

Barfoot & Thompson

New Zealand 29er & 470 National Championships 2023

Thursday 1st June to Monday 5th June 2023

The Organising Authority is Kohimarama Yacht Club

SAILING INSTRUCTIONS

The notation '[NP]' in a rule of the supplementary sailing instructions (SSIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a). The notation [DP] means a penalty imposed at the discretion of the Protest Committee. This changes rule 64.2.

1 RULES

1.1 The event is governed by the rules as defined in The Racing Rules of Sailing.

1.2 The Yachting New Zealand Safety Regulations Part 1 shall apply.

1.3 The 29er One Design Class Rules will apply to the 29er class.

The 470-class rule will apply to the 470 class.

1.4 Appendix T, Arbitration, will apply.

2 CHANGES TO SAILING INSTRUCTIONS

2.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 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 office window of Kohimarama Yacht Club.

3.2 The race office is located at Kohimarama Yacht Club.

4 CODE OF CONDUCT

4.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.



4.2 [DP] Competitors and support persons shall handle any equipment by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

5 SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed from the flagpole of KYC.

5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals 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

| Date | Number of races | Time of first warning signal |
|-------------------------------|-----------------------------|------------------------------|
| Friday 2 nd June | 29er 3 races | 1255 hrs |
| Saturday 3 rd June | 29er 3 races 470 3 races | 1055 hrs |
| Sunday 4 th June | 29er 3 races 470 3 races | 1055 hrs |
| Monday 5 th June | 29er 3 races 470 3 races | 1055 hrs |

6.2 Two extra races per day may be sailed, provided that no class becomes more than one race ahead of schedule and the change is made according to SI 2.1.

6.3 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 minutes before a warning signal is made.

6.4 On the last scheduled day of racing no warning signal will be made after 1500 hrs.

6.5 The series will consist of not more than:

12 races 29er

9 races 470

7 CLASS FLAG

7.1 Class flag is the class insignia on a plain background.



8 COURSES

8.1 The diagram in SI Appendix A shows the course, the order in which marks are to be passed, and the side on which each mark is to be passed.

8.2 No later than the warning signal, the race committee signal vessel will display the approximate compass bearing of the first leg.

9 MARKS

9.1 Mark descriptions are as follows:

| Mark | Description | New mark description as provided in SSI11 CHANGE OF THE NEXT LEG OF THE COURSE |
|---------------|-----------------|--|
| 1 | ORANGE TRIANGLE | YELLOW TRIANGLE |
| 4S | ORANGE TRIANGLE | |
| 4P | ORANGE TRIANGLE | |
| SP Start pin | ORANGE PIN | |
| FP Finish pin | ORANGE PIN | |

10 THE START

10.1 The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and a pin mark at the port end.

10.2 A boat that does not start within 5 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A5.1 and A5.2.

11 CHANGE OF THE NEXT LEG OF THE COURSE

11.1 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.

12 THE FINISH

12.1 The finishing line is between a staff displaying a blue flag on the signal vessel and the finishing mark as per the course diagram.

13 PENALTY SYSTEM

13.1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty



14 TIME LIMITS AND TARGET TIMES

14.1 The Race Time Limit (see RRS 35), Target Time are shown in the table below.

| Class | Target time | Race Time Limit |
|-------|-------------|-----------------|
| 29er | 30 mins | 50 mins |
| 470 | 35 mins | 55 mins |

14.2 The race committee may award a finishing score to a boat that is still racing by displaying to her from a committee vessel (which may be in motion) flag W with one sound signal. A boat so notified is no longer required to sail the course (changing rule 28), shall stop racing, and shall return to the starting area, or return ashore if there is no more racing. A finishing score under this (Sailing Instruction) will be the score she would have received had she sailed the course and finished within any time limit, without gaining or losing any place. However, when two or more boats that are overlapped are notified, they will be scored as if they were tied.

14.3 Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).

15 HEARING REQUESTS

15.1 The protest time limit is 60 minutes after the last boat finishes 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.

15.2 Hearing request forms are available from the race office at KYC.

15.3 Notices will be posted no later than 10 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 protest room, located at KYC.

15.4 Immediately after finishing a boat intending to protest shall, in addition to the requirements of RRS61.1(a), inform the race committee at the finishing line of her intention to protest and the identity of the boat(s) protested. The protesting boat must receive an acknowledgement from the race committee. This changes RRS 61.

16 SCORING

16.1 Five races are required to be completed to constitute a series.

16.2 (a) When fewer than 5 races have been completed, a boat's series score is the total of her race scores.

(b) When from 5 to 8 races have been completed, a boat's series score is the total of her race scores excluding her worst score.



(c) When 9 or more races have been completed, a boat's series score is the total of her race scores excluding her two worst scores.

17 SAFETY REGULATIONS

17.1 Boats not leaving the shore for a scheduled race shall promptly notify the race office.

17.2 [DP] Competitors shall individually sign on before racing by personally signing the sign on sheets located at the Registration Table.

17.3 [DP] Competitors shall individually sign off immediately on returning to shore after racing by signing the sign off sheets located at the Registration Table.

17.4 [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

18 REPLACEMENT OF CREW OR EQUIPMENT

18.1 [DP] Substitution of competitors is not allowed without prior written approval of the Race officer.

18.2 [DP] Substitution of damaged or lost equipment is not allowed unless authorized in writing by the Race officer. Requests for substitution shall be made at the first reasonable opportunity, which may be after the race.

19 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 [DP] When instructed by a race official on the water, a boat shall proceed to a designated area for inspection.

20 [DP] SUPPORT TEAMS

20.1 Except when requested to participate in rescue operations, team leaders, coaches, and other support persons shall stay outside areas where boats are racing and are restricted to a **5 knot speed limit**, from the time of the preparatory signal for the first start of a sequence of starts until all boats have finished or the race committee signals a postponement or abandonment of all races. The areas the boats are racing in is defined as the area inside the course and within 100 metres of any mark, lay line, starting line, finishing line or any area where any boat that is racing is sailing or may sail.

20.2 Attention is drawn to the relevant local council bylaws regarding the wearing of lifejackets and other restrictions.

20.3 All official and support vessels shall always have an engine safety cut out switch (kill cord) attached to the driver while the engine is running, unless prior written exemption has been provided by the Organising Authority.



21 PRIZES

21.1 Prizes will be given as decided by the organising committee.

21.2 The 29er National Champion and winner of the 29er Association of New Zealand Trophy will be awarded to the first placed entrant. A further trophy will be awarded for the first New Zealander, should it be deemed necessary. (No age restrictions)

21.3 The 29er National Champion Female Team and winner of the 29er Association of New Zealand female national champion plate will be awarded to the first placed female team entrant. A further trophy will be awarded for the first female New Zealand team, should it be deemed necessary. (No age restrictions)

21.4 The Alex Maloney Trophy will be awarded to the first place New Zealand Female youth team 29er (U19)

21.5 The 470 National Champion and winner of the 470 Association of New Zealand Trophy will be awarded to the first placed entrant.

22 RISK STATEMENT

22.1 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.**

23 INSURANCE

23.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$1,000,000 per incident or the equivalent.



Appendix A

Course Illustration – Windward Leeward with reaching finish

