

STARLING MATCH RACING OTAGO-SOUTHLAND QUALIFIER

WANAKA YACHT CLUB

28-29 December 2024

SAILING INSTRUCTIONS

This is the qualifying event for the annual Starling Match Racing Champs
(which will be held in Auckland on Waitangi weekend in 2025)

Only sailors from Otago & Southland clubs can qualify.

Any other sailors, of any age, are welcomed to enter the event.

We aim to make the event fun and competitive.

The Organising Authority is Wanaka Yacht Club

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1 RULES See also Notice of Race

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing* (RRS).
- 1.2 RRS Appendix C shall apply.
- 1.3 The *Rules for the Handling of Boats* (Attachment 3) shall apply and shall also apply to any practice sailing.
- 1.4 RRS Rule C8.5 and C10 are changed by the *Rules for the Starling Match Racing Championship* when a competitor is unable to race. See NoR 1.5.
- 1.5 RRS C3.1 Starting Signals and C4.2 are changed so that the attention signal will be made at 6 minutes before the first start, warning signal will be made at 4 minutes before the start and the preparatory signal will be made at 3 minutes before the start. See SI 9.

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the Wanaka Y C board

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the sailing instructions will be posted on the notice board before it takes effect and mentioned verbally to all sailors at the briefing.
- 3.2 Any change to the sailing instructions may be made afloat verbally on the water

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the Wanaka YC Club flagpole.
- 4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP.
- 4.3 When flag AP over flag D is displayed ashore, boats shall not go afloat.

5 SUPPLIED EQUIPMENT

- 5.1 The event will be sailed in Starling Class boats. **Boats and sails will be supplied** by the organising authority. See Notice of race for description. Any variation between boats shall not be grounds for redress.
- 5.2 Boats will be allocated by the race committee. The race committee may require boats to be exchanged in the knock-out stages.
- 5.3 The organising authority may use a substitute boat or equipment when it is satisfied that the original boat or equipment is damaged such that repairs in the time available are not practical.
- 5.4 not used

5.5 Each boat may or may not be provided with port (blue) and starboard (yellow) entry flags attached to the side stays. Competitors shall display only the flag relating to their entry end.

5.6 Red protest flags will be supplied by the organising authority.

6 SCHEDULE OF RACES

The event format and schedule of races is set out in SI Attachment 1.

7 RACING AREA

The Race Area will be on the waters adjacent to the Wanaka Yacht Club.

8 COURSE AND MARKS

8.1 The course will ideally be windward/leeward, finishing downwind but other formats may be used for efficiency and / or appropriateness.

8.2 The diagram in SI Attachment 2 shows the courses and describes the marks.

9 STARTS. The organizer may change the following but its aspirational goal is to make it the same as the Auckland champs as follows:

9.1 The starting line will be between a staff displaying an orange flag on the race committee boat at the starboard end and the course side of the port-end starting mark.

9.2 RRS C3.1 is changed to read:

The signals for starting a match shall be as follows. Times shall be taken from the visual signals; the failure of a sound signal shall be disregarded. If more than one match will be sailed, the starting signal for one match shall be the warning signal for the next match.

Time in minutes	Visual Signal	Sound Signal	Means
6	Flag F displayed*	One	Attention signal
5	Flag F removed		
4	Numeral pennant displayed**	One	Warning signal
3	Flag P displayed	One	Preparatory signal
2	Blue or yellow flag or both displayed***	One***	End of pre-start entry time
1	Flag P removed	One long	
0	Warning signal removed	One	Starting signal

* Flag F is displayed at the start of a session. Thereafter each match will commence as soon as possible after the start of the previous match, with the start sequence beginning with the match's numeral pennant.

** Within a flight, warning signal numeral pennant 1 means Match 1, numeral pennant 2 means Match 2, and numeral pennant 3 means Match 3.

*** These signals shall be made only if one or both boats fail to comply with C4.2 as changed in SI 9.3. The flag(s) shall be displayed until the umpires have signalled a penalty or for one minute, whichever is earlier.

9.3 Within the one-minute period following a boat's preparatory signal, her hull shall cross and clear the starting line, the first time from the course side to the pre-start side. This changes RRS Rule C4.2.

9.4 ignore - only round robins and finals to be held in Wanaka

9.5 ignore - only round robins and finals to be held in Wanaka

9.6 ignore

9.7 When a match is cancelled due to the withdrawal of a competitor from the competition, the match will be awarded as a win to their opponent. Starting signals for such races will not be made.

9.8 N/A

9.9 N?A

9.10 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

10 BREAKDOWN AND TIME FOR REPAIRS

10.1 All discretionary for the organizing authority. Based on fairness ABANDONMENT

RRS 32 is deleted and replaced with: "After the starting signal the race committee may abandon any match for any reason, after consulting with the match umpires when practical.

11 THE FINISH

As described at the briefing.

12 TIME LIMITS

12.1 none, organiser discretion

12.2 A boat that fails to finish within 5 minutes after her opponent has completed the course and finished will be scored DNF. This changes RRS 35 and A5.

13 PROTESTS

13.1 RRS C6.1(a) is changed to read:

(a) under a rule of Part 2, except rule 14, by clearly displaying a red flag immediately after an incident in which she was involved;

13.2 RRS C6.4(a) is changed to read:

- (a) A boat protesting under rule C6.1(a) shall remove the red flag before or as soon as possible after the umpires' signal.

13.3 RRS C6.5(a) is changed to read:

- (a) After the red flag is displayed, the umpires shall decide whether to penalize any boat. They shall signal their decision in compliance with rule C5.1, C5.2 or C5.3. However,
 - (1) if the umpires decide to penalize a boat, and as a result that boat will have more than two outstanding penalties, the umpires shall signal her disqualification under rule C5.4;
 - (2) when the umpires penalize a boat under rule C8.2 and in the same incident there is a red flag from a boat, the umpires may disregard the red flag.

14 SAFETY REGULATIONS

14.1 Check-out and check-in ashore:

- a) Competitors shall individually check-out before racing by personally signing the check-out sheets.
- b) Competitors shall individually check-in immediately on returning to shore after racing by personally signing the check-in sheets.

14.2 A boat retiring from racing shall notify the race committee or an umpire as soon as possible.

15 SUPPORT BOATS

15.1 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 50 metres of any mark, lay line, starting line, finishing line or any area where any boat that is racing is sailing or may sail.

15.2 All support person 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.

16 RISK STATEMENT

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.

ATTACHMENT 1

EVENT FORMAT AND RACE SCHEDULE

1 EVENT FORMAT

The event will consist of match racing, with the following stages:

Stage 1: As many round robins as possible

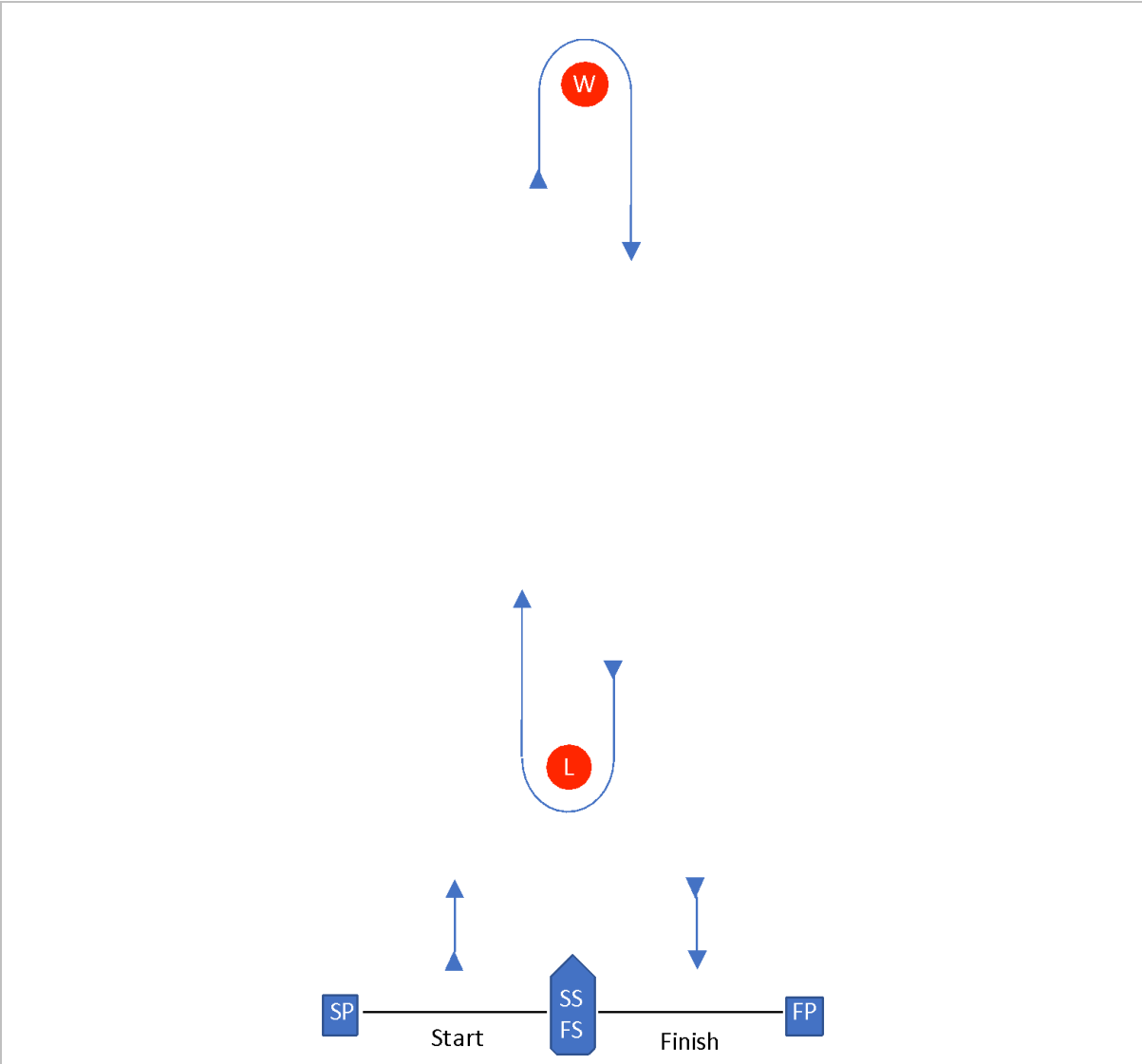
Stage 2: 3 race final between the top two boats

2 CURTAILMENT

If the event is curtailed due to weather conditions, placings shall be based on races already sailed or if this is not possible then as specified in RRS C11.2.

ATTACHMENT 2

COURSE AND MARKS. LIKELY COURSE FORMAT



Course: Windward leeward with starboard roundings and leeward finish

Signal	Mark rounding order
No signal	Start – W – L – W – Finish
Flag S	Start – W – Finish

ATTACHMENT 3

RULES FOR HANDLING OF BOATS

1 GENERAL

While all reasonable steps are taken to equalise the boats, variations in performance will not be grounds for redress. This changes RRS 62.

2 PROHIBITED ITEMS AND ACTIONS

Except in an emergency or to prevent damage or injury, or when directed by the race committee or an umpire, the following are prohibited:

- addition, removal or alteration of the equipment supplied;
- the use of any equipment for a purpose other than that intended or specifically permitted;
- sailing the boat in a manner that it is likely to result in damage;
- using a boat without prior permission, without having paid the required damage deposit or while 'AP' is displayed ashore;
- perforating sails, even to attach tell tales;
- radio transmission (including using mobile telephones), except to report damage or in response to a request from the race committee;
- adjusting or altering the tension of standing rigging;
- use of electronic instruments other than a watch or timer;
- marking directly on the hull or deck with permanent ink; and
- use of any tape that leaves a residue (including duct tape).

3 PERMITTED ITEMS AND ACTIONS

3.1 It is permitted to take on board the following equipment:

- adhesive tape;
- line (elastic or otherwise) of 4 mm diameter or less;
- marking pens;
- tell tale material; and
- watch or timer.

3.2 It is permitted to use the items in 3.1 to:

- attach tell tales;
- prevent equipment being damaged or falling overboard;
- mark control settings; and
- make minor repairs and permitted adjustments.

3.3 Changing the number of mainsheet purchases is permitted.

4 MANDATORY ITEMS AND ACTIONS

- 4.1** If a competitor finds any damage (whether or not it was caused whilst the competitor was on the boat), the competitor must advise the race committee or an umpire at the first available opportunity. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches.

- 4.2** At the start of each racing day or after a postponement ashore, the competitor scheduled to sail a boat in the first race is responsible for rigging that boat and obtaining the beach master's approval to launch. It is the competitor's responsibility to check for damage or wear and to report this to the beach master.