



# Notice of Race

**2024 SAILING Champions League – FINALS (Open & Youth)**  
9/10/11<sup>th</sup> March 2024 – The Cruising Yacht Club of South Australia

SAILING Champions League 253 Esplanade Brighton VIC 3186 Australia



## GENERAL INFORMATION

The **SAILING Champions League: Asia Pacific (SCL:AP)** is a regatta / series for the best sailing clubs in Asia Pacific and the pathway for clubs to qualify to compete in the **SAILING Champions League: World Finals** in Europe 2024.

### 1. ORGANISING AUTHORITY

The Organising Authority (OA) is NSL Management Services P/L (NSL) in association with the Cruising Yacht Club of South Australia (CYCSA).

### 2. VENUE, EVENT DATES & ENTRY FEES

The venue, event date & entry fees for the event is as follows:

Event	Event Dates	Venue & Club	Entry Fee	Entries Close
<b>2024 SCL:AP - FINALS</b>	Racing: 9-11 March 2024	Cruising Yacht Club of South Australia / Port Adelaide River	\$1,800 (inc GST)	11 Feb 2024

### 3. EVENT FORMAT

Each regatta is a short course umpired fleet racing event. Each race is sailed between 6 identical one-design Elliot 7 boats. Each race is 12-15 minutes. Teams rotate / regroup as the event progresses ensuring all teams sail as many times as practical.

Teams are allocated to a boat in a race using the Pairing List / Grouping List which will be published before the first warning signal of the first day of racing.

Each regatta consists of a Qualifying Series & a Final Series. At the end of the Qualifying Series the top 4 placed boats qualify for the Final Series. The highest placed boat in the Qualifying Series starts the Final Series with 1 win. The first boat to win two races in the Final Series is the winner of the Regatta.

The Race Committee may change the format, terminate or eliminate any flight or race, when conditions or the remaining time scheduled do not permit the completion of the intended format.

### 4. COURSE

Courses will be windward/leeward. Course area details can be found in the Sailing Instructions & posted on the event website.

### 5. BOATS & SAILS

The event will be sailed on the boats provided by the OA using only the equipment (sails, rig, sheets etc) provided by the OA.

### 6. CREW

The number of crew (including skipper) shall be 4. Two members of the crew shall be female & two shall be males (i.e. Mixed teams). Youth Teams may have one additional crew member.

All crew must be registered with the OA 1 week prior to the first scheduled day of racing and all registered crew shall sail in all races.

The registered skipper shall helm the boat at all times while racing, except in an emergency. All registered crew shall sail all races. When a registered skipper is unable to continue in the event the Race Committee may authorise a substitute.

When a registered team member other than the skipper is unable to continue in the event the Race Committee may authorise a substitute, a temporary substitute or other adjustment.

**Commented [MT1]:** Thoughts on when this date should be? I would prefer earlier but the VIC-SL finishes at the end of Jan.

**Commented [GA2R1]:** Early Bird Offer?

**Commented [MT3R1]:** We have not done this because some of the clubs will not be known until late (ie after the conclusion of their State Leagues (Feb), so not everyone could take advantage of the earlybird offer.

**Commented [MT4]:** Do we need to have a youth division now that there will be a standalone Youth (u23) event later in the year. I am happy to keep it but think that all crews to have 4 crew regardless?

**Commented [GA5R4]:** Think it would be great to have a Youth Division. Easy to set up in results.

**Commented [MT6R4]:** I will pass this also by Howard, but now with the plan of having a separate SCL:AP (Youth) event we want to simplify this and make sure there is not confusion that qualifying for the SCL - Youth Worlds in Europe is not at this event. However agree that to have a separate Youth division is a good thing, but think they also need to race with just 4 crew.





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### 7. ELIGIBILITY & ENTRY

Only member clubs of a National Sailing Leagues (NSL) which is a member of the International Sailing League Association (ISLA). Membership of the NSL-Oceania is \$200 (+gst) p.a. & entitles member clubs to enter multiple teams into ISLA events worldwide.

There may be up to 24 teams participating in each event. The OA reserves the right to change the number of participating teams.

Team members shall be members of their club. Team members must have a current & active Identification number from their Member National Authority (eg Australian Sailing Number).

There is no restriction on crew World Sailing category.

There is no crew weight limit.

Crew must be at least 14 years old. The helmsman must be at least 16 years old unless approved by the OA.

Youth Teams, shall be under 23 years old on the 31st December in the year of the Championship.

Entries must be received no later than the date specified in clause 2, via the online form here: [Online Entry Form](#). Complete Skipper & Crew details will be sought after entry is received.

Entries may be made without payment of the Entry Fee specified in Clause 2 at time of entry. The payment of the entry fee shall be made by the Entry Closing date. If more than the maximum number of teams have registered their entry, allocations will be made on the discretion of the OA.

Late entries may be accepted at the discretion of the OA, & if accepted may be subject to a late fee of 50% of the Entry Fee.

Crew details shall be provided no later than 1 week prior to the first warning signal. Crew changes shall be notified in writing to the Race Committee no later than first warning signal.

The Organisers in their unfettered discretion may accept an entry from an emerging country or area which would otherwise be deemed ineligible in the interests of developing and furthering the competition in the Asia Pacific Region. Any request for such dispensation should be made in writing to the Organisers.

### 8. PROVISIONAL PROGRAMME

The indicative programme for the event is as follows. The event programme will be published on the Event website [HERE](#).

<b>Day 1 (Sat)</b>	08:30-09:00 10:00 After conclusion of racing	- Competitors Briefing - Earliest Warning Signal - Post Racing hospitality
<b>Day 2 (Sun)</b>	08:30-09:00 10:00 After conclusion of racing	- Competitors Briefing - Earliest Warning Signal - Post Racing hospitality
<b>Final Day (Mon)</b>	08:30 09:30 17:00 As soon as possible after last race	- Competitors Briefing - Earliest Warning Signal - Latest Warning Signal - Prizegiving Ceremony

**Commented [MT7]:** Greg, I assume that you have an results / entry system already that the club uses. This event can use this or if simpler I can just set up a new google form?

**Commented [GA8R7]:** Yes. Setting up in Revsport.

**Commented [MT9]:** I will get Alex to create this.

**Commented [GA10R9]:** OK. I will send thru Registration Link.





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### 9. SELECTION FOR 2024 SAILING CHAMPIONS LEAGUE: FINALS (Open & Youth)

The top Australian, top Asian and top Pacific teams at the end of the regatta will then be qualified for the [SAILING Champions League: World Finals \(Open\)](#), Europe 2024 (details to be announced).

The top Australian, top Asian and top Pacific teams at the end of the regatta will then be qualified for the [SAILING Champions League: World Finals \(Youth\)](#), Europe 2024 (details to be announced).

### 10. RULES

Each event will be governed by

- Racing Rules of Sailing, including Addendum Q rules for umpired fleet races, each as modified by the Notice of Race & Sailing Instructions; and,
- Prescriptions & Special Regulations Part 2 of Australian Sailing; and,
- Notice of Race & Sailing Instructions for each event.
- Boat Handling & Other Rules published in or as addenda to the Sailing Instructions.

Elliot 7 Class rules will not apply.

The Official Notice Board (ONB) for each event is online [HERE](#).

### 11. PROTESTS

All racing will be fully umpired. RRS 60.1 is deleted & replaced with; *'Except as provided in the Umpired Fleet Racing Addendum to the Sailing Instructions, a boat shall not protest another boat or request redress.'*

### 12. ADVERTISING

Each boat may be required to display advertising as supplied by the OA. If required by the Organising Authority, each crew will:

- Wear the event supplied bib at all times while on the water;
- Display the event supplied battle flag at all times while on the boat;
- Only display advertising in accordance with SCL-AP Competitor Advertising Guidelines which can found on the ONB.

### 13. COACH & SUPPORT BOATS

No coach or support boats are allowed.

### 14. INSURANCE

All competitors are required to have personal injury insurance. Note: current financial members of Australian Sailing comply with this requirement.

### 15. DAMAGE DEPOSIT

An initial damage deposit of \$1,000 shall be held prior to completion of registration.

After the event any remaining deposit will be refunded. In the case of damage, the OA will decide if some or all of the deposit will be used for the damages. The excess of the participant is limited to the amount of the deposit per claim, unless the damage was caused wilfully or grossly negligent. If several cases of damage occur to a participant within a regatta, he/she can participate in the repair of the damage per claim with the amount of the deposit. If the cost of repairing a claim is less than the amount of the deposit, the participant will receive the remaining amount from his deposit.

### 16. MEDIA, IMAGES, SOUND, TRACKING

If required by the OA:

- Media personnel & equip. supplied by the OA shall be carried on board while racing.

**Commented [MT11]:** Greg, upto you on who / if you want to collect a security deposit.

**Commented [GA12R11]:** Hard to manage? Maybe a clause reason for

**Commented [GA13R11]:** Reason for holding of card number.?

**Commented [MT14R11]:** Basically, in past years (when using my boats) we found trying to get a cash damage deposit was next to impossible. Thus found the easiest way was collecting a deposit on either a club provided credit card before the event, or the skippers credit card at briefing using STRIPE on my phone and then this was automatically refunded skippers 7 days if no damage. Personally I like the idea of the skipper being responsible personally. However give these are your boats, this Damage section can be whatever you wish.



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- Competitors shall wear microphones & cameras supplied by the OA during racing & be available for interviews when advised by the OA or RC.
- Registered skippers shall wear communications equipment supplied by the OA that will allow commentators to communicate with them whilst racing.

Competitors shall not interfere with the working of any supplied media or tracking equipment.

The OA have the right to use any images & sound recorded during the event free of charge.

### 17. PRIVACY POLICY

All data regarding participant will be utilised & archived for the purpose of the Event & Series. Personal information includes participant's real name, date of birth, & home club. In particular, results, & visual analyses, position monitoring & race analyses will be published with reference to the competitor. In order to achieve this, your data will be transferred to our service providers & to governing bodies including Sailing Champions League GMBH & ISLA. Our service providers & governing bodies will be committed by us, to exclusively use your data for the event & its preparation & post processing, including ranking lists & global multi event scorecards. Commercial use of your data is prohibited. The use of your data is governed by Australian law.

### 18. FINE PRINT (but it's still important)

The responsibility for the decision to participate in a race or to continue with it is solely with the skipper; to that extent the skipper also accepts full responsibility for the crew. The skipper is responsible for the qualification & the correct nautical conduct of the crew.

In cases of Force Majeure or on grounds of administrative orders or for safety reasons, the organiser is entitled to make changes in the realisation of an event or to cancel an event. This does not constitute any liability by the organiser towards the participant, if the reasons for the changes or the cancellation do not result from a wilful or grossly negligent behaviour of the organiser. In case of a violation of obligations that do not constitute primary or material contractual duties (cardinal obligations), the liability of the organiser for financial & property damages incurred by the participant during or in connection with the participation in the event & resulting from a conduct of the organiser, its representatives, servants or agents, is restricted to damages that were caused wilfully or grossly negligent. When a violation of cardinal obligations occurs due to minor negligence, the liability of the organiser is limited to foreseeable, typical damages. To the extent that the liability for damages of the organiser is excluded or restricted, the participant also relieves the staff – employees & representatives, agents, servants, sponsors & individuals who provide or drive salvage, safety or rescue vessels or assist with their use from the individual liability for damages, as well as also all other individuals who were instructed to act in connection with the realisation of the event. The effective racing rules of World Sailing, the administrative regulations regatta-sailing, the class rules as well as the regulations of the invitation to the competition & the sailing instructions are to be complied with & are expressly recognised. Victorian law shall prevail.

**National Sailing League** is a trading name of NSL Management Services Pty Ltd ABN 77 628 943 706  
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Commented [GA15]: Harry to provide 6 sets of mikes???

Commented [MT16R15]: His is only there "If required by the OA;" and thus far we have never required it and I assume unlikely to this year, but leave it up to Harry on what he would like to do.