

Theland New Zealand Open Keelboat National Championships 2-4 October 2020

SUPPLEMENTARY SAILING INSTRUCTIONS (SSI)

The Organising Authority is Royal New Zealand Yacht Squadron
181 Westhaven Drive, Westhaven, Auckland
In conjunction with MRX Yachting Ltd.
Tel: 09 360 6800 | VHF: CH 17

This sheet and Attachment A are supplements to Appendix S of the Racing Rules of Sailing (page 136 RRS 2017-2020).

RULES

SSI 1

- 1.1 The regatta will be governed by the rules as defined in the *Racing Rules of Sailing*.
- 1.2 Competitors shall keep clear of all ships of 500 tonnes net register and upwards. The minimum required distances are 500m ahead and 100m port/starboard/astern of the vessel. This particularly refers to, but is not limited to, ships in the main navigational channel. Competitors shall abide by current harbour regulations.
- 1.3 All boats shall monitor channel 17 on the VHF radio while on the water
- 1.4 On the water judging will be used for this event. Appendix U as attached will apply. Judge boats will fly code flag J.

NOTICES TO COMPETITORS (SI 2)

SSI 2 Notices to Competitors will be placed on the official notice board located in the Royal New Zealand Yacht Squadron foyer at the Main (Western) Entrance.

SIGNALS MADE ASHORE (SI 4)

SSI 3 Signals ashore will be displayed on the flagstaff located at Royal New Zealand Yacht Squadron.

SCHEDULE OF RACES AND CLASS FLAGS (SI 5 & 6)

SSI 4

Day/Date	Fleet/Class	Number of Races	Time of first warning signal
03/10/20	MRX	Up to 8	0955
04/10/20	MRX	Up to 8	0955

SSI 5 On 04/10/20 no warning signal will be made after 1630.

COURSES (SI 7)

SSI 6

- 6.1 The courses to be sailed, the order in which the marks are to be passed, and the side on which each mark is to be left are shown in Attachment A (Windward Leeward Courses).
- 6.2 The course number to be sailed will be will be flown from the bow of the race committee boat at or before the warning signal. I.e. if course number 1 then numeral pennant 1 will be flown.

MARKS (SI 8)

SSI 7 The description of the marks is shown in in Attachment A (Windward Leeward Courses).

THE START (SI 9)

SSI 8

- 8.1 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.
- 8.2 A boat starting later than four minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4.1

TIME LIMITS (SI 12)

SSI 9

Fleet/Class	Time limit for first boat to pass mark I	Target time for first finisher	Finish Window	Race time limit
MRX windward/leeward	20 minutes	40 minutes	10 minutes	70 minutes

PENALTY SYSTEM

SSI 10 Rule 44.1 is changed so the Two-Turns Penalty is replaced by a One-Turn Penalty. .

DAMAGE DEPOSIT

SSI 11

- 11.1 The skipper shall complete the Damage Deposit form on Friday 2nd October 2020 to the RNZYS Sailing Office between 0900hrs and 1300hrs unless extended by the OA.
- 11.2 An at fault skipper(s) limit of liability in each incident is the sum of \$3000 per incident.
- 11.3 In the event that a deduction from the damage deposit is decided by the OA it will require that the deposit be reinstated to its original amount before the skipper will be permitted to continue in the event.
- 11.4 Any deposit remaining after the event will be refunded within 10 days of the finish of the event.

BOATS & SAILS

SSI 12

- 12.1 The regatta will be sailed in the Farr MRX Yachts allocated by the race committee. Competitors shall not make any alterations to the boats and may only use the equipment and sails as supplied by MRX Yachting.
- 12.2 The sail combination to be used will be signalled from the RC boat with or before the warning signal.

The signals shall have the following meanings:

Signal	Sail Combination to be used
NO FLAG	Mainsail, any Jib/Genoa, Spinnaker
Flag R	Mainsail, Jib #2, Spinnaker
Flag K	Mainsail, Jib #2.

BREAKDOWN & TIME FOR REPAIRS

- 12.3 Before the warning signal of a race or within two minutes of finishing, whichever is later, a boat may display a Green Flag to signal breakdown or damage to the boat, her sails or injury

to her crew and request a delay to the next start. She shall proceed as soon as possible to the leeward of the RC boat and remain there, unless otherwise directed.

- 12.4 The time allowed for repairs shall be at the discretion of the RC.
- 12.5 After the warning signal of a race, a race will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SSI 12.3
- 12.6 Except when Rule 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the warning signal shall not be grounds for redress. This changes Rule 62.

RADIO COMMUNICATION

SSI 13

- 13.1 Radio communication with the committee boat shall be on VHF Channel 17.

SCORING

SSI 14

- 14.1 Five races are required to be completed to constitute a series.
- 14.2 If teams have raced an uneven number of races due to bye rounds, all teams' overall positions will be determined by their average score. E.g. total score / number of races sailed
- 14.3
 - a) once all teams have completed five (5) races, a team's series score will be the total of their race scores excluding her worst (1) score.
 - b) once all teams have completed eight (8) races, a team's series score will be the total of their race scores excluding her worst two (2) score.

PROTESTS AND REQUESTS FOR REDRESS (SI 13)

SSI 15

- 15.1 Appendix S 13.1-13.4 do not apply, and are replaced by Addendum U as attached.

ATTACHMENT A

Windward Leeward Courses

RRS Appendix S - Course Diagram L or LA

Course 1:

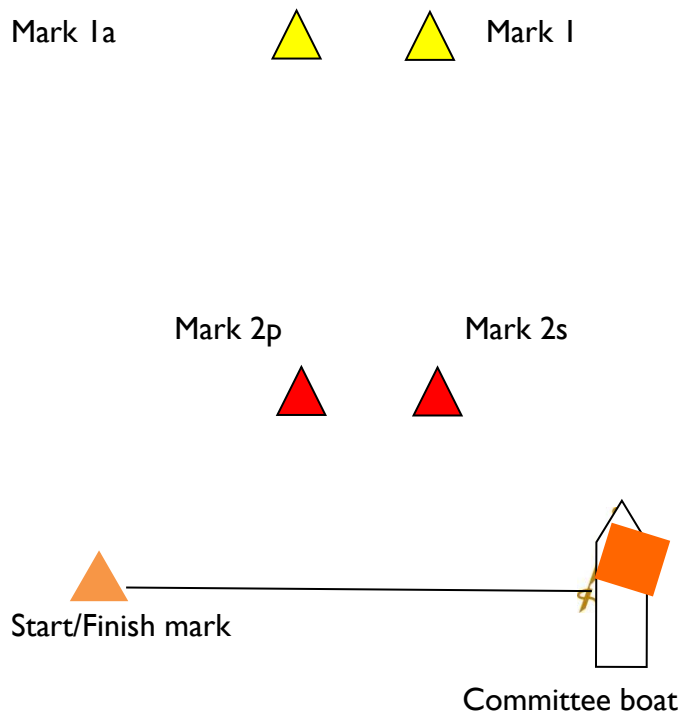
Start – Mark I – Mark Ia – Finish

Course 2:

Start – Mark I – Mark Ia – 2p/2s – Mark I – Mark Ia – Finish

All mark rounding's to Port.

When a Gate is laid, boats shall sail between the gate marks from the direction of the previous mark and round either gate mark. If one of the gate marks is missing boats shall round the single bottom mark to port.



CHANGE OF COURSE

For a change of course, a single green buoy will be used to replace mark I.



ADDENDUM U

UMPIRED FLEET RACING RULES

Races shall be sailed under The Racing Rules of Sailing as changed by this addendum only if the notice of race and sailing instructions so state. The aim of this addendum is to have all boat-vs.-boat protests decided at the time of the incident. Competitors need to accept that an umpire may not be in a position to judge every incident.

Q1 CHANGES TO THE RACING RULES

Q1.1 Changes to the Definitions and the Rules of Part 2

- (a) Add to the definition Proper Course: 'A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*.'
- (b) When rule 20. applies, the following arm signals are required in addition to the hails:
 - (1) for 'Room to tack', repeatedly and clearly pointing to windward; and
 - (2) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.

Q1.2 Changes to Rules Involving Protests and Exoneration

- (a) The first sentence of rule 44.1 is replaced with: 'A boat may take a One-Turn Penalty in accordance with rule 44.2 when, in an incident while *racing*, she may have broken one or more rules of Part 2 (except rule 14 when she has caused damage or injury), rule 31 or rule 42.'
- (b) Rule 60.1 is replaced with 'A boat may protest another boat or request redress provided she complies with instructions Q2.1 and Q2.3.'
- (c) The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted.
- (d) Rules 62.1(a), (b) and (c) are deleted. In a race where this addendum applies, there shall be no scoring adjustments for redress given under any of these rules for a previous race.
- (e) The three sentences of rule 64.1 are replaced with: 'When the protest committee decides that a boat that is a party to a protest hearing has broken a *rule*, it may impose penalties other than disqualification, and make any other scoring arrangement it decides is equitable. If a boat has broken a *rule* when not *racing*, the protest committee shall decide whether to apply any penalty to the race sailed nearest in time to that of the incident or make some other arrangement.'
- (f) Rule 64.1(a) is changed so that the provision for exonerating a boat may be applied by the umpires without a hearing, and it takes precedent over any conflicting instruction of this addendum.
- (g) Rule 64.4(b) is replaced with; 'The protest committee may also penalise a boat that is a *party* to a hearing under rule 60.3(d) or rule 69 for a breach of a *rule* by a *support person* by changing the boat's score in a single race, up to and including DSQ.'

Q2 PROTESTS AND REQUESTS FOR REDRESS BY BOATS

Q2.1 While racing, a boat may protest another boat under a rule of Part 2, (except rule 14), or under rule 31 or 42; however, a boat may only protest under a rule of Part 2 for an incident in which she was involved. To do so she shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire's decision.

Q2.2 A boat that protests as provided in instruction Q2.1 is not entitled to a hearing unless the incident is not seen or acted on by an umpire. Instead, a boat involved in an incident may acknowledge breaking a rule by taking a One-Turn Penalty in accordance with rule 44.2. A. An umpire may penalise any boat that broke a rule and was not exonerated, unless the boat took a voluntary penalty.

- Q2.3 A boat intending to
- (a) protest another boat under a rule other than instruction Q3.2 or rule 28, or a rule listed in instruction Q2.1,
 - (b) protest another boat under rule 14 if there was contact that caused damage or injury, or
 - (c) request redress
- shall display red flag and hail the umpires or the race committee within two minutes after the last boat finishes the race. The same time limit applies to protests under instruction Q5.6. The protest committee shall extend the time limit if there is good reason to do so.

Q3 UMPIRE SIGNALS AND IMPOSED PENALTIES

- Q3.1 An umpire shall signal a decision as follows:
- (a) A green and white flag with one long sound means 'No penalty.'
 - (b) A red flag with one long sound means 'A penalty is imposed or remains outstanding.' The umpire will hail or signal to identify each such boat.
 - (c) A black flag with one long sound means 'The identified boat is disqualified.' The umpire will hail or signal to identify the boat disqualified.
- Q3.2
- (a) A boat penalised under instruction Q3.1(b) shall take a Two-Turns Penalty in accordance with rule 44.2.
 - (b) A boat disqualified under instruction Q3.1(c) shall promptly leave the course area.
 - (c) If the incident is not seen by an umpire, they will not make any signal. The boat shall keep the protest flag flying and advise the umpires or the Race Committee of their intention to protest and identify the other boat/s in the incident. Protests will be heard in accordance with Q5.3.

Q4 PENALTIES AND PROTESTS INITIATED BY AN UMPIRE; ROUNDING OR PASSING MARKS

- Q4.1 When a boat
- (a) breaks rule 31 and does not take a penalty,
 - (b) breaks rule 42,
 - (c) gains an advantage despite taking a penalty,
 - (d) deliberately breaks a rule,
 - (e) commits a breach of sportsmanship, or
 - (f) fails to comply with instruction Q3.2 or take a penalty when required to do so by an umpire,
- an umpire may penalise her without a protest by another boat. The umpire may impose a penalty of one or more One-Turn Penalties to be taken in accordance with rule 44.2, each in accordance with instruction Q3.1(b), or disqualify her under instruction Q3.1(c), or report the incident to the protest committee for further action. If a boat is penalised under instruction Q4.1(f) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled.
- Q4.2 The last sentence of rule 28.2 is changed to 'She may correct any errors to comply with this rule, provided she has not rounded the next *mark* or *finished*.' A boat that does not correct any such error shall be disqualified under instruction Q3.1(c).
- Q4.3 An umpire who decides, based on his own observation or a report received from any source, that a boat may have broken a rule other than instruction Q3.2 or rule 28 or a rule listed in instruction Q2.1 may inform the protest committee for its action under rule 60.3. However, he will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.
- Q4.4 When the umpires decide that a boat has broken rule 14 and damage resulted, they may impose a point's penalty under rule 44.1 without a hearing. The competitor shall be informed of the penalty as soon as practicable and, at the time of being informed, may request a hearing.

Q4.5 Damage will be divided into 3 levels as shown in the following table:

Level A Minor Damage	- Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
Level B Damage	- Affects the value and/or general appearance of the boat.	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C Major Damage	- The normal operation of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

Point Penalties - to be applied without a hearing

Level	Points
A	2
B	3
C	5

Q5 PROTESTS REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

Q5.1 No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

Q5.2 A boat may not base an appeal on an alleged improper action, omission or decision of the umpires. A party to a hearing may not base an appeal on the decision of the protest committee. In rule 66 the third sentence is changed to 'A party to the hearing may not ask for a reopening.

Q5.3

- Protests and requests for redress need not be in writing.
- The protest committee may inform the protestee and schedule the hearing in any way it considers appropriate and may communicate its decision orally.
- The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
- If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a penalty of points or fraction of points or make another arrangement it decides is equitable which may be to impose no penalty
- If the protest committee penalises a boat in accordance with instruction Q5.3 or if a standard penalty is applied, all other boats will be informed about the change of the penalised boat's score.

Q5.4 A competitor may not base a request for redress on a claim that an action by an official boat was improper. The protest committee may decide to consider giving redress in such circumstances but only if it believes that an official boat, including an umpire boat, may have seriously interfered with a competing boat.

Q5.5 The race committee will not protest a boat.

- Q5.6 The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking instruction Q3.2 or rule 28, a rule listed in instruction Q2.1 or rule 14 unless there is damage or injury.
- Q5.7 The technical committee will only protest a boat under rule 60.4 when it decides that a boat or personal equipment does not comply with the class rules, rule 43, or the rules in the equipment regulations of the event, if such exist. In such case, the technical committee shall protest.