

SAILING INSTRUCTIONS

2023 – 2024



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Issue 1	August	
Issue 2	January	TopYacht to SailSys

**The Organising Authorities are the Cruising Yacht Club of South Australia
and the Royal South Australian Yacht Squadron.**

[NP] denotes that a breach of this rule will not be grounds for protest by boat. This changes RRS 64.1(a)

[DP] denotes a rule for which the penalty is at the discretion of the protest committee. This changes RRS 64.1

1. RULES

All races will be governed by the rules as defined by the Racing Rules of Sailing RRS 2021-2024, Prescriptions and Safety Regulations of Australian Sailing (AS), the South Australian Recreational Boating Regulations (DTEI) and the International Regulations for Prevention of Collisions at Sea. 1972 (COLREGS).

- 1.1 Nothing in these Sailing Instructions or Notice of Race relieves a boat of her responsibility under civil law to comply with the International Regulations for Preventing Collisions at sea or local conditions.
- 1.2 Between sunset and sunrise, when a boat cannot determine with certainty what tack the other boat is on, she shall keep clear of that boat. Competitors are reminded that part of the definition of “room” in the RRS includes taking into account the existing conditions (including visibility).
- 1.3 A boat, while racing, shall not cause interference to commercial shipping or other vessels having right of way under the government right of way regulations.
- 1.4 The following alterations have been made to the rules:
 - 1.4.1 RRS 51, Movable or Variable ballast (within the meaning of those terms in the Special Regulations) is altered by adding ‘except that canting keels and transferable water ballasting and pumps to fill, transfer and exhaust water ballast are allowed for the purpose of changing trim or stability’.
 - 1.4.2 RRS 52 (Manual Power) shall not apply. Stored power is permitted for the adjustment and operation of self-steering, sails and movable appendages.
- 1.5 For boats competing in IRC Divisions, the IRC Rules Part A, B and C shall apply.
- 1.6 Boats with extendable bowsprits shall have them retracted when not in use on a windward leg of the course, except when approaching the windward mark. After rounding a leeward mark, it shall be retracted as soon as practicable.
- 1.7 Supplementary Sailing Instructions may be issued for any race and shall be read in conjunction with these Sailing Instructions (SIs) and take precedence where there is a conflict. Any and all such amendments shall apply to that/those race(s) unless expressly stated as permanent changes. The Supplementary Sailing Instructions will be available from the Racing Office at least two hours prior to the scheduled warning signal.
- 1.8 The race committee of the Port Lincoln Yacht Club (PLYC) will conduct and issue separate Notice of Race and Sailing Instructions for the Adelaide-to-Port Lincoln Yacht Race. Where there is a conflict, they shall replace these Sailing Instructions, with the exception of the following: entrants in the Offshore Series must comply with NoR 3.5 for the Adelaide-to-Port Lincoln Yacht Race; entrants competing in the Offshore Series Adelaide-to-Port Lincoln Race shall also be entrants in the PLYC Adelaide-to-Port Lincoln Yacht Race.
- 1.9 The club’s Short-Handed Safety Protocol shall apply to Short-Handed events.
CYCSA ([CLICK HERE](#)).

2. CHANGE TO SAILING INSTRUCTIONS

- 2.1 Any change to the Sailing Instructions will be posted on the Official Notice Board not less than 2 hours prior to the warning signal for the first race in which the change will take effect. This will be indicated by the code flag L flown from the club mast and a single sound signal.

- 2.2 Verbal changes to the Sailing Instructions may be made from the Committee Boat by displaying the 'Third Substitute' with two sound signals followed by no less than three broadcasts over the VHF race radio channel. Failure by the competitor to hear the transmissions will not be grounds for redress. This changes RRS 62.1(a).

3. NOTICES TO COMPETITORS

Notices to competitors will be placed on the Official Notice Boards located in the Boating Office at CYCSA and outside the Racing Office at RSAYS. Nomination Desks are located in both Racing Offices.

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the club flagpole.
 4.2 Postponement Signals: When Flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in race signal AP. This changes RRS signals.

5. MARKS

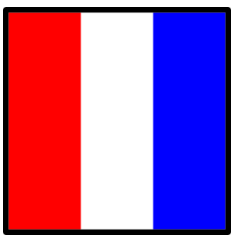
- 5.1 The starting and finishing marks will be a black and white chequered buoy or a pink buoy.
 5.2 Inshore races: course marks will be large inflatable buoys. W1 will be orange, and W2 will be yellow. L1 and L2 will be orange.
 5.3 New Marks: new marks for course changes will be W1 orange with a black band, W2 yellow with a black band. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
 5.4 Offshore races: course marks will be detailed in Supplementary Sailing Instructions.

6. DIVISIONS AND CLASSES

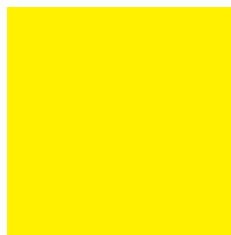
- 6.1 The Race Committee will allocate boats to a division or class for a Series or race.
 6.2 The minimum number of entries in a division/class shall be 5 boats unless otherwise determined by the Racing Executive of CYCSA. Formation of a Division or Class shall be at the discretion of the Racing Committee.

7. DIVISION AND CLASS FLAGS

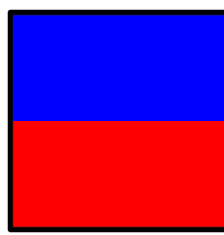
Boats shall conspicuously display the appropriate racing flag(s) as shown in SIs or other flags/pennants as instructed on a backstay or other stern attachment whilst racing. Failure to do so may result in a boat being scored DNC.



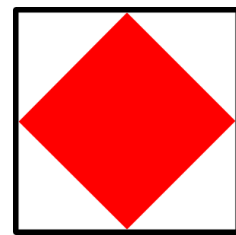
All Boats "T"



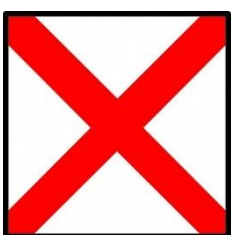
Division 0 "Q"



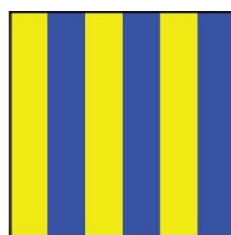
Division 1 "E"



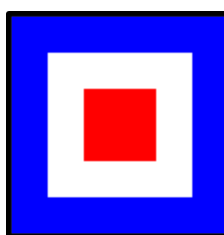
Division 2 "F"



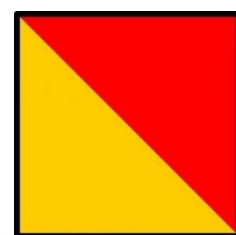
Division 3 "V"



Offshore "G"



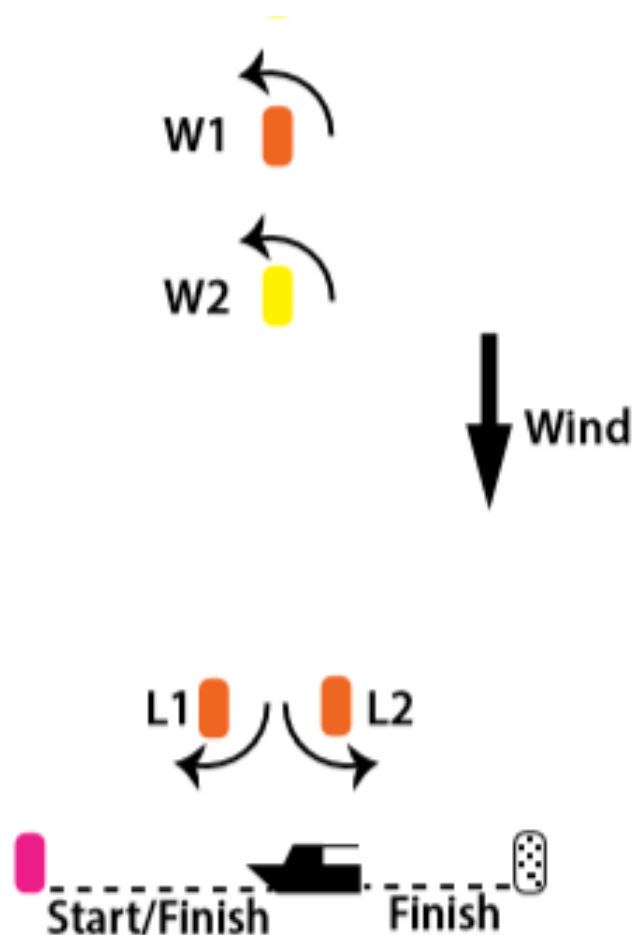
Etchells "W"







Shorthanded "O"

8. COURSES





8.1 *Inshore Courses - Laid Marks*



Division 1

- Pennant 1  Start - W1(P) - Finish.
 Pennant 2  Start - W1(P) - L1/L2 - W1(P) - Finish.
 Pennant 3  Start - W1(P) - L1/L2 - W1(P) - L1/L2 - W1(P) - Finish.
 Pennant 4  Start - W1(P) - L1/L2 - W1(P) - L1/L2 - W1(P) - L1/L2 - W1(P) - Finish.

Division 2

- Pennant 1  Start - W2(P) - Finish.
 Pennant 2  Start - W2(P) - L1/L2 - W2(P) - Finish.
 Pennant 3  Start - W2(P) - L1/L2 - W2(P) - L1/L2 - W2(P) - Finish.
 Pennant 4  Start - W2(P) - L1/L2 - W2(P) - L1/L2 - W2(P) - L1/L2 - W2(P) - Finish.

8.2 *Inshore Courses - Fixed Marks*

Course booklets are available from the Racing Office. Course numbers will be signalled from the Committee Boat and notified over the radio, prior to the warning signal.

F/M course may also be set on the day and will be available no less than one hour before the warning signal.

8.3 **Offshore Courses**

- 8.3.1 Supplementary Sailing Instructions will be issued for all offshore races. These will be available at the Racing Office, on CYCSA and RSAYS Club's website not less than two hours prior to the warning signal. Skippers are reminded to monitor the race radio channel.
- 8.3.2 Should variable conditions require changes to the published course, such changes will be announced over VHF radio by the committee boat. Refer SI 2.2.

8.4 **Short-handed Courses**

Courses will be available from the Racing Office no less than one hour prior to the warning signal.

9. **START PROCEDURES**

- 9.1 Signals for starting will be as per RRS 26.
- 9.2 When more than one race is held on the same day, the warning signal for each succeeding race will be made as soon as practicable after the last boat in each division finishes in the preceding race. To alert boats that a race or a sequence of races will begin soon the Answering Pennant (AP) shall be displayed before the warning signal is made.
- 9.3 Starting countdowns may be broadcast on VHF 77 (or VHF 73 RSAYS Twilight races).
- 9.4 Prior to the warning signal the approximate bearing and distance in nautical miles to the windward mark may be displayed on the Committee Boat.
- 9.5 Prior to the starting sequence, boats shall keep clear of official boats engaged in mark laying. Boats that interfere with official boats may be subject to protest.
- 9.6 Restart after a general recall: general recalls will be made in accordance with RRS 29.2.
- 9.7 For Offshore Races, boats which are premature starters and fail to return shall have 20% added to their elapsed time. Premature starters may be called on VHF 77 after the start.
- 9.8 For Inshore Races, boats which are premature starters and fail to return may be called on the prescribed radio channel for the day, after the start.
- 9.9 Failure to hear the radio communication or return to start correctly will not be grounds for redress.
- 9.10 Starting time limits
 - 9.10.1 For all races a boat shall not start later than 10 minutes after her start signal.
 - 9.10.2 Late to the start line: A boat running late for the start may use its engine after the preparatory signal for the purpose of proceeding to the starting area, providing that before starting, the boat shuts off her engine and after getting well clear of all other boats, makes 1 tack and 1 gybe in the same direction under sail. A boat taking a penalty turn shall report, in writing, the circumstances to the Racing Office after the race and within the protest time limit.
- 9.11 Handicap starts

A list of start times and the start and recall system will be displayed on the Official Notice Board not less than 2 hours before the warning signal for the first boat.

 - 9.11.1 For CYCSA run events a notice board will be displayed on the Committee Boat on the start line. Numerals on the board will indicate when competitors shall start. Competitors shall start as their allocated time appears on the board, i.e. When 00 appears, it is race start time. When 01 appears, it is race start time plus one minute and so on.
 - 9.11.2 For RSAYS events, a time clock showing the current GPS time, will be displayed from the Committee Boat. Competitors shall start when their allocated time appears on

the clock. The clock will switch to a 10 second count down for the last 10 seconds of each minute.

Sail numbers of boats that are OCS at their start time will be broadcast on the prescribed radio channel for the day, but no other signals will be made. This changes RRS 29.1.

10. START LINES

- 10.1 **Outside River Start Line:** The starting line will be between a staff displaying an orange flag on the Committee Boat at the one end and the starting mark at the other end.
- 10.2 **Inside River Start Line:** The starting line will be between a staff displaying an orange flag on the Committee Boat (on the western side of channel) and the southern edge of the vertical blue panel on the Outer Harbor Signal Tower unless otherwise prescribed.
- 10.3 A buoy carrying a pink flag may be moored near or streamed from the Committee Boat. For the purpose of the application of the rules, this buoy is deemed to be part of the Committee Boat and any boat touching the buoy or passing between it and the Committee Boat shall be deemed to have touched the Committee Boat.

11. FINISH LINES

- 11.1 **Offshore Finish Line 1:** will be an imaginary line between the Number 13 Beacon and the Lead In Beacon and can be approached from either side. The offshore finish line is in transit with the O/H Front and O/H Rear Beacons and the Northern Torrens Island Chimney (red lights). Boats shall record their own finishing time and sign off as per SI 19.6.



Offshore Finish Line 2: will be an imaginary line extending 100m east of the Entrance Beacon and can be approached from either side. The offshore finish line is in transit with the O/H Front and O/H Rear Beacons. Boats shall record their own finishing time and sign off as per SI 19.6.



- 11.2 **Outside River Finish Line:** The finish line will be between a staff displaying a blue flag on the Committee Boat and the finish mark. The position of the finish line in relation to the Committee Boat will be notified by radio.
- 11.3 **Inside River Finish Line:** The finish line will be between a staff displaying a blue flag on the Committee Boat on the western side of the channel and the southern edge of the Vertical Blue Panel on the Outer Harbor Signal Tower.
- 11.4 **Changing the Finish Line:** When it is considered that the conditions are such that SI 11.2 is impractical, Code Flag "R" will be flown at the start and the finish line be as described in SI 11.3. If a decision is made to change the finish line after the start, all boats will be notified by radio.

12. TIME LIMITS

- 12.1 **Inshore races:** The time limit for all boats will be 4 hours unless otherwise indicated. Where two races are programmed on the same day, the time limit shall be 2 hours for each race. Boats failing to finish within the time limit may be scored TLE.
- 12.2 **Offshore races:** No time limit.
- 12.3 **Twilight races:** Time limit for all boats will be 20:00 or official sunset, whichever is earlier. Any boat still racing when her time limit expires may be scored Time Limit Expired (TLE).
- 12.4 **Short Handed races:** Time limit for all boats will be 3 hours. Boats failing to finish within this time may be scored TLE.

13. RADIO COMMUNICATION

- 13.1 In accordance with RRS 41, the Race Committee may broadcast the course to be sailed, names/sail numbers of OCS boats, and/or any other information of interest to competitors. Any failure of, or defect in, such a broadcast will not be grounds for redress. This changes RRS 60.1 and 62.
- 13.2 The Race Committee will monitor VHF Ch 77 for all inshore races and starts of the Offshore races.

14. SCORING

- 14.1 All Regattas and Series ties will be broken using RRS A8.
- 14.2 To constitute a Series a minimum of four races must be programmed.
Note: discards are applied to completed races. The percentage is calculated thus: 7 races x 20% = 1.4 (1 discard); 9 races x 20% = 1.8 (2 discards). Calculations of 0.5 & upwards are rounded up to the next whole number.
- 14.3 Casual entries will not be scored for series results.
- 14.4 Boats still racing when the time limit expires may be scored points equal to the number of finishers plus 1 point. Such boats may be scored Time Limit Expired (TLE). This changes RRS 35, A4, and A5.
- 14.5 Minimum Entries/Starters
 - 14.5.1 Minimum number of entries in any Series shall be five, or as otherwise determined by the Racing Executive of CYCSA.
 - 14.5.2 Minimum entries for a race shall be three.
 - 14.5.3 For a race that is part of a Series there shall be no minimum entries.
 - 14.5.4 RRS 44.1 is changed to permit a boat to take a 20% scoring penalty as in RRS 44.3(c) during the arbitration hearing. Her position across the line will be increased by 20% of the difference between the boat's finishing place and the number of starters in the race (including casual entries) rounded up to the next whole number except that she shall not be scored worse than points for DSQ. The scores of other boats may receive the same score. Once accepted, this decision is not subject to reopening or appeal. Changes RRS 64.1(a), 66 & Appendix A.
- 14.6 Dispensation for boats competing in away events.
 - 14.6.1 RRS A4 is changed as follows: Boats undertaking racing, delivery to or return from Australian Sailing recognised events on or during the club season may apply in writing prior to the event to the Racing Committee for an allocated race score to be applied as follows: The boat's allocated race score shall be the average of her scores in that series immediately prior to the race for which an average score is requested.
 - 14.6.2 The scores of other boats shall not be changed.

15. HANDICAPPING (DP)

- 15.1 A computer-generated **SailSys** Handicapping System will be used for PHS races.
- 15.2 Change of nominated helmsperson. The helmsperson shall be nominated on the entry form for each series. The Racing Committee shall be advised of a change to the helmsperson at least 24 hours prior to a race. A change of helmsperson may vary a boat's handicap. This does not preclude crew members taking the helm for short periods during a race or helming during their watch in an offshore race, but not during the starting period.
- 15.3 For short-handed races, either crew may helm at any time.
- 15.4 The Racing Committee shall be advised in writing of any alterations to a boat and/or its equipment that may affect its performance not less than 48 hours before racing.

16. SAFETY CATEGORY OF EVENTS/ COMPLIANCE (NP)

16.1 All inshore races shall be Category 6.

Where Department of Transport regulations for boats in unprotected waters exceed the AS Special Regulations Part 1, then the Department of Transport regulations shall apply.

16.2 All offshore races shall be Category 4 with the exception of Haystack Island and Adelaide-to-Pt Lincoln races which shall be Category 3.

16.3 Refer to NoR 2023-2024 RSAYS & CYCSA for pre-race requirements. Items 3.1, 3.4, 3.5, 3.6, 6 and Crew Complement Items 4.

16.4 Personal Flotation Devices

16.4.1 On boats without lifelines or those with lifelines that do not comply with AS Special Regulations 3.12, all crew shall wear a Personal Flotation Device (PFD), as per AS Special Regulations Part 1 Section 5, at all times while racing.

16.4.2 Short-handed races: At all times while racing, both crew shall wear a PFD, as per AS Special Regulations Part 1 Section 5.

16.4.3 Attention is drawn to AS Special Regulations 5.01.1 (g): a PFD shall be worn by each member of the crew when on deck between the hours of sunset and sunrise.

16.4.4 Boats with lifting keels shall lock the keel down using a non-friction device at all times while racing.

16.5 Retiring: A boat that retires from a race shall lower her racing flag and notify the Race Committee at the finish line or advise the authority nominated to conduct the radio monitoring as soon as possible after retiring, and before the end of the protest time limit. Failure to comply will result in a boat being scored DNC.

17 SAIL NUMBERS

17.1 All boats shall conform to RRS 77 and Appendix G.

17.2 A boat shall notify the Racing Office in writing one hour before the first warning when a sail number does not match the registered sail number on the entry form. Failure to do so may result in being scored DNC.

18. PROTESTS

18.1 Protests shall be lodged in accordance with RRS 61 to the Racing Office, Race Officer, a member of the Race Committee or a club office employee.

18.2 For Inshore Races, protests shall be in writing and lodged within 2 hours of the finishing time of the last boat in the last race of the day or after the abandonment signal is made.

18.3 For Offshore Races, protests shall be in writing and lodged by 1500 on the day following the protesting boat's finishing time.

19. OFFSHORE RACES (SPECIAL REQUIREMENTS)

19.1 Each boat shall submit a completed "Offshore Race Crew List" by each club's electronic entry service. The list shall include radio(s) and other safety devices to be used and lodged at least two hours prior to the warning signal.

19.2 Offshore Race Crew List is an essential part of the safety protocols. Late submission of the Offshore Race Crew List may attract a 20% time penalty to the elapsed time.

19.3 The Crew List is to contain as a minimum: Crew names, AS Number, and Next of Kin contact details and relationship as per the form available in the Racing Office.

19.4 In addition to section 19.1 boats shall 'Sign On' at the Racing Office at least one hour prior to the warning signal.

- 19.5 Sign On and race documentation for the Adelaide-to-Pt Lincoln Blue Water Classic as determined by that race's Organising Authority, will be sufficient for entry into a series in which that Race is included.
- 19.6 Each boat shall sign off, regardless of finishing the course, by submitting an "Offshore Declaration Form", recording the boat's finishing time (elapsed time will not be accepted), ship's time and club time (which is GPS time) at the Racing Office within 3 hours of finishing. This may also be undertaken using the RSAYS online finishing declaration at rsays.com.au. Failure to comply will result in a boat being scored DNC. Finishing Time shall be recorded using either
- (a) GPS Time,
 - (b) Mobile Network Time or
 - (c) Ship's Time with Club Time to an accuracy of 1 second.
- 19.7 Radio procedures for Offshore Races
- 19.7.1 VHF radios are mandatory. Provision of HF radio or Sat phone number is optional but recommended where such a device is fitted and enabled.
- 19.7.2 Race frequencies VHF 80. Boats shall maintain a continuous listening on VHF 16 for the duration of the race, except during radio schedules.
- 19.7.3 Pre-Race Radio Checks: All boats shall call the nominated radio base between the times specified in the Supplementary Sailing Instructions. These checks shall be on Ch 80 and confirm their intention to start and the number of crew on board. A boat failing to complete her Pre-Race Radio Check shall not start.
- 19.7.4 Reporting of Positions: All boats shall report their position at the nominated time of the radio schedule to the radio base nominated in the Supplementary Sailing Instructions. Boats failing to report their position shall have 10% added to their elapsed time for each sked missed. The Race Committee may, upon receiving a satisfactory written explanation within the protest time limit, waive this penalty. This changes RRS 63.1.
- 19.7.5 Position reports shall be given as a 4-digit latitude and 5-digit longitude and nominate their next mark of the course. Boats providing an incorrect position may be subject to protest.
- 19.7.6 Boats that retire shall advise immediately of their intentions to the radio base nominated in the Supplementary Sailing Instructions and shall continue to report their position as per the scheduled times until they reach their port. Failure to comply will result in a boat being scored DNE.
- 19.7.7 Radio Sign Off: Boats shall notify the radio base nominated in the additional Sailing Instructions as soon as possible after finishing.
- 19.7.8 For Offshore races where a waypoint mark is used: A boat is required to provide evidence that it has sailed the course correctly. Evidence of the yacht's GPS showing its position at the mark shall be supplied to the Racing Administrator by e-mail; boating@rsays.com.au.
- 19.7.9 A boat that fails to provide evidence of sailing the course shall be scored DNF. **[NP]**

20 RISK WARNINGS

20.1 Ships Underway

All competitors must take great care when transiting the shipping channel extending from Outer Harbor when commercial traffic is outbound from the Port River or inbound from Gulf St Vincent. Navigation charts of the area define the channel limits.

Any competitor passing in front of a commercial vessel, and particularly any vessel constrained to the shipping channel by its draught, must:

- Be able to clearly see the bridge of the commercial vessel for the entirety of the competitor's passage across the shipping channel.
- Cross the shipping channel with a water track that is as close to perpendicular to the channel as possible.
- Consider before crossing if any doubt exists as to the ability of the commercial vessel to clearly observe the passage of a competitor's vessel across the channel. If any doubt exists, competitors should take any and all action necessary to avoid passing in front of the commercial vessel, as early as possible.
- Respond to any communication attempts by commercial vessels (by sound, sight or radio) proactively and with the intention of keeping clear of that vessel.

Competitors passing astern of a commercial vessel shall do so without passing within 60m of the stern of that vessel and should be aware of the powerful wake, wash and water turbulence created by large commercial vessels.

Competitors shall not pass between a pilot vessel, a tug or any other port operations vessel and a commercial vessel while they are engaged in commercial operations. In general competitors should not approach any aspect of a commercial vessel within 60m. If other regulations describe another distance the furthest approach distance should be observed.

Competitors need to be aware that large commercial vessels can travel at deceptively high speeds and cannot slow, stop or alter course easily.

If a competitor's racing result is negatively affected by keeping clear of the shipping channel or by avoiding commercial shipping, then that competitor may qualify for redress from the Race Committee. Competitors who put their vessels and crew at risk, disrupt commercial operations or have ignored the principles outlined above are liable to protest from the Race Committee and other competitors. Furthermore, there are significant penalties that ports operators, Water Police, yacht clubs and other organisations can levy against competitors for interference with commercial shipping operations.

20.2 Outer Harbor Southern Breakwater: Boats shall not pass between the beacon and the extremity of the breakwater.

20.3 Navigable Water: If boats believe there is not navigable water at any mark of a course it shall proceed at a safe distance from the mark to a point just beyond the mark, make a 360 degree turn and then proceed to the next mark. Any boat taking such action shall file a report of the action with the Race Committee at the first reasonable opportunity after the completion of that race.

21. MANDATORY REPORTING OF INCIDENTS

21.1 Accidents and Incidents while racing are to be reported by email or in writing to the Racing Office using the form available in the Racing Office within 24 hours of the finish time of a boat.

21.2 Reportable accidents or incidents are those that require anything more than basic on board first aid. Examples include the attendance and or assistance of a medical professional; Man overboard; collision while racing (whether subject to protest or not); and significant gear failure (such as mast, standing rigging, lifeline, rudder or keel issues).

22. RENDERING ASSISTANCE

- 22.1 If a boat sights flares or believes another boat to be in distress it should maintain a watch on HF 2182 or VHF Ch 16 or 80 and render all possible assistance.
- 22.2 A boat in distress or assisting another in distress should call for assistance on VHF16 or 80.
- 22.3 If a boat uses her engine, full details of the use must be furnished in writing, together with an accurate log giving positions, times, courses, etc. from the time her normal racing course is altered to go to the place where assistance is required, until she resumes racing.
- 22.4 Any boat failing to render assistance when able to do so shall be subject to protest. See RRS Fundamental Rule 1.

23. PRIZES

- 23.1 Weekly prizes will be awarded at the discretion of the Racing Committee and presented approximately one hour after the Race Committee boat docks.
- 23.2 Casual entrants will be awarded weekly prizes but not series prizes. Awarding of perpetual trophies is described in the NoR.
- 23.3 Divisions with 5 or 6 Series entrants - 1st & 2nd will be awarded.
Divisions with 7 or more Series entrants - 1st, 2nd & 3rd will be awarded.
If REX approved less than 5 for a series - 1st may be awarded.
- 23.4 The list of prizes for the 2023 - 2024 season are as per the NoR appendix, and available on the respective club's website.

24. DEFINITIONS

- 24.1 Race Committee: The Racing Executive of the CYCSA and the Race Committee of the RSAYS shall jointly be the Organising Authorities for the purpose of, and with the powers and discretion contained in RRS 89.1.
- 24.2 Short-Handed Short Course Races are races conducted within an area extending no more than 5 nautical miles from the coastline.
- 24.3 Short-Handed Destination Races may extend beyond the limits referred to in SI 24.3 and shall run as Category 5.
- 24.4 A Casual Entry is a boat not entered in a series.

25. DISCLAIMER OF LIABILITY

- 25.1 **Warning:** Sailing and activities associated with it involve risks of personal injury, loss, damage and even death. The risks include, but are not limited to, the risk of injury from collision, capsizing, falling overboard, being trapped under a sail or boat after capsize and impact with equipment. The risks involved in this activity are increased by adverse weather conditions, inadequate training, fatigue, inexperience, failure to maintain the boat, failure to supply and use the recommended safety equipment and failure to observe the RRS, AS Prescriptions and the Sailing Instructions.
- 25.2 The Organising Authority relies upon the provisions and limitations of the South Australian Civil Liability Act 1936 and notifies all race participants who engage in recreational activity that they do so at their own risk. See RRS Fundamental Rule 3, Decision to Race, "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone".
- 25.3 Having given this risk warning, the Organising Authority will not accept any liability for material damage, personal injury or death sustained in conjunction with, prior to, during, or after racing.

26. RACE PROGRAMME By SERIES

CYCSA ([CLICK HERE](#)).