

RICHMOND YACHT CLUB (Inc)
GENERAL SAILING INSTRUCTIONS 2010/2011

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
- 1.3 In one-design divisions the relevant Class Rules shall apply.
- 1.4 If any damage is caused, 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, of the damage to the buoy or beacon. If contact is made with a mark of the race rule 44.1 shall apply and the skipper shall inform the Officer of the Day.
- 1.5 Competitors shall keep clear of all ships of 500 tonnes net register and upwards. This particularly refers to, but is not limited to, ships in the main navigational channel. Competitors shall abide by current harbour regulations. This rule is not open to protest by other boats.
- 1.6 In the designated Non Spinnaker divisions, no spinnakers or extras may be set 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 Should there be any conflict between the Notice of Race and these Sailing Instructions, the Sailing Instructions shall prevail.
- 1.8 In accordance with Rule 42.3(h) a boat may use its engine after grounding provided the boat does not gain a significant advantage in the race. In addition, a boat may use its engine to comply with harbour regulations to give way to a vessel under pilot, provided the boat does not gain advantage in the race.
- 1.9 Where a boat is sailing shorthanded (i.e. maximum of 2 people) an autopilot self-steering system may only be used whilst tacking, gybing, reefing and changing sails. This modifies Rule 52.
- 1.10 For protests where only a rule of Part 2 or Rule 31 is alleged to have been broken, an arbitration hearing may be offered prior to any formal hearing. Yachting New Zealand Appendix 4.5.5 will apply."

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 All crew of trailer yachts and sports boats must wear life jackets in accordance with rule 40 when flag Y is displayed.

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 start signals will be as described in the Notice of Race for each event.

6.0 CLASS FLAGS AND DIVISIONS

- 6.1 Refer to individual Notices of Race for divisional classification and flag colours.
- 6.2 The warning signal will be the divisional flag.
- 6.3 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 (ie: those laid for that race) are either orange triangular or orange round.
- 9.2 Where permanent laid marks are used for racing by default the intention is to use the yellow Auckland Harbour Racing Marks as opposed to any nearby navigation marks.

10.0 AREAS THAT ARE OBSTRUCTIONS

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
- Browns Island Beacon
- Emu Rock Beacon
- Beacon on Sewer Outlet (Orakei)
- Bean Rock Light and Doris Rock Beacon (approx 25 metres north)
- Cable beacons east of Devonport Wharf
- Green Sandspit marker stake (SW of Torpedo Wharf)
- Red Buoys on eastern side of Motuihe channel
- Boats shall only pass through the main navigation span of the Harbour Bridge when racing.
- All moored vessels and moorings in or adjacent to the designated Small Craft mooring areas as shown on Chart NZ 5322.
- The Okahu Bay wave break and all vessels and moorings in the Okahu Bay mooring area.
- PROHIBITED AREAS - The Westhaven mooring area defined by the line representing an extension of the permanent wave breaks.

11.0 THE START

11.1 Races will be started using Rule 26. Divisional starts will be at 5 minute intervals.

11.2 The starting lines are as defined below:

Spring Regatta – Gold Cup

The start line will be between a staff displaying an orange flag on a committee boat anchored in the vicinity of the Orakei Wharf, and Orakei Buoy. Signals will be made from the Committee 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 Westhaven (ODM) Buoy.

Harbour Races, Friday Special Races and the Flap Martinengo Race.

The start line will be between the main mast of the RYC tower and Westhaven (ODM) Buoy.

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.

11.4 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, 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, 200m to the west and parallel to the starting line and 50m to the North of a line through Westhaven (ODM) Buoy in the direction of the southern pier of the main navigation span of the Harbour Bridge.

11.5 GENERAL RECALL

In the event of a General Recall the recalled division will be restarted five minutes 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 these divisions will start at five minute intervals after the last scheduled start, in the sequence in which they were recalled. In the event that the last scheduled division to start is recalled and no other division has been recalled previously the new Warning signal will be given not less than 5 minutes after the previous starting signal. "First Substitute" will be lowered at the same time as the new Warning signal is flown. (This changes RRS 29.2) In all other cases "First Substitute" will be lowered at the same time as the preparatory signal is lowered 1 minute before the start of the next division. Wherever possible VHF Channel 77 may be used to advise OCS starters - this does not absolve competitors of their responsibility to respond to the flag signals of the Race Committee.

13.0 THE FINISH

13.1 **Spring Regatta – Gold Cup**

The Finish line will be between a staff displaying a blue flag on a committee boat anchored in the vicinity of the Orakei Wharf, and Orakei Buoy. Boats finishing after dark must ensure the Race Committee 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 Westhaven (ODM) Buoy. 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 Westhaven (ODM) Buoy.

All Destination Races

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

13.2 FINISHING SAFETY

In the event that any boat finishes whilst there is a start sequence underway or recently completed meaning that it may be unsafe to finish between the tower and Westhaven (ODM) Buoy then they shall finish outside Westhaven (ODM) Buoy on a transit from the tower through Westhaven (ODM) Buoy and advise the tower.

13.3 SHORTENED COURSE – When a course is shortened the following signals will apply:

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 S flag is flying. The Committee boat will endeavour to draw attention to the flag signals by way of sound signals.

Or The race start tower (the RYC Tower or the Westhaven car park tower whichever is applicable for that race) is displaying **Flag S**. The finish line will be between the tower displaying the flag and Westhaven (ODM) Buoy.

Or 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 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

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

13.5 Competitors shall keep clear of other clubs start/finish lines when they are being used.

14.0 PENALTY SYSTEM

14.1 A boat that has taken a penalty or retired under Rule 44.1 shall inform the Race Officer 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

16.0 PROTESTS

16.1 For protests where only a rule of Part 2 or Rule 31 is alleged to have been broken, an arbitration hearing may be offered prior to any formal hearing. Yachting New Zealand Appendix 4.5.5 will apply.

16.2 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.

16.3 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.

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

16.4 Competitors involved in protests will be informed by phone, email or fax of the time hearings will take place.

16.5 Breaches of instructions 1.5, 4.2, 19.0, 20.0 and 24.0 will not be grounds for a protest by a boat 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 GENERAL HANDICAPS

18.1 The TCF (Time Correction Factor) allotted to each boat may be altered in accordance with the programming of the computer software and/or manually by the Handicapping Committee as they see fit. A boat's elapsed time is multiplied by her TCF to give her Corrected Time.

18.2 TCF's may be queried in writing through the Sailing Office by any racing owner, email is accepted.

18.3 ALTERATIONS. Any alterations to the hull, sail plan, spars, engine, propeller, rudder or ballast shall be notified in writing to the Sailing Office for the purposes of re-handicapping where necessary. Failure to do so may render the boat liable for disqualification from all races concerned.

19.0 SAFETY REGULATIONS

19.1 Any boat that retires from racing must inform the Race Officer as soon as possible, by either using VHF Channel 77 (or any other channel advised for a particular race), or by phone to one of the numbers detailed in the Notice of Race.

19.2 Spring Regatta – Gold Cup At 2000 hours on the day of the race all boats that have not yet finished or retired must notify the Race Officer on VHF of their position.

20.0 EQUIPMENT AND MEASUREMENT CHECKS.

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

22.0 OFFICIAL BOATS

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

24.0 TRASH DISPOSAL

A boat shall not discharge trash into the water.

27.0 RADIO COMMUNICATION

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

28.0 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.

29.0 DISCLAIMER OF LIABILITY

All those taking part in RYC races or any other sailing events controlled by the RYC, do so at their own risk and responsibility and the RYC has no liability for any damage, loss or penalty suffered by any boat, crew or any other person taking part in such races or events. The RYC is not responsible for the sea-worthiness of a boat whose entry is accepted and/or the sufficiency and/or adequacy of its equipment or the competence of its skipper or crew. The RYC reserves the right in its sole discretion to refuse any entry

30.0 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance.

32.0 SPECIAL RULES

32.1 For any race starting at either the Westhaven car park tower or the Richmond tower any boat running its 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.

32.2 Boats permitted, under 1.4 in the Notice of Race, to run their engines will be exempt from complying with 32.1 provided their engine is running out of gear after the preparatory signal.

33.0 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.

Starting Area

The start area for races starting between the Westhaven (ODM) yellow buoy and Westhaven tower or RYC tower includes the area bounded by lines 50m to the east, 200m to the west and 50m to the north of the Westhaven (ODM) buoy, as per this diagram. Boats may only enter the start area after their division's warning signal has sounded. If a race finishes at the Westhaven (ODM) buoy, boats should not recross the finish line after they have finished and must sail clear of the area.

