



Oceanbridge Sail Auckland 2015

Notice of Race

Olympic and Invited Classes Regatta

25th February – 1st March 2015



Organising Authority

ROYAL AKARANA YACHT CLUB (RYAC)
The Landing, Okahu Bay, Orakei, Auckland 1071
In conjunction with Sail Auckland Regatta Inc.

1. RULES

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing.
- 1.2 The Yachting New Zealand prescriptions that will apply are stated in Attachment 1.
- 1.3 The Yachting New Zealand Safety Regulations Part 1 shall apply. See Attachment 2. Notwithstanding the dispensation granted by Yachting New Zealand, sailboard competitors shall comply with clause 1.
- 1.4 For single-handed classes crew substitution will not be allowed.
- 1.5 Under rule 87, *Changes to Class Rules*, rule 7(a) of the Laser class rules is deleted and replaced by: The laser shall be raced by one person aboard. The crew shall not change during the event.
- 1.6 For protests where only a rule of Part 2, *When boats meet*, or rule 31, *Touching a mark*, is alleged to have been broken an arbitration hearing may be offered prior to any formal protest hearing.
- 1.7 If there is a conflict of languages the English text will take precedence.

2. ADVERTISING

Boats may be required to display advertising chosen and supplied by the Organising Authority.

3. ELIGIBILITY AND ENTRY

- 3.1 The regatta is open to the following boats that comply with their class rules.

Laser	Laser Radial	Finn	OK	470 Men	470 Women
49er	49erFX	29er	420	RS:X 8.5	RS:X 9.5
Skud 18	2.4mR	Nacra 17	Kite Racing	Hansa Liberty	303 Double Handed
Finn Masters	Sonar				

The Organising Authority may include additional classes at their discretion.

- 3.2 The Laser Radial Men, Women, Masters and Youth will sail as one fleet and their results will be determined by the order of finishing in the overall fleet. (Note: results are extracted without recalculation).
- 3.3 The 470 men and 470 women will sail as one fleet.
- 3.4 The RS:X women and RS:X youth classes will sail as one fleet.
- 3.5 The 420 class will be sailed as one fleet regardless of gender.
- 3.6 Eligible boats may enter by completing the electronic entry form that is located on the Sail Auckland Website (www.sailauckland.org.nz) by midnight on Friday 13th February 2015.
- 3.7 **Entries received after midnight on the 13th February will automatically have a extra 50% of the entry fee added to the total cost.**
- 3.8 Late entries will be accepted at the discretion of the Race Committee
- 3.9 If at the closing date of registration, fewer than four (4) entries have been received in any class, the Organising Authority reserves the right to either cancel racing for that class or make other arrangements for the class or classes concerned.
- 3.10 All entrants and crew members shall be financial members of a yacht club affiliated to Yachting New Zealand, or be a member of his/her member national Authority or one of its affiliated organisations (such membership shall be established by the competitor). Proof of financial membership will be required at Registration.
- 3.11 For the Olympic Classes each crew shall comply with ISAF Regulation 19. When the event is an ISAF ranking event entrants shall also have an "ISAF Sailor ID".

4. CLASSIFICATION

Not Required.

5. FEES

Required fees are as follows:

Classes sailing full four(4) days:

Class	Fee
Laser, Laser Radial, Finn, Kiteboard, RS:X 8.5, RS:X 9.5, 2.4mR, OK,	\$200.00
470M, 470W, 49er, 29er, 49er FX, Nacra 17, Skud 18, Sonar	\$280.00

Classes Sailing Two (2) days only :

Single Handed	\$110.00
Double Handed	\$150.00

6. FORMAT

The format for all classes will be fleet racing with no medal race.

7. SCHEDULE

7.1 Schedule of Events

Date	Event	Location	Time/Warning Signal
Friday 13 th February	Entries Close		Midnight
Wednesday 25 th February	Registration Competitors and support boats	The Landing, Okahu Bay	1600 – 1900hrs
	Welcome and Briefing	The Landing, Okahu Bay	1900 hours
Thursday 26 th February	Registration Competitors and support boats	The Landing, Okahu Bay	0745 – 0900 hours
	First warning signal	Assigned areas	1100 hours
Friday 27 th February	Racing	Assigned areas	1100 hours
Saturday 28 th February	Racing	Assigned areas	1100 hours

Sunday 1 st March	Racing	Assigned areas	1100 hours
	Prize Giving	The Landing, Okahu Bay	ASAP after racing

7.2 Schedule of Races

Class	Number of Races
Laser, Laser Radial, Finn, OK,	11
470M, 470W, 420	11
RS:X 8.5, RS:X 9.5	11
49er, 49er FX, 29er, Nacra 17	15
Kite Board Racing	15
Skud 18, Sonar, Hansa Liberty, 303 Double Handed	11
Finn Masters	6

7.3 On Sunday 1st March 2015 no warning signal will be made after 1500 hours.

8. MEASUREMENTS

- 8.1 Where class rules require boats to have a valid measurement or rating certificate this shall be produced at registration.
- 8.2 Competitors in the 470 women, Laser Radial women and RS:X women classes shall place a red rhombus on each side of their sail (back to back). The size, shape and location shall comply with the class rules.
- 8.3 All sails shall have the full unique official sail number and sailors from other than New Zealand shall have national letters on their sail in accordance with the Class Rules and Racing Rules of Sailing. Kite sailors shall wear numbered vests as supplied by the Organising Authority.
- 8.4 All centreboard classes are to have their registered numbers on each side of their hulls in accordance with Class Rules.

9. SAILING INSTRUCTIONS

The Sailing Instructions will be published on the Sail Auckland website by Wednesday 18th February 2015 and will be available at registration.

10. VENUE

Attachment 3 shows the location of the harbour and the approximate location of the racing area.

11. COURSES

The courses to be sailed will be trapezoid, windward/leeward or triangular.

12. PENALTY SYSTEM

- 12.1 Appendix P, Special procedures for Rule 42, may apply.
- 12.2 For the 29er, 49er, 49er FX, SKUD 18, 2.4mR, Kiteboard, RS:X Boards and all multihull classes, rule 44.2 is changed so that the Two-Turns Penalty is replaced by a One-Turn Penalty.
- 12.3 Decisions of the International Jury will be final as provided in Rule 70.5. *Appeals and Requests to a National Authority.*

13. SCORING

- 13.1 One (1) race is required to be completed to constitute a series unless the event is being used by a class as

It's New Zealand National Championship when five(5) races will be required to be completed to constitute a series.

- 13.2 (a) When fewer than five(5) races have been completed, a boat's series score will be the total of her race scores.
(b) When five(5) or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

14. BERTHING

- 14.1 Boats shall be kept in their assigned places while they are in the boat park.
14.2 Unless directed by the Organising Authority, all competing boats and equipment, shall be launched and retrieved from the Royal Akarana Yacht Club or Orakei Marina.

15. RADIO COMMUNICATION

Except in an emergency, 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.

16. DRUG TESTING

Competitors are reminded of the ISAF rules and regulations concerning the use of banned methods and Substances. Drug testing may take place during the event.

17. PRIZES

- 17.1 Prizes will be awarded to place getters depending on the number of entries in each class.
17.2 A prize giving ceremony will be held on Sunday 1st March, as soon as possible after racing at the The Landing Okahu Bay.

18. DISCLAIMER OF ENTRY

Competitors participate in the regatta entirely at their own risk. See Rule 4, Decision to Race. The organising authority will not except any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

19. RIGHTS AND USE OF NAME AND LIKENESS

By participating in the event, a competitor automatically grants to the Organising Authority and the sponsors of the event, the right in perpetuity, to make, use and show, from time to time and at their discretion, any motion pictures, still pictures and live, taped or film television and other reproductions of him/her during the period of the competition for said event in which the competitor participated and in shall in all material related to the said event without compensation.

20. DATA COLLECTION

By entering this regatta you agree to share your details with our sponsors and receive information from time to time regarding their products.

21. INSURANCE

Each participating boat shall be insured with a third-party liability insurance with a minimum cover of NZL\$1,000,000 (recommend \$3,000,000) per event or equivalent.

22. FURTHER INFORMATION

For further information please contact:

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Attachment 1

Yachting New Zealand Prescriptions 2013 – 2016

- 40** Refer to Yachting New Zealand Safety Regulations of sailing Appendix 4 (www.yachtingnz.org.nz – keyword “Safety Regulations”) for Yachting New Zealand additional requirements for personal buoyancy.
- 61.2** Yachting New Zealand prescribes that no fee shall be charged for lodging a protest or request for redress.
- 63** Add as a preamble to rule 63
Yachting New Zealand recommends that Appendix M apply to protest hearings.
- 64.1** Yachting New Zealand prescribes that if a protest committee is satisfied that a breach of the Yachting New Zealand Safety Regulations of Sailing occurring after a preparatory signal, is inadvertent or accidental, it may impose a penalty less than disqualification.
- 64.3** Yachting New Zealand prescribes that when class rules are silent, ISAF’s Equipment Rules of sailing shall apply.
- 64.3(d)** Yachting New Zealand prescribes that:
1. For a boat – boat measurement protest, the protest shall be lodged together with a deposit to cover the expenses caused by the protest. Protests without that deposit will not be valid (this modifies RRS 61.2)
 2. The amount for the deposit will be fixed by the event measurer.
 3. If the protest is invalid or dismissed, the expenses caused by the measurement protest will be covered by the protestor’s deposit.
 4. If the protestee is penalised, he shall pay the expenses caused by the measurement protest, and the deposit will be given back to the protestor.
 5. If the protest committee decides as per rule 64.3(a), the protestor and the protestee shall equally share the costs caused by the protest.
- 67.** Yachting New Zealand prescribes that:
1. The findings of fact, and decisions of protest committees, shall be relevant only for the purposes of the ISAF Racing Rules of Sailing.
 2. Any issue of liability or claim for damages arising from an incident while a boat is bound by The racing Rules of Sailing shall be subject to the jurisdiction of the courts and not considered by a protest committee.
 3. A boat that retires from a race, or accepts a penalty does not, by that action alone, admit liability.
- 69.2** For details of Yachting New Zealand procedures under this rule see Yachting New Zealand Regulations on the Yachting New Zealand website www.yachtingnz.org.nz –keyword “Governance Documents”.

75.2 Yachting New Zealand prescribes that:

1. Unless otherwise sanctioned by Yachting New Zealand, in National or New Zealand championships recognized by Yachting New Zealand, each crew member shall be a financial member of a club recognized by the boat's national authority.
2. For National Selection Trials recognized by Yachting New Zealand, each crew member shall be a financial member of a member club of Yachting New Zealand.

77 Yachting New Zealand prescribes that where class rules are silent, boats, other than ISAF International Class boats complying fully with Appendix G, shall comply with Appendix G except they shall not be required to comply with Appendix G1.1(b).

85 Yachting New Zealand prescribes that the appropriate part of Yachting New Zealand Safety Regulations of Sailing shall be deemed to be rule for all events unless dispensation is granted by Yachting New Zealand.

86.3 Yachting New Zealand prescribes that a race committee wishing to develop and test a rule change in its local regattas shall obtain prior approval from, and report the results to Yachting New Zealand.

88.2 Yachting New Zealand prescribes that for all events sailed in New Zealand other than international events, its prescriptions shall not be changed unless a dispensation from a specific prescription is granted by Yachting New Zealand.

89.1 Yachting New Zealand prescribes that Yachting New Zealand approval is required under rule 89.1(d) & (g).

91 Yachting New Zealand prescribes that, except when appointed by ISAF, the organising authority shall obtain approval of an international jury from Yachting New Zealand.

APPENDIX B

Yachting New Zealand has given dispensation from wearing buoyancy vests to crew members of sailboards if a wetsuit is worn at all times and provided the organising authority has ensured adequate safety provisions. This dispensation may always be over-ridden by Rule 40 or by the Notice of Race for an event.

Attachment 2

YACHTING NEW ZEALAND SAFETY REGULATIONS PART 1

Unballasted Centreboard & Open Yachts, Sailboards and Ballasted Yachts not complying with Parts II – VI of the Yachting New Zealand Safety Regulations. (for Parts II - VI see separate publication or www.yachtingnz.org.nz)

These Regulations are effective from 1st January, 2013.

Preamble

Part I applies to all racing centreboard yachts, open yachts and sailboards.

Part I also applies to ballasted yachts not complying with Parts II – IV of the Yachting New Zealand Safety Regulations of Sailing when these yachts are racing in inshore waters, with appropriate rescue facilities provided by the Organising Authority, and when specific provision is made in the Sailing Instructions for ballasted yachts to race under this part of the Safety Regulations.

Skipper's Responsibility

The safety of a yacht and her crew is the sole and inescapable responsibility of the skipper who must do his/her best to ensure that the yacht is fully found, thoroughly seaworthy and manned by an experienced crew who are physically fit to face bad weather.

These Regulations are mandatory and failure to comply with them while racing will be grounds for disqualification following a protest, or other prescribed penalties as stated in the Sailing Instructions.

Individual Organising Authorities or class associations may require additional safety provisions in their Notice of Race and/or Sailing Instructions or class rules in view of local conditions.

All Regulations are relevant whether or not yachts are racing. Yachting New Zealand recommends that these Regulations be observed by all centreboard and open yacht crews and board sailors at all times.

1. Crew members shall wear buoyancy vests or lifejackets in good repair properly secured about their persons and complying with YNZ minimum standard, SR Appendix 4 (YNZ Safety Regulations of Sailing), at all times while afloat. Yachting New Zealand may give dispensation (in writing), to specific classes or events, from this clause and specify conditions for exercising such dispensation. When dispensation is given it shall be the responsibility of the Organising Authority to ensure adequate safety provisions are made. Dispensation may always be overridden by RRS 40 or by the Notice of Race or Sailing Instructions.

Note: It is an offence under the Maritime Rules of the Maritime Transport Act for any vessel not to have on board an approved flotation device for each person.

2. Centreboard, open yachts and sailboards shall be so constructed or fitted with reserve buoyancy so that when swamped or capsized and:-
 - a) When enclosed hulls are not divided into at least two separate compartments and the entire hull is flooded or
 - b) When the enclosed hulls are divided into two or more separate compartments and 50% of the total compartment volume is flooded or
 - c) When inflatable bag buoyancy is fitted and 50% is deflated they will support their own weight including all equipment plus 10 kg for each crew member. Buoyancy shall be so disposed so as to float the boat on an even keel when righted after a capsize. When provided in the form of inflatable air bags or closed cell plastic foam the buoyancy shall be securely held in place.

A yacht of an International Class shall be deemed to have satisfied the requirements of this rule when she meets specific buoyancy requirements of her class rules.

3. Yachts shall have permanently fitted on their centre-line a ring, closed fairlead or towing eye to which a tow line may be connected or led through to a strong point. The fitting shall be not less than 25 mm minimum internal diameter at all times unless one design class rules specify a particular alternative fitting. For monohull yachts this fitting shall be at or near the bow but not on a bowsprit. For catamarans the fitting may be at the stern for towing in reverse.
4. Yachts shall carry a towline of adequate strength and of such length that it will extend twice the yacht's length beyond the bow when fitted as in clause 3. If the yacht's mainsheet or other running rigging are to be used as a towline they shall be so fitted as to be readily removable.
5. Yachts shall be fitted with a quick release mechanism (not a bolt, lashing or screw shackle), or a halyard, which allows the mainsail to be lowered from both the deck and the masthead, or, in the case of a pocket luff sail or rigid aerofoil, a mechanism which allows the entire rig to be lowered quickly and easily.
6. Hollow masts shall be either
 - i) completely sealed to prevent the entry of water, or
 - ii) fitted with a drain hole not more than 500 mm above the base and of such a size that it is capable of draining all of the water that could be contained in the mast within 30 seconds with the mast standing upright.
7. Centreboards shall be so secured to the hull that they remain within the centrecase when the hull is inverted and they shall be sufficiently strong to support the weight of at least one crew member during the manoeuvre of righting following a capsize. This clause does not apply to windsurfers.
8. Rudders shall be so secured to the hull in such a way that they remain in position when the hull is inverted. This clause does not apply to windsurfers.
9. Tillers and rudder blades, if not permanently attached to the rudderstock, shall be secured to it by a pin or lashing while the yacht is on the water. This clause does not apply to windsurfers.
10. Yachts shall carry an adequate bailer or pump attached to the hull by a lanyard of sufficient length to allow them to be operated, unless the yacht has an enclosed hull from which most of the water empties when righted, but not moving, following a capsize.
11. Yachts shall carry their class insignia and sail number on the port and starboard sides of their hull, in clearly distinctive letters and figures at least 50 mm high.
12. Sailors shall be capable of swimming at least 50 metres in open water and should be capable of supporting themselves in the water without a personal floatation device for at least 15 minutes.
13. Each boat trailer or cradle shall be clearly marked with the class and sail number of the yacht using it.

Attachment 3

