



## OCC Sailing Instructions 2017 - 2018

### 1. GENERAL AUTHORITY

The Organizing Authority is The Opuia Cruising Club Inc

### 2. RULES

2.0 Races will be governed by the The Racing Rules of Sailing 2017-2020 - Effective 1 January 2017, including any promulgated amendments and particularly the amendments as described below. Where there is a conflict between these instructions and the RRS, these OCC Sailing Instructions shall prevail.

**2.1 Safety etc** The Yachting New Zealand Safety Regulations Part 2, Category 5 shall apply to keelers.

Open Keelboats, Sports Boats & Toronado catamarans the YNZ Safety Regulations Part 1 will apply Sport Boats shall comply with NZ Sport Boats Association Rules, regulations & bylaws. For Elliott 5.9's the YNZ Safety Regulations 2013-2016, Part V, Category C, shall apply.

**2.2 Changes to the Racing Rules** The Rules will be modified in accordance with Rule 86 as follows:-

1. 2.2.1 For any protests where only a rule of Part 2 is alleged to have been broken, an arbitration hearing will be offered prior to any formal hearing.
- 2.2.2 Rule 44.1 is changed so that the 720° turn is replaced by a 360° turn.
- 2.2.3 Rule 32 is amended by 8. Shortening Courses.

### 3. NOTICE TO COMPETITORS

Notices to Competitors will be posted on the Club notice board and will be available from the start box.

### 4. CHANGES TO SAILING INSTRUCTIONS

Any changes to the sailing instructions will be posted a minimum of 30 minutes prior to the race start.

### 5.0 ELIGIBILITY AND ENTRY

5.1 To be eligible to compete in these events, each entrant boat shall have an owner or skipper who is a full financial member of OCC or a club recognised by the entrant's national authority.

5.2 A season entry fee as set by the club covers all club races. However, no fee is payable by entries from local clubs for weekend sponsored racing. Entries will be accepted by completing the entry form and forwarding the appropriate fee to the Opuia Cruising Club Inc. PO Box 1 Opuia 0200 . The committee reserves the right to exclude results of boats that have not paid the appropriate entry fee.

### 6. COURSES

Courses will be notified by the displaying on the start box wall a lettered board indicating division and the number to indicate the course. Rum, Ladies, and Weekend races are one division races. The selection of the course is the sole responsibility of the OOD. Course Sheets will be provided online advising race marks.

### 7. TIME LIMITS

Twilight Racing - The first boat must finish before 7:30 to constitute a race. Any boats finishing after 8:15 pm will be scored DNF

Weekend Races: Any boat finishing after 5.00pm is to be marked DNF.

## **8. SHORTENED COURSES**

The OOD may shorten the course, from any mark of the course. This will be done by VHF transmission on Ch 17 by the OOD when the leading yachts are approaching a mark. After rounding/passing the mark, competitors should proceed directly to the finish line and cross it from the direction of the last mark.

Where a course contains a leg in which competitors pass through the finish line, the Race Officer may elect to shorten the course to finish at that point and shall indicate this decision by making two sound signals as the leading yacht approaches the finish line and by a making a sound signal when each yacht then crosses the finish line.

Shorten Course Note for Wednesday and Friday evening races: Some courses on the course sheet have marks underlined. If the first boat of each division is not past the underlined mark within 1 hour from the start, proceed from the underlined mark directly to the finish after rounding/passing the mark.

## **9. RETIREMENTS**

If a yacht retires from a race for any reason whatsoever, a serious attempt must be made to notify the OOD of its actions. The OOD is monitoring **Channel 17** during race times.

## **10. SCHEDULE OF RACES**

Race series, race dates and scheduled start times advised and amended in the Club Calendar and/or a Notice of Race posted on Notice Board.

## **11. START & FINISHING LINES**

### **11.1 Starting**

a) The start line for all divisions is an imaginary transit line between an orange diamond marker above the window of the starter box and a marker mounted on the top of the northern post pole of the club pontoon/dinghy dock.

b) The start line transit length is limited by an outer distance mark (ODM). The ODM will be close to the line, but not necessarily on the line. Boats approaching the line to start or starting shall pass to the channel side of the ODM. If ODM is on course side (OCS), then 14.3 will apply.

c) In the event that an inner distance marker (IDM) is laid off the dock, yachts in all divisions shall pass to the channel side of the IDM when starting. The IDM will be close to the line, but not necessarily on the line.

d) Any division that has not entered its start sequence must stay well clear of the division that is starting. In the start sequence period, boats in other divisions are expected to be in a position that avoids interfering with racing yachts.

### **11.2 Finishing**

a) The finish line is a line between the orange diamond marker above the window of the starter box and the ODM (not the transit).

b) After a finish avoid interfering with yachts still racing, stay clear of the finish line.

c) Weekend Races – The leading boats MUST advise the Race Officer 30 minutes from the finish, on Channel 17 to ensure your finish times are recorded.

d) In the event of poor visibility it is the responsibility of skippers to make the Race Officer aware of the presence and identity of the finishing yacht by whatever means is appropriate to the circumstances. Should a skipper suspect that the Race Officer is unaware for any reason of the identity and finish of a competing yacht, then it is the responsibility of the skipper to as accurately as possible time the finish and communicate that in a timely fashion to the Race Officer.

## 12. SCHEDULED START SEQUENCE

The start sequence of a 3 division Wed night summer race is as follows:

The club has an electronic timer, started according to the clock in the start box. Once started

17.40 warning signal "A" division 3 lights on

17.41 preparatory signal 2 lights on

17.44 one minute to go 1 light on

17.45 START no lights on

17.46 warning signal "B" division 3 lights on

17.47 preparatory signal 2 lights on

17.50 one minute to go 1 light on

17.51 START no lights on

17.52 warning signal "C" division 3 lights on

17.53 preparatory signal 2 lights on

17.56 one minute to go 1 light on

17.57 START no lights on

### One Division Races

5 minute Warning Signal,           3 lights on

4 minute Preparatory Signal       2 lights on

1 minute Signal                    1 Light on

START (advertised time)           0 Lights on

Note the lights control the timing and that the warning signals are guidance only and may be omitted.

## 13. RECALLS

In the need of a recall the procedure will be as follows:

One light on accompanied by one sound will signify that an identifiable yacht or yachts are over the line and must return and start correctly. The light will remain on until all offending yachts have started correctly or one minute after the start whichever first occurs.

Two lights on accompanied by two sounds signals will signify that there is a General Recall and all yachts must return for a new start. The lights will remain on for one minute. After another minute a new start sequence will commence.

NOTE THAT THE FLEET THAT CAUSED A GENERAL RECALL IS THE NEXT FLEET TO START  
A yacht or yachts that do not return to start correctly will be penalized by an increase of 10% of their elapsed times. Any boats that blatantly abuse this rule may be scored DSQ at the discretion of the Race Committee.

## 14. RESTRICTED AREAS

14.1 All yachts when racing must pass on the channel side of all moorings west of the Start line. These individual moorings west of the start line are hereby defined as obstructions (but not a continuing obstruction).

14.2 All moorings to the east of the start line may be ignored (Waikare side). Yachts racing must give adequate room to any yacht in the proximity of moored or anchored boats, or other structures in the water. The clear intention is that we will race in open water, while accepting there are moorings and anchored boats around our racing area to the east of our start line.

14.3 All yachts, after starting, shall pass the ODM to the channel side when racing.

## 15. DEFINITION OF COMPETITORS AND OF A RACE

15.0 Any properly entered yacht shall be a competitor for scoring purposes if it is in the vicinity of the starting area and crosses the starting line within the period of the start time and 15 minutes thereafter, and makes a reasonable effort to complete course.

15.2 For a race to be scored, there must be at least two competitors, irrespective of whether any finish the course.

## 16. SCORING

16.0 The low Point scoring system of Appendix A 4.1 will apply.

16.1 Appendix A9 will apply-Race scores in a series longer than a regatta:

For a series that is held over a period of time longer than a regatta, a boat that came to the starting area but did not *start*, did not *finish*, retired after *finishing* or was disqualified shall be scored points for the finishing place one more than the number of boats that came to the starting area. A boat that did not come to the starting area shall be scored points for the finishing place one more than the number of boats entered in the series.

16.2(a) When fewer than 4 races have been completed, a boat's series score will be the total of her race scores.

16.2(b) When 4 to 9 races have been completed, a boat's series score will be the total of her race scores, excluding her worst score.

16.2(c) When 10 or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.

16.2(d) Sailors competing in recognised regattas may apply for average points for OCC events where dates clash. Approval will be granted at the discretion of the OCC Race Committee. Examples where this could apply would include, Auckland BMW Regatta, offshore events and class regattas

TCF Handicaps will be applied to the elapsed time. TCF handicaps will periodically be recalculated according to announced policies, generally after each 4th race. However, evident errors in handicaps will be fixed.

## **17. WOMEN'S RACING**

### **Winter and Summer Series**

The skipper/helms person must be a female.

## **18. SPINNAKERS**

Spinnakers and/or gennakers may be used in all races.

## **19. SAFETY OFFICER**

A safety officer may be appointed by the club to inspect and classify yachts that enter races and must be allowed to inspect any vessel before or after a race. Standard safety requirements for each race must be met and are the responsibility of the skipper.

## **20. RADIO COMMUNICATION**

A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones unless allowed in these sailing instructions. Race officers call on 17.

## **21. PRIZES**

1st prize will be awarded where there are 3 or 4 boats in a division

1st & 2nd prizes will be awarded where there are 5, 6 or 7 boats in a division

1st, 2nd & 3rd prizes will be awarded where there are 8 or more boats in a division

The Rum Race winner is excluded from lucky draw for second bottle of rum, if any. A variety of prizes and awards may be made. These will be announced in the clubrooms. In the event of a protest not resolved prior to prize giving, provisional race results will be made and prizes withheld until final race results are posted.

## **22. PROTESTS AND REQUESTS FOR REDRESS**

Protest requirements as per Rule 61 apply. The protest time limit per Rule 61.3 is 30 minutes after the last boat to finish. Should a protesting boat anticipate being unable to comply, they should notify the OOD on Chanel 17. The protest committee shall extend the time if there is good reason to do so, but note the limit refers to minutes, not hours or days. Time frame for all protest hearings – heard within 1 week after lodged.

## **23. DISCLAIMER OF LIABILITY**

Competitors participate entirely at their own risk. See RRS Rule 4, Decision to Race. The Organizing Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with, prior to, during or after the race or series. Owners shall accept full responsibility for the seaworthiness and safe navigation of their boats and competence of their crews.  
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