

PREDICTWIND GIRLS CHAMPS 2024



PredictWind Girls Champs 2024 SAILING INSTRUCTIONS – COURSE A – Rev 1

Optimist Green Fleet, Open Skiff & Starling Development only

Saturday 9th March to Sunday 10th March 2024 at Kohimarama Yacht Club

The Organising Authority is Kohimarama Yacht Club

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1. RULES

- 1.1 The Starling Class is governed by the rules as defined in The Racing Rules of Sailing.
- 1.2 For the Optimist Green fleet only, the regatta will be governed by the NZIODA Green Fleet Rules for Racing, version 2010-01 May 2010, and are available at the following link.
<https://srcperformancevoile.files.wordpress.com/2015/03/nzioda-introductory-racing-rules-sailors.pdf>
- 1.3 [DP] The Yachting New Zealand Safety Regulations Part 1 shall apply.
- 1.4 Appendix T, Arbitration, will apply.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted before 0930 on the day it will take effect, except that any change to the schedule of races will be posted by 1800 on the day before it will take effect.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official noticeboard located inside the Kohimarama Yacht Club and on the team app. Go to Team App and join **PredictWind Girls Champs 2024** to access.

4. CODE OF CONDUCT

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

5. SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed from the flag pole in front of the club house.
- 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 beach 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 Registration will be from 0830 to 0930 on Saturday 9th March at Kohimarama Yacht Club.

6.2 An all sailors briefing will be 0930 on Saturday 9th March at Kohimarama Yacht Club.

There will be a separate Course A fleet briefing following this at 1000.

On Sunday there will be a separate 0900 briefing for Course A at the Marquee.

6.3 A support vessel briefing on Saturday will follow the sailors briefing for each course on the Yacht Club deck.

6.4 Order of first starts as below – any classes not in this table will follow the last start listed.

Day/Date	Class	Number of races	Time of First Warning Signal
Saturday 9 March	Optimist Green	3	10.55
	Starling Development	3	11.00
	Open Skiff	3	11.05
Sunday 10 March	Optimist Green	3	10.25
	Starling Development	3	10.30
	Open Skiff	3	10.35

6.5 One extra race 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.

6.6 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.

6.7 On Saturday there will be no warning signal made after 1530. On Sunday there will be no warning signal will be made after 1500.

7. CLASS FLAGS

7.1 Class flags are:

Class	Class flag
Optimist Green	Green flag with a white optimist insignia
Starling Development	White flag with a red starling insignia
Open Skiff	White flag with black insignia

8. RACING AREA

8.1 Addendum A shows the location of the racing area.

9. COURSES

9.1 The diagrams in SI Addendum B show the courses, including 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.

9.3 Legs of the course will not be changed after the preparatory signal. This changes RRS 33.

10. MARKS

10.1 Mark descriptions are shown in Addendum B - courses

11. THE START

11.1 Races will be started using RRS 26 with the warning signal made five (5) minutes before the starting signal.

11.2 The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and the course side of the port-end starting mark

11.3 [DP][NP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

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

12. THE FINISH

12.1 The finishing line is between a staff displaying a blue flag on the finishing boat at the starboard end and the course side of the port end finishing mark.

13. TIME LIMITS AND TARGET TIMES

13.1 The Race Time Limit is 60 minutes. Target Time is 25 minutes.

13.2 The race committee may award a finishing score to a boat that is still racing by hailing her from a committee vessel. 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.

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

14. HEARING REQUESTS (Not applicable to Green Fleet)

14.1 The protest time limit is sixty (60) minutes after the last boat in that class 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.

14.2 Hearing request forms are available from the race office at the clubhouse.

14.3 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 clubhouse, beginning at the time posted.

14.4 Immediately after finishing and before approaching coach or support boats 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 against. The protesting boat must receive an acknowledgement from the race committee. This changes RRS 61.

15. SCORING

15.1 One race is required to be completed to constitute a series.

15.2 (a) When three or less races have been completed, a boat's series score is the total of her race scores.

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

16. [DP][NP] SAFETY REGULATIONS

16.1 All boats intending to race shall complete the sign-on process using the sheets provided on the deck at Kohi Yacht Club.

16.2 Immediately on returning to shore, all boats shall complete the sign-off process using the sheets provided on the deck at Kohi Yacht Club.

16.3 A boat that retires from a race or returns to the launching area before she has finished the last race of the day shall notify the Race Committee as soon as possible.

17. [DP][NP] SUPPORT TEAMS

17.1 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.

17.2 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.

18. RISK STATEMENT

18.1 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.

New Zealand International Optimist Dinghy Association

Green Fleet Rules for Racing

For Sailors

Version 2010-01 – May 2010

Based on and modified from the ISAF Introductory Rules for Sailing Version 1.01 - February 2008

These rules should be used for all Green Fleet races

Some Explanations

Windward and Leeward: The *leeward* side of your boat is the side where your mainsail lies. The *windward* side is the other side.

Port and Starboard tack: You are on *port* or *starboard* tack according to your windward side.

Advisor: A person appointed by the race organizers to assist competitors in understanding the rules and, when appropriate, to penalize a boat.

Basic Rules

1. You must comply with the principles of good sportsmanship.
2. You must try not to collide with another boat.

Rules When Boats Meet

3. When you and the other boat are on opposite tacks, if you are on port tack you must avoid the boat on starboard tack.
4. When you and the other boat are on the same tack, you must avoid the other boat
 - (a) if she is in front of you, or
 - (b) if she is on your leeward side.
5. After starting, when you and the other boat approach a mark or an object that both boats need to avoid, and the other boat is between you and the mark or other object, you must give her sufficient space to pass it safely on the same side. However, when the boats are on opposite tacks at a windward mark, this rule does not apply.
6. When the other boat is required to avoid you, if you change course, you must give the other boat enough time to avoid you.

Other Rules

7. At the starting signal you must be behind the starting line.
8. After the starting signal, you must sail the course described by the race organizers.
9. You shall not propel your boat by paddling, sculling with your rudder, rocking your boat, pumping your sail or by being towed.
10. If you know you have broken a rule you may take a one-turn penalty by turning in a circle and doing one tack and one gybe. Avoid other boats when you do this.
11. If you think you or another boat has broken a rule or if you are unclear about the rules at any time during the race, you must describe the incident to the advisor after the race. The advisor may then add two points to the score of any boat that has broken a rule. If the offence is serious, the advisor may add extra points to the boat's score.

Wind
direction



Windward side



Leeward side

Starboard
tack



Port tack



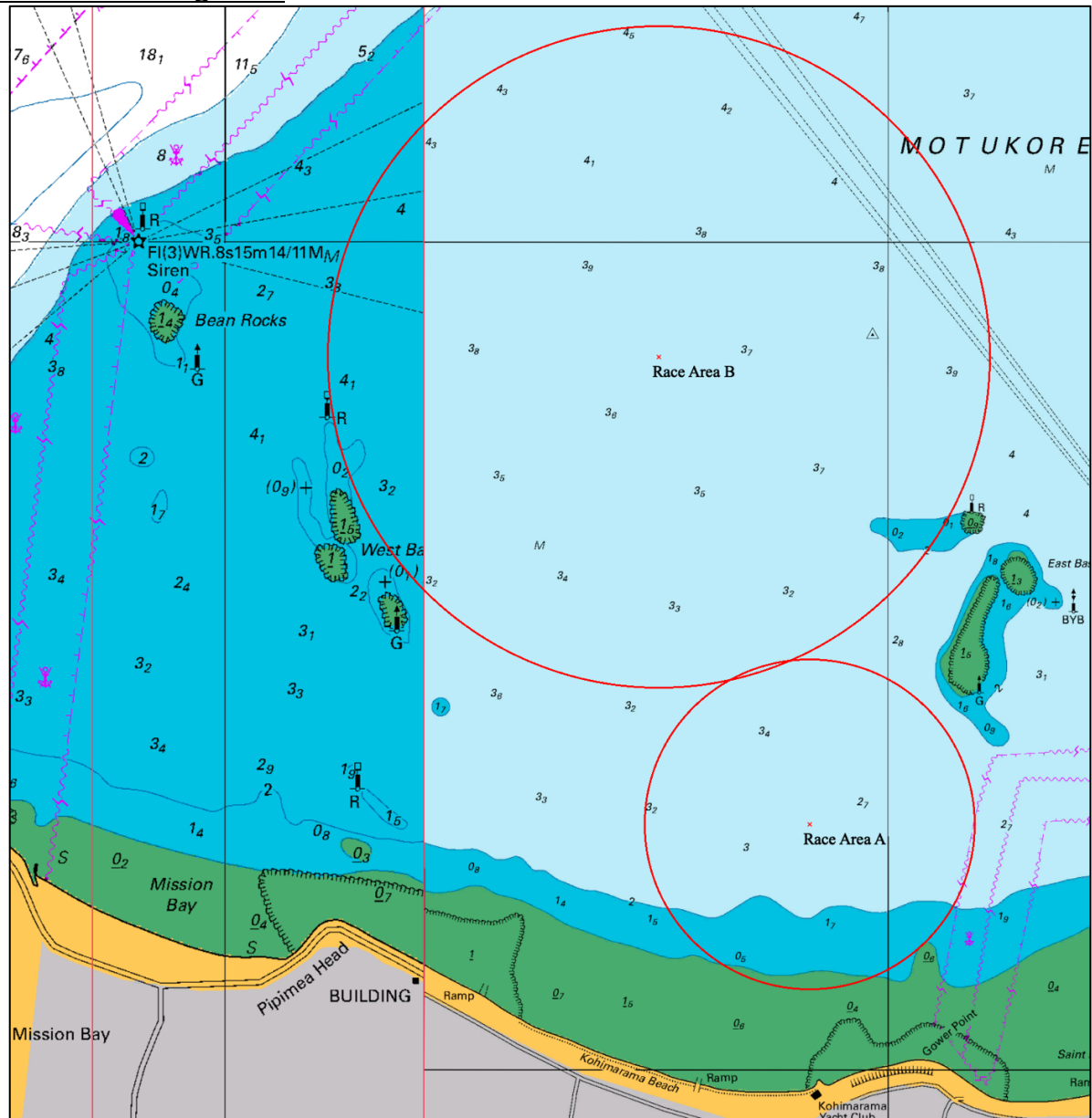
Blue on port tack must avoid
Yellow on starboard tack

To next mark



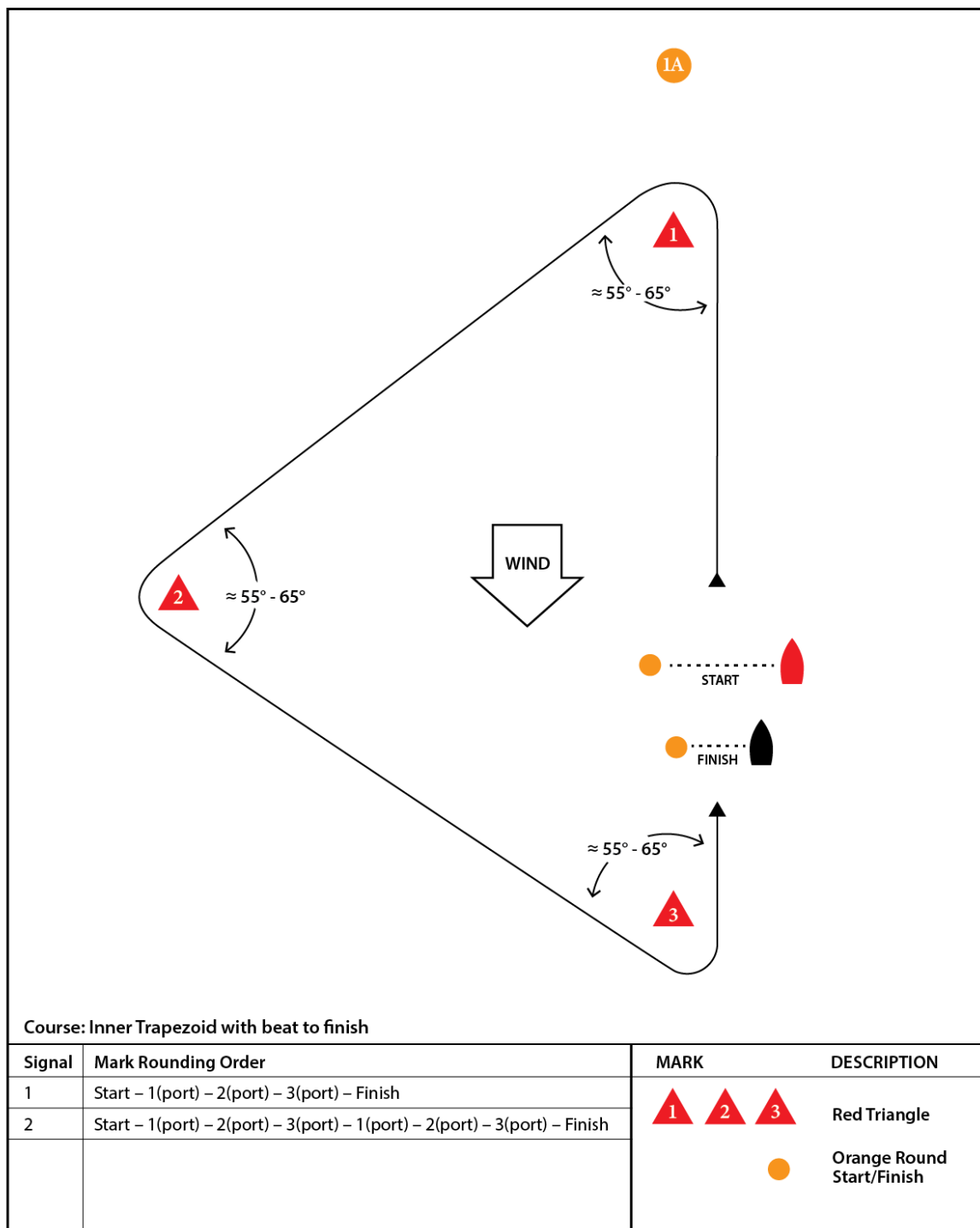
Yellow must give space to Blue so both boats
can pass the mark on the required side.

Addendum A Racing Areas



Addendum B Courses

Optimist Green Fleet



Starling Development & Open Skiff

