

RICHMOND YACHT CLUB (Inc)
GENERAL SAILING INSTRUCTIONS 2009/2010

1.0 RULES

- 1.1 The races will be governed by the "Rules" as defined in the Racing Rules of Sailing 2009-2012 or subsequent rules of Yachting New Zealand (YNZ).
- 1.2 The YNZ Safety Regulations Part 2 as amended herein apply with the following race categories
- | | |
|------------------------------------|------------------------|
| Harbour and Windward/Leeward Races | Category 5 |
| Wednesday Night Races | Category 5 |
| Winter Races | Category 5 |
| Friday Special Races | Category 5 |
| Spring Regatta – Gold Cup | Category 4 |
| Destination Races | Category 4 plus dinghy |
| Route 66 | Category 4+ |
- 1.3 Between sunset and sunrise the International Regulations for Preventing Collisions at Sea will apply, replacing the relevant rules of YNZ Racing Rules of Sailing Part 2 except for Wednesday Night Racing. The Harbour regulations shall always apply. It is compulsory to display the appropriate navigation lights between sunset and sunrise.
- 1.4 All Club races are "open" to members of any Yacht Club affiliated to YNZ. The Club reserves the right to refuse any entry. Boats entering races shall have current registration with YNZ and must display their correct registration numbers on sails in accordance with the Rule 77 of the Racing Rules of Sailing 2005-2008. Appendix G4 is waived, but an incorrect sail number must be declared. In one-design divisions the relevant Class Rules will apply.
- 1.5 If any contact is made, however minor, with a Ports of Auckland, red or green, buoy or beacon marking the shipping lane, the boat shall immediately retire and the skipper shall inform the Officer of the Day or the Auckland Harbour Master (phone 366 0055) of the occurrence and the extent, if any, of damage to the buoy or beacon. If contact is made with a mark of the race (rule 31.1), rule 31.2 shall apply and the skipper shall inform the Officer of the Day.
- 1.6 Non Spinnaker Events or Divisions. In any event or division designated 'No extras' no spinnakers or extras may be hoisted. Extras are defined as sails not normally used to advantage to windward. Headsails may be poled out using spinnaker poles, but shall only be carried on a permanent load bearing forestay with only one headsail per forestay.
- 1.7 A boat shall not discharge trash into the water at any time.
- 1.8 Keels and Ballast - "Rule 51" is changed so that boats shall be declared with "non-moveable ballast" or with "A Canting Keel" or "Water Ballast Tanks". A boat declared with non-moveable ballast and a boat with a lifting keel shall comply with Rule 51 as written in the Racing Rules of Sailing 2005-2008 or subsequent rules of Yachting New Zealand. Lifting Keels shall be locked in the down position and may not be moved while racing. Boats declared with "Water Ballast" shall comply with Yachting New Zealand Safety Regulations Part II 6.3 (K) and 6.4 (K) to be eligible to compete. Boats declared with a "Canting Keel" shall comply with Yachting New Zealand Safety Regulations Part II 6.3 (K) to be eligible to compete. Rules 51 and 52 are modified to allow boats with moveable/variable ballast systems to compete. TCF's may be modified accordingly. Your attention is drawn to the amendments to Appendix K, available on Yachting New Zealand's website: www.yachtingnz.org.nz.
- 1.9 Rule 42.3(f) is changed to read "A boat may use any means of propulsion to help themselves, a person or persons or another vessel in danger. However if as a result a boat gains a significant advantage it shall retire."
- 1.10 Where a boat is sailing shorthanded an autopilot self-steering system may only be used whilst tacking, gybing, reefing and changing sails. This modifies Rule 52.

2.0 NOTICES TO COMPETITORS

Any notices to competitors will be posted on the official Notice Board outside the Richmond Yacht Club not later than one hour before the start of the race it first affects, except that any change to the schedule of races will be posted by 1700 hours on the day before it will take effect.

3.0 CHANGES TO SAILING INSTRUCTIONS

Any change to the Sailing Instructions will be posted on the official Notice Board by 1700 hours on the day before it will take effect. It is the responsibility of the skipper to ensure that he/she is aware of any notice prior to the start of racing.

4.0 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the Richmond Yacht Club tower or the Westhaven starting tower when that is used.
- 4.2 When flag Y is displayed ashore rule 40 applies at all times whilst aloft to all crew of trailer yachts and sports boats.

5.0 SCHEDULE OF EVENTS

- 5.1 The schedule of races is as described in the Notice of Race for each event.
- 5.2 The time of warning signals will be as described in the Notice of Race for each event.

6.0 CLASS FLAGS AND DIVISIONS

- 6.1 Please refer to individual Notices of Race for divisional classification and flag colours.
- 6.2 Division pennants shall be flown in all events and shall be flown from the back stay or port shroud. A division flag shall be of a minimum size of 200mm x 300mm.

7.0 RACING AREAS

Racing areas are described in the 'Notice of Race'.

8.0 COURSES

The courses are as described in separate attachments or in the Notice of Race for each specified race or series.

9.0 MARKS

- 9.1 All laid marks are either orange triangular or orange round and where possible marked RYC.
- 9.2 Fairway Marks are as follows in all races unless otherwise specified for any particular race or races. The following are deemed to be obstructions and shall be passed on the main navigation channel side only.

- Rangitoto beacon
- Iliomama Rock beacon
- Brown's Island beacon
- Beacon on Sewer outlet Orakei
- Bean Rock light and Doris Rock beacon
- Emu Rock beacon
- Devonport Wharf cable markers
- Green Sandspit beacon Torpedo Wharf
- Red buoys on Eastern side of Motuihe Channel

Boats, whilst racing, will pass on the main navigation channel side of all moored vessels and moorings within the designated Small Craft mooring areas as shown on Chart NZ 5322.

Whilst racing, boats shall only pass through the main navigation span of the Harbour Bridge.

10.0 AREAS THAT ARE OBSTRUCTIONS

The following areas are designated as obstructions:

- 10.1 Inside lines being an extension of the breakwaters at Okahu Bay and Westhaven.
- 10.2 Inside lines between the seaward ends of two adjacent wharves within the port area.

11.0 THE START

- 11.1 Races will be started using Rule 26 with the warning signal given 5 minutes before the starting signal. The warning signal for succeeding divisions may be made with the starting signal of the previous division.
- 11.2 The starting lines are as defined below:

Spring Regatta – Gold Cup

The start line will be a line between the eastern seaward end of the Orakei Wharf and the mast of the Richmond Patrol Boat (the mast shall be defined as the point from which the Richmond Yacht Club burgee is flying).

The Yellow Racing Buoy 'Orakei' shall be the inner distance mark. Yachts shall not pass between the inner distance mark and the patrol boat. Signals will be made from the Richmond Patrol Boat.

Wednesday Night Races, Winter Races, and Destination Races 1, 3, 4, 5, 6, 7 & 8

The start line will be between the mast of the Westhaven car park tower and Yellow Racing Buoy 'Westhaven'.

Harbour Races, Friday Special Races, Flap Martinengo Race and the Route 66

The start line will be between the main mast of the RYC tower and Yellow Racing Buoy 'Westhaven'.

Destination Race 2

Refer to the courses in the Notice of Race.

11.3 Boats whose warning signal has not been made shall avoid the starting area. The starting area is defined as

Spring Regatta – Gold Cup

100 metres southwest of and 50m northeast of the start line.

Wednesday Night Races, Winter Races, Friday Special Races, Flap Martinengo Race, the Route 66 and Destination Races 1, 3, 4, 5, 6, 7 & 8

The starting area is defined as an area bounded by a line 50m to the east and parallel to the starting line and by a line through the Yellow Racing Buoy 'Westhaven' to the southern pier of the main navigation span of the Harbour Bridge.

11.4 In the event of a General Recall the recalled division will be started after the last scheduled start. The First Substitute flag will be displayed for four minutes after the start signal for the recalled division(s). If more than one division is recalled the First Substitute will be displayed for one minute only and these divisions will start at five minute intervals after the last scheduled start, in the sequence in which they were recalled. Premature starters may be advised on Channel 77. This changes Rule 29.2.

12.0

13.0 THE FINISH

13.1 Spring Regatta – Gold Cup

The finish line will be between the flagstaff on the Orakei Wharf and the Yellow Racing Buoy 'Orakei'. A Richmond patrol boat may anchor beside the buoy to record finish times but it is not part of the finish line. Boats finishing after dark must ensure the Race Officer has identified their boat correctly as they cross the finish line, by calling on VHF 77.

Wednesday Night Races and Winter Races

The finish line will be between the mast of the Westhaven carpark tower and Yellow Racing Buoy 'Westhaven'. Boats finishing after dark must ensure the tower crew have identified their boat correctly as they cross the finish line by calling on VHF 77.

Harbour Races, Friday Special Races and Flap Martinengo Race

The finish line will be between the main mast of the RYC tower and Yellow Racing Buoy 'Westhaven'.

All Destination Races and the Route 66

The finish is defined in the courses in the Notice of Race. Boats finishing after dark must ensure the tower crew have identified their boat correctly as they cross the finish line by calling on VHF 77.

13.2 When a course is shortened the following signals will apply

Either (a) If a Committee boat displaying Flag S and a blue flag is stationed at a mark of the course the finish line will be between the main mast of the committee boat and that mark. Boats shall finish between that mark and the Committee boat. The main mast of the committee boat is defined as the point where the above mentioned flags are flying. The Committee boat will endeavour to draw attention to the flag signals by way of sound signals.

Or (b) If a Committee boat displaying Flag S and a Numeral Pennant One, is stationed at a mark of the course boats shall round the mark as described in Appendix "A" – Courses or individual NOR and then sail directly to the finish line, observing the fairway marks. The Committee boat will endeavour to draw attention to the flag signals by way of sound signals.

13.3 After finishing, boats shall not deliberately re-cross or pass back through the finishing line.

13.4 Competitors shall keep clear of other clubs start/finish lines.

14.0 PENALTY SYSTEM

14.1 A boat that has taken a penalty or retired under Rule 31.2 or Rule 44.1 shall inform the 'Officer of the Day' within the protest time limit.

14.2 Rules 44.1 and 44.2 apply for all divisions in all Richmond Yacht Club races.

15.0 TIME LIMITS

Spring Regatta – Gold Cup	2359 hours
Wednesday Night Races	2100 hours
Flap Martinengo Race	1800 hours
Destination Races 1, 4, 5 & 7	0400 hours the day after the race starts
Destination Races 2, 3, 6 & 8	1600 hours
Friday Special	2030 hours
Harbour Races	1630 hours
Winter Racing	1630 hours
Route 66	0900 hours the Sunday after the race starts

16.0 PROTESTS

- 16.1 Immediately after finishing a boat intending to protest shall, in addition to the requirements of rule 61.1(a), inform the race committee of her intention to protest and the identity of the boats protested against. The protesting boat must receive an acknowledgement from the race committee. This changes Rule 61.
- 16.2 For protests where only a rule of Part 2 is alleged to have been broken, an arbitration hearing may be offered prior to any formal hearing. Yachting New Zealand Appendix Z will apply. This changes Rule 44.1
- 16.3 Protest forms are available from the race office or the patrol boat. Protests shall be delivered there within the protest time limit, Rule 61.3 shall apply.
- 16.4 Protest Time Limits
- Spring Regatta – Gold Cup:** 1200 hours on the Sunday of the same weekend
- Wednesday Night Racing:** 60 minutes after the last boat in the protesting boat's division has finished or 2120 hours, whichever is soonest. NB: Rule 61.3 shall apply.
- Flap Martinengo Race:** 60 minutes after the last boat in the protesting boat's division has finished
- Destination Races 1, 4, 5 & 7:** 0800 hours on the Saturday of the same weekend
- Destination Races 2, 3, 6 & 8:** 60 minutes after the last boat in the protesting boat's division has finished
- Harbour Races:** 60 minutes after the last boat in the protesting boat's division has finished
- Winter Races:** 60 minutes after the last boat in the protesting boat's division has finished
- Route 66:** 60 minutes after the last boat has finished
- 16.5 Competitors involved in protests will be informed by phone, email or fax of the time hearings will take place.
- 16.6 Breaches of instructions 1.7, 4.2, 11.3, 14.0, 18.0 will not be grounds for a protest under rule 60.1(a). This changes Rule 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides.

17.0 SCORING

- 17.1 The 'Notice of Race' shall have information on the number of races to constitute a series, and how many will count for the final position.

18.0 SAFETY REGULATIONS

- 18.1 Any boat that retires from racing must inform the Race Committee as soon as possible, by either using VHF Channel 77 (or any other channel advised for a particular race). The phone number of the Richmond Yacht Club is 376 4332.
- A boat that retires without making reasonable efforts to inform the Race Committee will be disqualified and the result will not be able to be excluded from series points.
- 18.2 Spring Regatta – Gold Cup At 2000 hours on the day of the race all boats that have not yet finished or retired must notify Richmond Sports Radio on Channel 77 of their position.

19.0

20.0 EQUIPMENT CHECKS.

A boat or equipment may be inspected at any time for compliance with the Sailing Instructions and the Safety Regulations.

21.0 OFFICIAL BOATS

Official boats may be marked as Richmond Patrol and/or may fly the club burgee.

22.0, 23.0 & 24.0

25.0 RADIO COMMUNICATION

A boat shall neither make radio transmissions whilst racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones, satellite systems and any other equivalent devices.

26.0 PRIZES

Prizes will be awarded in accordance with the 'Richmond Yacht Club Prize Allocation Schedule'. The number of prizes awarded will be stated in the 'Notice of Race'.

27.0 SPECIAL RULES

- 27.1 For any race starting at either the Westhaven car park tower or the Richmond tower any boat running it's motor, whether in or out of gear, after its preparatory signal, shall proceed to the western side of the harbour bridge via the main navigation span, stop its engine and sail back to the starting area via the main navigation span.

28.0 DISCLAIMER OF LIABILITY

Competitors participate in any races entirely at their own risk. See rule 4 Decision to Race. The Organising Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after racing.

ADDITIONAL SAFETY INFORMATION

Attention is drawn to the following ARC promulgations:

Motuihe Channel

As a result of the crowding created by boats fishing in the Motuihe Channel the harbour master has identified an area starting at Emu Point through to Otahuhu Point and 400m wide in which it is illegal to anchor fish or impede the passage of a fast passenger ferry.

When a ferry is passing through the area a recreational craft must not impede the passage of the ferry, however the International Regulations for Prevention of Collisions as Sea will always take precedence.

What this means is that whenever possible a recreational boat should give way to a ferry but that ferry cannot just assume that it will and just charge through. In most cases where a slow moving yacht and a ferry are on a potential collision course but still some way away, it is better for the yacht to hold its course rather than change direction causing the ferry to make a sudden change of course.

Harbour Bridge

The harbour master has issued a direction relating to the area through the centre span of the harbour bridge. The main concern is that on days when a large fleet of yachts are assembled waiting to start a race, commercial vessels are required to take an avoiding course which might eventuate in them hitting the structure of the bridge.

The restrictions in this case are the same as those for the Motuihe Channel but include not impeding a vessel under the guidance of a pilot, a warship, a passenger ferry or a vessel over UMS gross 500.