For all classes, boats failing to finish within the time stated in the finishing window after the first boat sails the course and finishes will be scored Did Not Finish (DNF) without a hearing. This changes RRS 35, A4 and A5.1 and A5.2.

## 16 SCORING

- 16.1 RRS B8 is deleted.
- 16.2 One (1) race is required to be completed to constitute the series.
- 16.3 When fewer than four (4) races have been completed, a boat's series score will be the total of her race scores. When four or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- 16.4 To request correction of an alleged error in posted race or series results, a boat may submit a scoring enquiry form available online via the event microsite or [https://www.racingrulesofsailing.org/scoring\\_inquiries/2477/event](https://www.racingrulesofsailing.org/scoring_inquiries/2477/event). On the last day of racing, a scoring enquiry shall be delivered no later than 1 hour after the end of the protest time limit. **Competitors' attention is drawn to NoR/SI 17.4.**

## 17 HEARING REQUESTS

- 17.1 Add to RRS 61.1(a), “To inform the Race Committee of the boat(s) being protested, the boat intending to protest shall approach the Race Committee vessel at the finishing line as soon as possible after finishing or retiring and shall hail the protested boat(s) sail number(s).
- 17.2 For each class or fleet, 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. The time will be posted on the Official Notice Board.
- 17.3 Hearing request forms are available via the event microsite or [https://www.racingrulesofsailing.org/protests?event\\_id=2477](https://www.racingrulesofsailing.org/protests?event_id=2477). Protests and requests for redress or reopening shall be submitted online, within the appropriate time limit. However, if the online system is not operational, a boat shall contact the Protest Committee to receive permission to lodge the request via email or by hardcopy. This changes RRS 61.2, 62.2 and 66.

- 17.4 A request for redress based on an incident identified in a scoring enquiry will meet the time limit if:
- 17.4.1 the scoring enquiry was submitted as per NoR/SI 16.4 within the time limit specified in RRS 62.2 as changed by NoR/SI 17.2; and
- 17.4.2 the request for redress is submitted as soon as reasonably possible after being notified of the Race Committee’s response to the scoring enquiry. The response by the Race Committee may be notified in writing or through the online system. This changes RRS 62.2.
- 17.5 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 the National Sailing Centre, beginning at the time posted.
- 17.6 A list of boats that have been penalised for breaking RRS 42 under Appendix P will be posted.

**18 [DP][NP] REPLACEMENT OF CREW OR EQUIPMENT**

- 18.1 Substitution of competitors is not allowed.
- 18.2 Substitution of damaged or lost equipment is not allowed unless approved online by the Race Committee. Requests for substitution shall be made to the Race Committee at the first reasonable opportunity by submitting an Equipment Replacement Request Form available online via the event website.
- 18.3 Repairs or replacements may be made on the water before or between races provided that the Race Committee afloat is notified, and approval granted by the committee before the next race. After the end of the day’s racing, the substitution is still subject to the approval of the Race Committee given retrospectively.

**19 [DP][NP] EQUIPMENT AND MEASUREMENT CHECKS**

- 19.1 A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.
- 19.2 When instructed by a race official on the water, a boat shall proceed to a designated area for inspection.

**20 OFFICIAL AND SUPPORT PERSON VESSELS**

- 20.1 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”
Principal Race Officer	White flag with black or red letters “PRO”

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

**21 TRASH DISPOSAL**

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

**22 [DP][NP] MEDIA RIGHTS, CAMERAS AND ELECTRONIC EQUIPMENT**

- 22.1 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.
- 22.2 Competitors and their support persons may be required for media interviews during the period of the event.

## **23 [NP] LIABILITY AND INSURANCE**

- 23.1 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.
- 23.2 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.
- 23.3 All competitors shall maintain their boats in a safe and seaworthy condition.
- 23.4 A competitor shall be of good health and a competent sailor capable of racing in open water in all conditions including strong winds.
- 23.5 At-fault occurrences to other boats are the responsibility of the helmsman. 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.
- 23.6 A competitor is recommended to have personal accident and health insurance that covers him while attending the event and while racing.
- 23.7 The Organising Authority is not responsible for verifying the status or validity of certificates.

## **24 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.**

## **25 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.

## **26 FURTHER INFORMATION**

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

Tel: 6444 4555

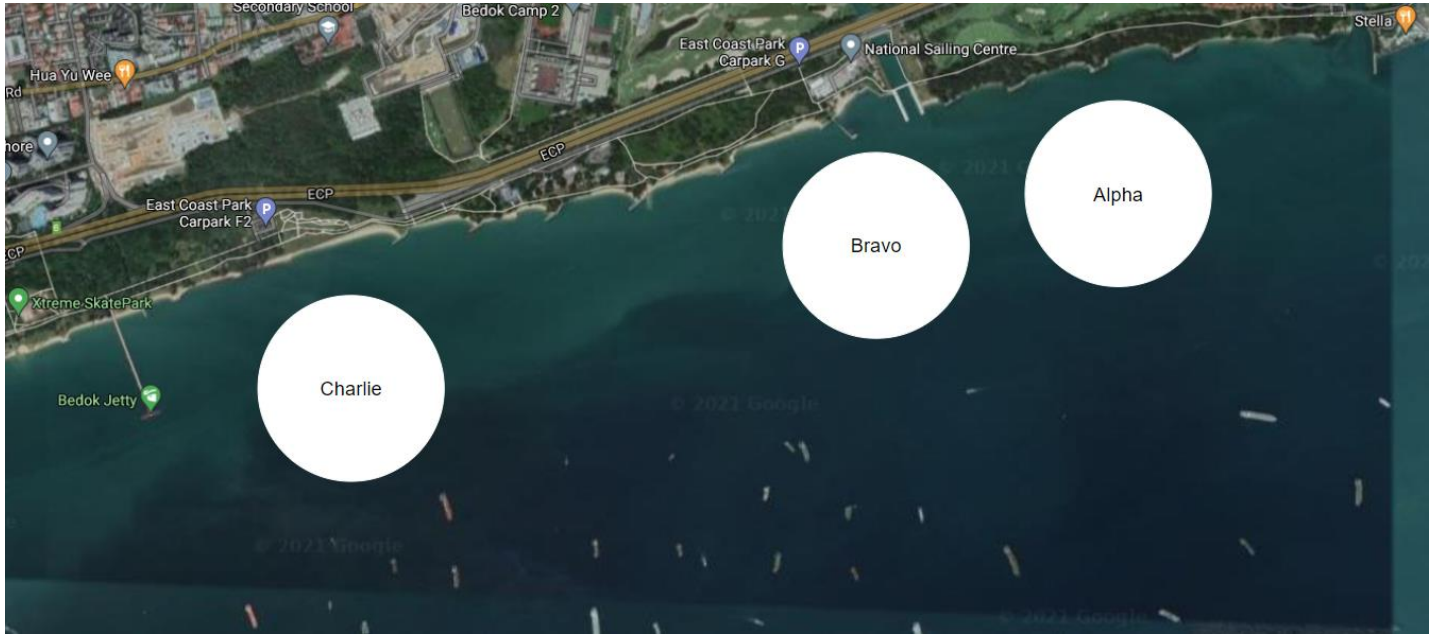
Email: [info@singaporesailing.org.sg](mailto:info@singaporesailing.org.sg)

Website: <https://sailing.org.sg/>

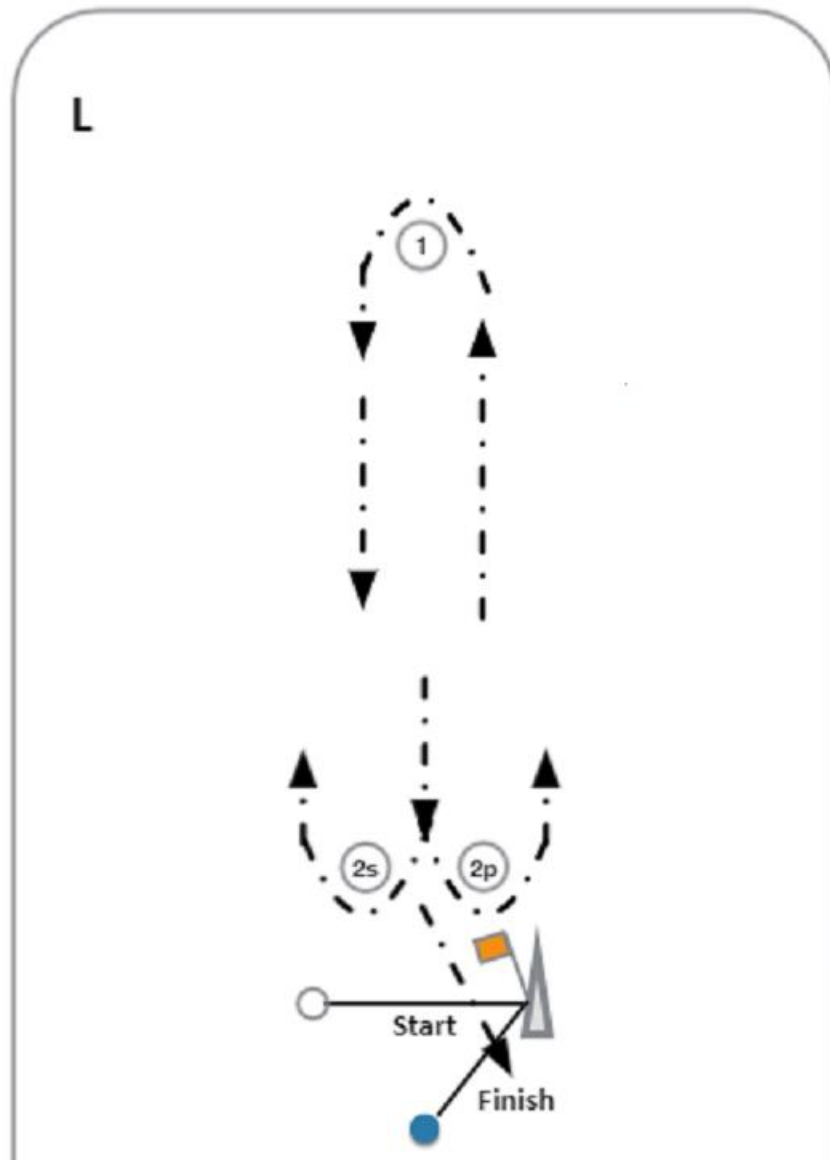


## Addendum A – Racing Area and Race Area Assignments

<i>Race Area Alpha</i>	<i>Race Area Bravo</i>	<i>Race Area Charlie</i>
Laser 4.7 Laser Radial	Optimist	(Not in use)



## Addendum B – The Course



<b>Signal</b>	<b>Mark Rounding Order</b>
<b>L2</b>	Start – 1 – 2s/2p – 1 – 2p – Finish
<b>L3</b>	Start – 1 – 2s/2p – 1 – 2s/2p – 1 – 2p – Finish

## **Addendum C – Optimist Graded Penalty System**

*[CR: Optimist class rules]*

### **Minor Penalties**

*Penalty approximately equal to 5% of fleet*

- Breaches of NoR/SI 7 Safety Regulations if no danger was involved
- Not displaying the coloured ribbon or incorrect ribbon

### **Intermediate Penalties**

*Penalty equivalent to 10% of fleet*

- Bailer not attached to the hull (CR 4.3a)
- Paddle not attached to the hull (CR 4.3c)
- Daggerboard not attached to the hull (CR 3.3.4)
- Painter not attached to mast step (CR 4.3b)
- Whistle not attached to personal flotation device (CR 4.2a)
- One sail tie 5 mm or more loose (CR 6.6.3.4)
- Two sail ties 3 mm or more 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
- Out of the waiting area and/or interfering with boats starting in another fleet or division
- Breaches of NoR/SI Trash Disposal

### **Major Penalties**

*Penalty equivalent to 30% of fleet*

- No bailer, paddle or painter in boat (CR 4.3)
- No whistle (CR 4.2a)
- 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 5 mm or more loose (CR 6.6.3.4)
- Three or more ties 3 mm or more loose (CR 6.6.3.4)
- Throat, tack or clew eyelet 3 mm or more loose (CR 6.6.3.4)
- Repeat of intermediate penalty infringement

### **Disqualification**

*Penalty DSQ*

- Use of uninspected equipment
- Use of unapproved fittings
- Repeat of major penalty infringement

## **Addendum D – Support Team Regulations (STR)**

### **1. GENERAL**

- 1.1 These Support Team Regulations (STR) shall apply at all times during the period of the event while support persons are at the venue, ashore or afloat on the field of play (Racing Area).
- 1.2 For the purposes of these STR, a support person vessel includes any vessel that is under the control or direction of a person who is or may provide physical or advisory support to a competitor, including the gathering of data that may be used at a later time.
- 1.3 The Organising Authority may inspect a support person vessel at any time to ensure that they comply with these regulations, and the person responsible for the vessel shall facilitate such inspection.
- 1.4 An alleged breach of any of these STR may be referred to the Jury for a hearing under RRS 60.3(d). Note also, action may be taken under RRS 69.
- 1.5 The Organising Authority may change these STR at any time. Any changes will be posted as per NoR/SI 8.1.
- 1.6 All support person vessels and their designated drivers shall register at the Race Office on the first racing day before the first race and collect a Green identification flag as per NoR/SI 20.3 which is to be conspicuously displayed at any time whilst afloat.
- 1.7 Designated drivers of all support person vessels shall attend any Coach or Team Leaders meetings scheduled by the Organising Authority.
- 1.8 The person registering the support person vessel shall confirm that:
  - 1.8.1 A valid insurance certificate showing proof of third-party liability coverage has been obtained; and
  - 1.8.2 Each designated driver has a motorboat-driving license recognised by a national authority appropriate to that vessel or a valid MPA Powered Pleasure-Craft Driving Licence (PPCDL).

### **2. SAILING VENUE**

- 2.1 Support person vessels shall use the areas designated by the Organising Authority for launching and recovery.
- 2.2 Priority for the use of the pontoon within the harbour of the National Sailing Centre (NSC) Singapore, is reserved for official vessels designated by the Organising Authority or as stated in NoR/SI 20.1. Support person vessels may use the pontoon such as loading and unloading of equipment under the permission of the Organising Authority but shall not interfere with the operations of any official vessels using the pontoon.

### **3. SAFETY**

- 3.1 Life jackets or Personal Floatation Devices shall be worn at all times when afloat. The kill cord shall be securely attached to the driver at all times when the engine is running and in gear.
- 3.2 The maximum plated / certified passenger limits for the vessel shall not be exceeded.
- 3.3 At all times, support persons including the registered driver(s) of a support person vessel shall comply with directions given by or under the authority of a Race Official. This includes assisting in rescue operations when requested to do so. See RRS 1.1.

### **4. GENERAL RESTRICTIONS**

- 4.1 The driver(s) of a support person vessel will be responsible for the control of the vessel at all times and will be held responsible for any inappropriate behaviour, dangerous actions or improper practices, or actions affecting the fairness or safety of the event.

4.2 Support person vessels shall not leave any device, piece of equipment, buoy, marker or similar item permanently in the water. Temporary use of floating objects is allowed for current measurement. These objects shall be removed as soon as the measurement has been taken.

4.3 Support person vessels should take particular care to minimise their wash when transiting the Race Areas.

## 5. DRONES

The use of drone is prohibited.

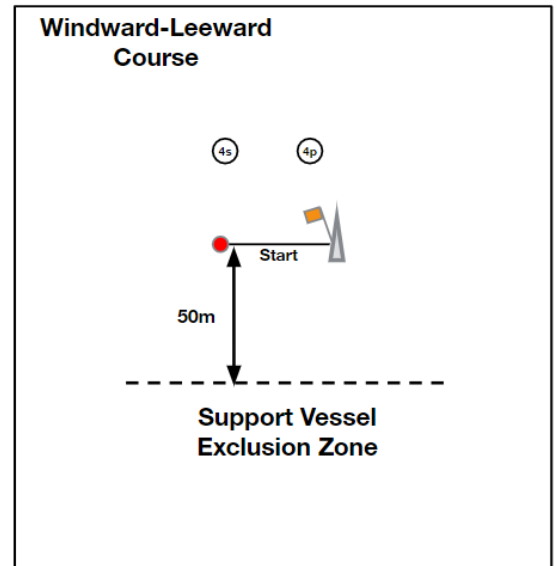
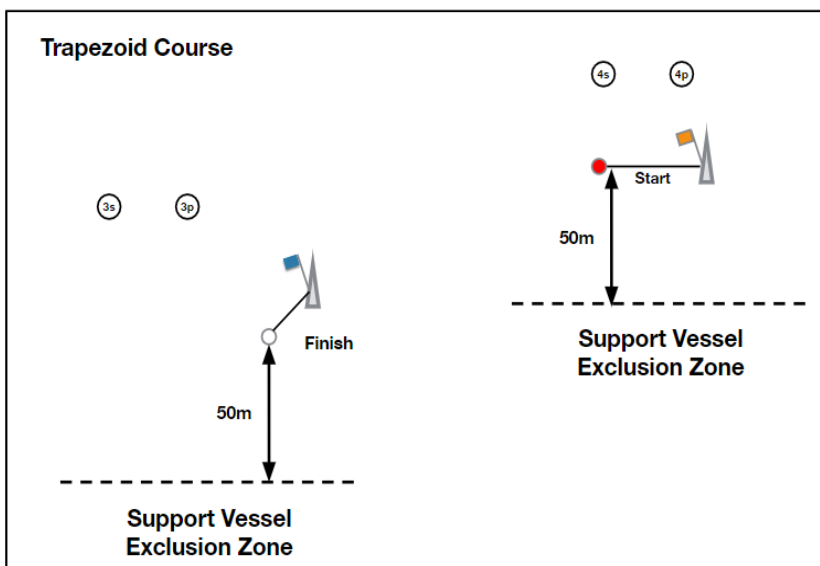
## 6. SUPPORT PERSON VESSELS RESTRICTED AREAS

6.1 Team leaders, coaches and other support persons shall stay outside areas where boats are racing from the time of the preparatory signal for the first start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment. Such areas are defined as:

- (a) not closer than 50m to any boat racing (*except a boat in distress or requiring assistance*);
- (b) within 50m of the starting line and marks;
- (c) between any boat racing and the next mark of the course;
- (d) between the inner and outer trapezoid courses when boats are racing on both courses;
- (e) within 50m of any mark of the course while boats are in the vicinity of that mark;
- (f) within 50m of the finishing line and marks while boats are finishing; and
- (g) Support person vessel exclusion zone or boundary – 50m outside the area where boats may be racing bounded by all racing marks.

6.2 Support person vessels should proceed around the racing area in such a way to minimise the effect their wash will have on boats racing. Vessels that are motoring above five knots shall remain at least 100m from any boat racing.

6.3 When a Race Committee or Jury member instructs a support person vessel to move further away from the Race Area, the support person vessel shall do so immediately.



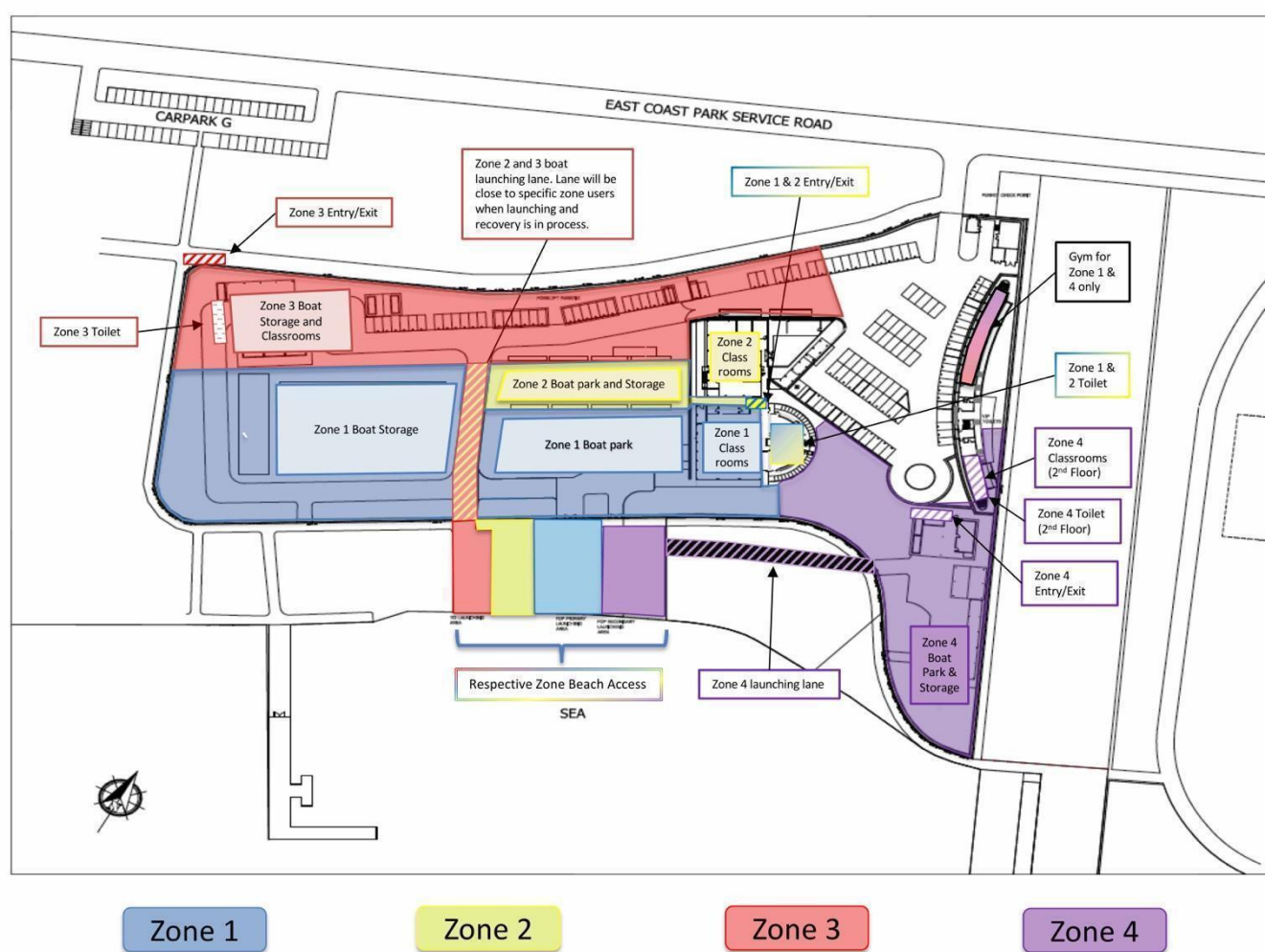
## Addendum E – Covid-19 Zone Areas Assigned for Competitors & Support Persons

### 1 GENERAL

- 1.1 These COVID-19 Zone Areas shall apply at all times during the event at the venue and are applicable to all competitors and support persons.
- 1.2 The Organising Authority may refuse entry to the event venue if competitor(s) and/or support person(s) not abiding by the Safe Management Measures in place and/or are breaching zone areas assigned.
- 1.3 See also NoR/SI 6.1 and 6.2 under Code of Conduct.
- 1.4 Please refer to Addendum E 2 & 3 for designated Zones.

### 2 VENUE: NATIONAL SAILING CENTRE

1500 East Coast Parkway, Singapore 468963



2.1 National Sailing Centre (NSC) will be split into 4 zones and entry to the zone area will be restricted for competitors, coaches, officials and volunteers only.

2.2 Parents, guardians and supporters will not be allowed in the venue during the entire event except for drop off and pick up at the respective zones only.

a) Zone 4:

- Parents can enter the NSC Carpark to drop off and pick up. Please wait inside your car if you are early for pick-up.
- All optimist competitors are required to remain in zone 4

b) Zone 3:

- Carpark G will be the drop off and pick-up point for competitors assigned to Zone 3.
- All laser competitors are required to remain in zone 3

### **3 BOAT TRANSFER**

Clubs are to submit their request and details of their boat transportation for the event to [info@singaporesailing.org.sg](mailto:info@singaporesailing.org.sg).