**2024 Toyota Optimist National Championship**

**and NZIODA Ranking Regatta**

27-31st March

Organising Authority: Queen Charlotte Yacht Club

Picton, New Zealand

**SAILING INSTRUCTIONS**

**Optimist Open & White Fleet**

**ABBREVIATIONS**

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).

The notation ‘[DP]’ are rules for which the penalties are at the discretion of the protest committee. Scoring abbreviation is DPI. Penalties for breaches of Class Rules and Yachting New Zealand Safety Regulations are also at the discretion of the protest committee.

**1 RULES**

**1.1** The event is governed by the rules as defined in The Racing Rules of Sailing 2021 - 2024

**1.2** The Yachting New Zealand Safety Regulations Part 1, shall apply.

**1.3** RRS Appendix P, *Special Procedures for rule 42, will apply.*

**1.4** RRS Appendix T, Arbitration, will apply.

**1.5** RRS Appendix G3, Chartered or Loan Boats will apply.

**2 CHANGES TO SAILING INSTRUCTIONS**

**2.1** Any change to the sailing instructions will be posted before 0900 hours on the day it will take effect, except that any change to the schedule of races will be posted by 2000 hours on the day before it will take effect.

**3 NOTICE TO COMPETITORS**

**3.1** Notices to competitors will be posted on the official notice board located at the entrance to the Queen Charlotte Yacht Club.

**4 SIGNALS MADE ASHORE**

**4.1** Signals made ashore will be displayed from the flag pole near the club house.

**4.2** When flag AP is displayed ashore, ‘1 minute’ is replaced with ‘not less than 60 minutes’ in Race Signals AP.

**4.3** [NP][DP] Flag D with a sound signal means ‘the warning signal will be made not less than 60 minutes after Flag D is displayed.’

Boats shall not go afloat until this signal is made.

**5 REGISTRATION AND BRIEFINGS**

|  |  |  |
| --- | --- | --- |
| **FLEET** | **DATE REGISTRATION/ INSPECTION** | **WELCOME AND BRIEFING** |
| Optimist Open and White | Registration, safety and equipment inspection | Wednesday 27th March 1600-1900  Thursday 28th March 0800-0830. |
|  | Regatta welcome and sailors’ briefing  Support boat briefing to follow | Thursday 28th March 0900 |

**6 SCHEDULE OF RACES**

**6.1** No practice race is scheduled

**6.2** 12 races are scheduled for the event

**6.3** Schedule:

|  |  |  |  |
| --- | --- | --- | --- |
| **Date** | **Fleet** | **Scheduled races per day** | **Time of first warning signal** |
| 28th March | Open & White | Up to 5 | 1100 |
| 29th March | Open & White | Up to 5 | 1030 |
| 30th March | Open & White | Up to 5 | 1030 |
| 31st March | Open & White | Up to 5 | 1030 |

**6.4** 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.

**6.5** 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.

**6.6** On the last scheduled day of racing no warning signal will be made after 1500 hrs.

**6.7** If the fleet is split the format for racing is described in **Addendum A**.

**7 CLASS FLAGS**

**7.1** Optimist Open fleet flags will be:

|  |  |  |
| --- | --- | --- |
| **QUALIFYING SERIES FLEET** | **FINAL SERIES**  **FLEET** | **FLAG** |
| Yellow (or if single fleet) | Gold | Yellow with class insignia |
| Blue | Silver | Blue with class insignia |
| Red | Bronze | Red with class insignia |

**7.2** The Optimist White fleet flag will be the Optimist insignia on a white background

**8 RACING AREA**

**8.1** The racing area will be the waters of Queen Charlotte Sound, Marlborough, New Zealand. Refer to **Addendum D**.

**9 COURSES**

**9.1** The diagrams in Addendum B show the course, including the approximate angles between the legs, the order in which marks are to be passed, and the side on which each mark is to be left.

**10 MARKS**

**10.1** Marks are described in **Addendum B – Courses**

**11 THE START**

**11.1** The starting line is between two staffs displaying orange flags on the Race Committee Start Vessels.

**11.2** During the qualifying series no warning signal will be made less than 5 minutes after the preceding start

**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 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

**12 CHANGE OF THE NEXT LEG OF THE COURSE**

**12.1** Except at a gate, boats shall pass between the Race Committee vessel signaling the change of the next leg and the nearby mark. Leaving the mark to Port and Race Committee vessel to Starboard

**13 THE FINISH**

**13.1** The finishing line is between two staffs displaying blue flags on the Race Committee Finish Line Vessels.

**13.2** [NP][DP] Boats that have finished will return directly to either starting area or ashore, keeping well clear of all boats still racing and all boats whose warning signal has been made.

**14 PENALTY SYSTEM**

Appendix P, *Special Procedures for Rule 42,* will apply with the following changes:

**14.1** P2 Penalties: RRS P2 *Penalties is changed* to: “When a boat is penalised under RRS P1.2, her penalty shall be a Two-Turns Penalty under RRS 44.2. If she fails to take it, she will be disqualified without a hearing. If a penalty is signaled after a boat has crossed the finish line, the boat will be given a scoring penalty of 10% calculated as stated in RRS 44.3

**14.2** RRS P4, *Redress Limitation*, is replaced with “An action by the Protest Committee or its designated observer under Appendix P1, *Signaling a Penalty*, shall not be grounds for a request for redress by a boat unless the action was improper due to a failure to take into account a race committee signal or a class rule. The Protest Committee may initiate a redress hearing and may give redress for an action by a member of the Protest Committee or its designated observer under Rule P1”. This changes RRS 60.1(b), *Right to Protest; Right to Request Redress or Rule 69 Action.*

**15 WHISTLE SYSTEM**

**15.1** To encourage boats to take penalties afloat, **protest committee members** may blow a whistle when they see what they believe to be a breach of a rule.

**16 TIME LIMITS [AND TARGET TIMES]**

**16.1** The Race Time Limit (see RRS 35), Target Time and the Finishing Window are shown in the table below.

|  |  |  |
| --- | --- | --- |
| Target Time | Race Time Limit | Mark 1 Time Limit |
| 35-40 minutes | 80 minutes | 25 minutes |

**16.2** If no boat has passed Mark 1 within the Mark 1 Time Limit, the race will be abandoned.

**16.3** Failure to meet the target time will not be grounds for redress.

This changes RRS 62.1(a), *Redress*.

**16.4** Boats failing to finish within 20 minutes (25 minutes for white fleet) after the first boat in its fleet sails the course and finishes will be scored SRS, “Still Racing Score”. This changes RRS’s 35, Time Limit Scores, and A4, Low Point System and A5, Scores Determined by the Race Committee. The end of the 20/25 minute window will be indicated by the removal of the appropriate fleet flag with one sound on the Race Committee vessel at the finish line. The score will be calculated to be 3 points more than the last boat to finish in the fleet of that race, **but will be not worse than the score Did Not Finish.**

**17 HEARING REQUESTS**

**17.1** Immediately after finishing a boat intending to protest shall, in addition to the requirements of RRS 61.1(a), *Informing the Protestee,* inform a Race Committee vessel at the finishing line of her intention to protest and the identity of the boat(s) protested. The protesting boat must receive an acknowledgement from the Race Committee. This changes RRS 61, *Protest Requirements*.

**17.2** Hearing Request forms are available at the Race Office. Protests and requests for redress or reopening shall be delivered there within the protest time limit.

**17.3** The protest time limit will be set by the Protest Committee each day and may be different for each fleet. This changes RRS’s 61.3, Protest Time Limit. Protest time limits will be posted on the official notice board.

**17.4** Notices will be posted within 15 minutes of the protest time limit to inform competitors of hearings in which they are parties. Hearings will be held in the Protest Committee designated area. Except on the last day of the event no hearing will start after 2030.

**18 SCORING**

**18.1** In accordance with RRS A4.1, *Low Point System,* boats will be scored points based on their finishing position in their fleet.

**18.2** Five races are required to be completed to constitute a series.

(a) When five or fewer races have been completed, a boat’s series score will be the total of her race scores.

(b) When six or more races have been completed, a boat’s series score will be the total of her race scores excluding her worst score.

**18.3** To request the correction of an alleged error in posted race or series results, a boat shall complete a Scoring Enquiry Form available at sign on/off desk.

**19 [DP][NP]SAFETY REGULATIONS**

**19.1** All boats intending to race shall complete the sign-on process at the QCYC boatshed prior to going afloat for any races.

**19.2** Immediately on returning to shore, all boats shall complete the sign-off process at the QCYC boatshed before the end of protest time.

**19.3** A boat that retires from a race or returns to the launching area before they have finished the last race of the day shall notify the Race Committee as soon as possible.

**19.4** A boat that breaks SI 19.1, 19.2, or 19.3 will be given a scoring penalty of 10%, calculated as stated in RRS 44.3. However the Race Committee may protest the boat instead of applying the score penalty if it so decides.

***19.5*** Competitors who require assistance shall blow a whistle or wave the paddle or one arm. The Race Committee reserves the right to assist competitors who in their opinion require assistance, regardless of the wishes of the competitor. This will not be grounds for redress. This changes RRS 62.1(a), *Redress.*

**19.6** RRSs 27.1, *Other Race Committee Actions Before the Starting Signal,* and 40, *Personal Flotation Devices,* are changed to require that personal flotation devices shall always be worn while afloat, except briefly while changing or adjusting clothing or personal equipment. Wetsuits and drysuits are not personal flotation devices. Flag Y will not be displayed.

**20 REPLACEMENT OF CREW OR EQUIPMENT**

**20.1** Substitution of competitors will not be allowed. The person on board shall be the person named on the entry form.

**20.2** In the event of damage to boats and/or loss of equipment may only be substituted with the written permission of the Technical Committee. If the damage occurs later than 90 minutes before the first scheduled start on a racing day, and before the start of the last race of the day, provisional verbal permission shall be obtained from the Technical Committee, Protest Committee or Race Committee and the written permission of the Technical Committee shall be applied for before the protest time limit at the end of the day in which the substitution takes place.

**20.3** Change of sail numbers will not be allowed without prior written approval of the Race Committee or Technical Committee.

**21 EQUIPMENT AND MEASUREMENT CHECKS**

**21.1** A boat or equipment may be inspected at any time for compliance with the class rules, Yachting New Zealand Safety Regulations, notice of race and sailing instructions.

**21.2** [DP] On the water, a boat can be instructed by a member of the Race Committee, Protest committee or Technical Committee to proceed immediately to a designated area for inspection. **No adjustments shall be made to the boat until the inspection is complete.**

**21.3** If, when inspected, a boat is found to have breached the Class Rules or Yachting New Zealand Safety regulations, the boat will be given a scoring penalty of 30%, calculated as stated in RRS 44.3(c). This changes RRS A5.1, Scores Determined by the Race Committee. However, the Technical Committee may protest a boat instead of applying the scoring penalty if it so decides.

**22 OFFICIAL VESSELS**

**22.1** Race Committee vessels will fly a white flag with “RC”.

**22.2** Protest Committee vessels will fly a yellow flag with a black “J”.

**22.3** Technical Committee vessels will fly a white flag with a black “M”

**22.4** Media vessels will fly a white flag with the word “media”

**23 [DP][NP] SUPPORT VESSELS**

**23.1** Refer to Addendum C.

**24 MOORING**

**24.1** [DP][NP] Boats shall be kept in their assigned places while in the boat park and/or harbour.

**25 PRIZES**

**25.1** Prizes will be awarded in accordance with NZIODA Guidelines at the conclusion of the regatta.

**25.2** Spot prizes may be presented to those competitors present at prize givings during the regatta.

**26 RISK STATEMENT**

**26.1** RRS 3 states: ‘The responsibility for a boat’s decision to participate in a race or to continue to race is theirs 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.

**27 INSURANCE**

**27.1** Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of *$1,000,000* per incident or the equivalent.

**ADDENDUM A**

**Sailing Instructions Format for Qualifying and Final Series Racing**

**1. INTRODUCTION**

This Addendum applies when boats are divided into fleets to sail a Qualifying Series and a Final Series.

**2. QUALIFYING SERIES**

**2.1** For the Qualifying Series boats will be assigned to fleets of, as nearly as possible, equal size and ability.

**2.2** Initial assignments will be made by a seeding committee appointed by the organising authority and will be posted by 0900 hours on the first day of racing and will be used for that day.

**2.3** In the Qualifying Series boats will be reassigned to fleets after each day of racing, except if on the first day only one race is completed. If all fleets have completed the same number of races, boats will be reassigned based on their ranks in the series. If all fleets have not completed the same number of races the series scores for reassignment will be calculated for those races, numbered in order of completion, completed by all fleets.

**2.4** Reassignments will be made as follows:

|  |  |  |
| --- | --- | --- |
| **RANK IN SERIES** | **TWO FLEET ASSIGNMENT** | **THREE FLEET ASSIGNMENT** |
| 1st | Yellow | Yellow |
| 2nd | Blue | Blue |
| 3rd | Blue | Red |
| 4th | Yellow | Red |
| 5th | Yellow | Blue |
| 6th | Blue | Yellow |
| 7th | Blue | Yellow |

And so on

**2.5** Reassignments will be based on the ranking available at 2100 hours that day regardless of protests or requests for redress not yet decided.

**2.6** If all fleets have not completed the same number of races by the end of a day, the fleets with fewer races will continue racing the following day until all fleets have completed the same number of races. All boats will thereafter race in the new fleets.

**2.7** If fewer than five races have been completed by all qualifying fleets at the end of racing on Day 2 (29th March), Day 3 (30th March), will be used for further Qualifying Series races. If fewer than three races have been completed by all qualifying fleets at the end of the third day of scheduled racing, the Final Series will be cancelled and Day 4 (31st March) will be used for further Qualifying Series races.

**2.8** If at the end of the Qualifying Series some qualifying fleets have more race scores than others, any extra races will be abandoned so that all boats in the Qualifying Series have the same number of race scores.

**3. FINAL SERIES**

**3.1** Boats will be assigned to Final Series fleets based on their ranks in the Qualifying Series.

**3.2** There will be the same number of fleets in the Final Series as there were in the Qualifying Series.

**3.3** The Final Series fleets will be, as nearly as possible, of equal size but so that the Silver Fleet is not larger than the Gold Fleet and the Bronze Fleet (where it exists) is not larger than the Silver Fleet and the Diamond Fleet (where it exists) is not larger than the Bronze Fleet. Boats with the best Qualifying Series ranks will race all Final Series races in the Gold Fleet; boats with the next best Qualifying Series ranks will race in the Silver Fleet; boats with the next best Qualifying Series ranks will race in the Bronze Fleet (where it exists); and boats with the next best Qualifying Series ranks will race in the Diamond Fleet (where it exists).

**3.4** Any recalculation of Qualifying Series ranking after boats have been assigned to Final Series fleets will not affect the assignments except that a redress decision may promote a boat to a higher fleet.

**3.5** Different Final Series fleets need not have completed the same number of Final Series races. The boats in the Gold Fleet will be ranked highest, except for a boat disqualified from a finals race under RRSs 6, *World Sailing Regulations*, or 69, *Allegations of Gross Misconduct*.

**4. SCORING**

**4.1** A boat that did not start, did not finish, retired after finishing or was disqualified will be scored points for the finishing place one more than the maximum number as per Addendum A. 4.2. This changes RRS A5.2, *Scores Determined by the Race Committee.*

**4.2** When a Qualifying/Final Series is sailed the maximum number is:

(a) For races in the Qualifying Series one more than the maximum number of boats in any fleet.

(b) For races in the Final Series one more than the number of boats in her fleet.

**4.3** During the Qualifying Series only races that have been completed by all fleets will be included in the series scoring.

**4.4** When a Qualifying/Final Series is sailed one race score will be discarded when calculating the division into final series fleets.

**4.5** When a Qualifying/Final Series is sailed the Qualifying Series races and the Final Series races will count for total points in the championship.

**5. FLEET IDENTIFICATION**

**5.1** While racing each boat shall display a coloured ribbon corresponding to the fleet to which she has been assigned. The band shall be placed at the top end of the sprit so that it flies conspicuously.

**5.2** Each boat will be issued a set of coloured ribbons at registration corresponding to the daily fleet assignment posted on the official notice board.

**5.3** At the end of the Final Series competitors shall return the coloured ribbons to the race office at the end of the last race.

**6. REQUESTS FOR REOPENING**

**6.1** On the last day of the Qualifying Series a request for reopening a hearing shall be delivered: (a) within the protest time limit if the party requesting reopening was informed of the decision on the previous day.

(b) no later than 15 minutes after the party reopening was informed of the decision on that day.

This changes RRS 66, *Re-opening a Hearing*.

**ADDENDUM B - COURSES**

|  |
| --- |
|  |
| **Course:**   |  |  | | --- | --- | |  | **Mark Rounding Order** | | Optimist - Open | Start - 1 (port) – 2 (port) – 3s/3p (gate) - Finish | | Optimist - White | Start - 1 (port) – 2 (port) – 3A (port) - Finish |  |  |  | | --- | --- | | **Marks** | **Description** | | 1, 2, 3S, and 3P | Large orange cylindrical buoys | | 3A | Orange cylindrical buoy | | Change of Course mark SI 14.1 | Yellow cylindrical buoys | | SS - Starting mark starboard end | Race committee vessel | | SP - Starting mark port end | Race committee vessel | | FS - Finishing mark starboard end | Race committee vessel | | FP - Finishing mark port end | Race committee vessel or Orange buoy with orange flag. | |

**Course Illustration - Optimist**

**ADDENDUM C**

**Support Vessels**

Note: All support boat personnel are reminded that this Addendum forms a part of the Sailing Instructions. You are also reminded that breaches of Sailing Instructions by persons on a support boat could impact on the sailing results of sailors associated with your support boat.

For the purpose of this event, any person on a support boat is defined as a “*Support Person*” as per the definition offered in the RRS.

**1.** Except when requested to participate in rescue operations, team leaders, coaches, parents and other support persons shall stay outside areas where boats are racing, from the time of the preparatory signal for the first fleet of a race to start until all boats have finished or the Race Committee signals a postponement or abandonment (but not a General Recall) of all fleets. 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. Addendum C assists the interpretation of this exclusion area. During any starting sequence, support vessels in the vicinity of the start line shall stay at least 100 meters below the starting line and its extensions. No vessel shall be in line with the extension of the transit from starting vessel to the starting pin Race Committee Vessel.

**2.** All occupants of support vessels less than 6 metres long shall always wear an appropriate size personal flotation device (PFD) while afloat, except briefly while changing or adjusting clothing or personal equipment. Each PFD shall comply with Maritime Rules Part 91, *Navigation Safety Rules,* wetsuits and drysuits are not PFDs. For support vessels 6 metres or longer the Maritime Rules require the vessel carry sufficient personal flotation devices of an appropriate size for each person on board and in a readily accessible location.

**3.** All support vessels shall always have a kill-cord attached to the driver while the engine is running, unless prior written exemption has been provided by the Organising Authority.

**4.** When a Race Committee or Protest Committee member indicates a support vessel to move further from the course area, the mentioned vessel shall do so immediately.

**5.** The Protest Committee or the Race Committee may instruct one or more support vessels to maintain station in areas which are at variation to 1 above.

**6**. When the wind is less than 10 knots support vessels shall not exceed 5 knots within 500 meters of the area where boats are racing. At other times vessels that are motoring above 5 knots shall remain at least 150 metres from any boat racing.

**7.** Support vessels shall be registered with the organising authority in accordance with the Notice of Race at [Queen Charlotte Yacht Club - REGATTAS (qcyc.org.nz)](https://www.qcyc.org.nz/sail/regattas-1)

**8.** Attention is drawn to the relevant local authority bylaws regarding wearing of lifejackets and other safety requirements. These can be found under General Regatta Information at [Queen Charlotte Yacht Club - REGATTAS (qcyc.org.nz)](https://www.qcyc.org.nz/sail/regattas-1)

**9.** [DP] Support boats shall be launched from either the Picton or Waikawa Marina Ramps.

**10.** A coaches and team leaders meetings will be held two hours prior to the scheduled time of the first warning signal on each day of racing downstairs at the QCYC club rooms.

**Channel for sailors returning to starting area** – **NO SUPPORT BOATS**

**ADDENDUM D**

**Course Illustration - Racing Area**