



The 10th Interislander Optimist Challenge 2018

an Optimist Ranking Regatta

and the



Port of Marlborough Starling Championship

Friday 17th February to Sunday 19st February 2017

Picton, Marlborough

The Organising Authority is
The New Zealand International Optimist Dinghy Association (NZIODA)
in association with Queen Charlotte Yacht Club



SAILING INSTRUCTIONS

1. RULES

- 1.1. The regatta will be governed by the 'rules' as defined in the Racing Rules of Sailing 2017-20.
- 1.2. The Yachting New Zealand Safety Regulations Part 1, will apply.
- 1.3. Appendix P, *Special Procedures for Rule 42*, will apply as amended in SI 15.
- 1.4. Appendix T, *Arbitration*, will apply.
- 1.5. Appendix G3, *Chartered or Loaned Boats*, will apply.

2. CAMERAS AND ELECTRONIC EQUIPMENT

- 2.1. Boats may be required to carry cameras, sound equipment or positioning equipment as specified by the organising authority. Information from this equipment shall not be used by a boat as evidence in a hearing. This changes RRS 63.6, *Taking Evidence and Finding Facts*.
- 2.2. The equipment provided, once placed on the boat as instructed by the organising authority, shall not be manipulated by the competitor or the coach in any way, except when so required by the organising authority.

3. NOTICES TO COMPETITORS

- 3.1. Notices to competitors will be posted on the official notice board.

4. CHANGES TO SAILING INSTRUCTIONS

- 4.1. Any change to the Sailing Instructions will be posted before 0830 hours on the day it will take effect, except that any change to the schedule of races will be posted by 1800 hours or the end of protest time whichever is earlier on the day before it will take effect.

5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed from the flag pole in front of the club house.
- 5.2. When a visual signal is displayed over a fleet(s) flag, the signal applies only to that fleet(s). This changes the Race Signals preamble
- 5.3. When Flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in race signal, AP.
- 5.4. 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.



6. REGISTRATION

- 6.1.

Optimist Open and Starling Fleets	Thursday	1600 to 1900
	Friday	0800 to 0830

7. BRIEFINGS

- 7.1.

Optimist Open and Starling	Sailors Welcome and Safety Briefing	Friday at 0900 hours
	Support Vessels Briefing	After Sailors briefing

- 7.2. Briefings will be held in or adjacent to the Clubhouse

8. SCHEDULE OF RACES

- 8.1. No practice race is scheduled.
- 8.2. 9 races are scheduled for the Optimist Open fleet, if the fleet is split, comprising a 6 race Qualifying Series and 3 race Final Series.
- 8.3. 9 races are scheduled for the Starling fleets.

Day	Time of First Warning Signal	Number of Races
Friday	1100 hours	3 races for Optimist Open - Qualifying Series 3 races for Starling fleet
Saturday	1030 hours	3 races for Optimist Open - Qualifying Series 3 races for Starling fleet
Sunday	1030 hours	3 races for Optimist Open – Final Series 3 races for Starling fleet

- 8.4. If the Optimist Open Fleet is split in the format of racing is described in Addendum A.
- 8.5. No more than four races will be sailed on any day.
- 8.6. The warning signal for a subsequent race on the same day will be made as soon as practicable but not sooner than 5 minutes after the last boat finishes the previous race for that fleet.
- 8.7. To alert boats that a race or sequence of races will begin soon, the orange starting line flags will be displayed, with one sound signal at least five minutes before a warning signal is made.
- 8.8. On the last day of the regatta, no warning signal will be made after 1500.

9. CLASS FLAGS

9.1. Optimist Open fleet flags will be:

Qualifying Series Fleet	Final Series Fleet	Flag
Yellow	Gold	Yellow with class insignia
Blue	Silver	Blue with class insignia

9.2. The Starling class flag will be the Starling insignia on a white background.

10. THE COURSES

10.1. The diagrams in Attachment 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.

11. MARKS

11.1. The marks are described in Attachment B.

12. THE START

12.1. The starting line will be between staffs displaying orange flags on the starting marks.

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

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

12.4. A boat that does not start within four minutes after her starting signal will be scored Did Not Start. This changes RRSs A4, *Low Point System*, and A5, *Scores Determined by the Race Committee*.

12.5. RRS 30.4, *Black Flag Rule*, is supplemented as follows:

- (a) Sail numbers will be displayed for at least 3 minutes. A long sound signal will be made when the numbers are initially displayed.
- (b) When the race committee decides that its application of RRS 30.4 might entitle a boat to redress under RRS 62.1(a), *Redress*, it may decide not to display her sail number and not disqualifying her. This changes RRSs 30.4, *Black Flag Rule*, 60.2, *Right to Protest*, and 63.1, *Requirements for a Hearing*.
- (c) For the purposes of RRS 30.4 a race is 'restarted or resailed' when it has the same race number as a previously abandoned or recalled race, even if the race is resailed on a later date, or is resailed as part of a Final Series instead of a Qualifying Series.

13. CHANGE OF THE NEXT LEG OF THE COURSE

13.1. To change the next leg of the course, the Race Committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable.

13.2. Except at a gate, boats shall pass between the Race Committee vessel signalling the change of next leg and the nearby mark, leaving the mark to port and the Race Committee vessel to starboard. This changes RRS 28.2, *Sailing the Course*.

14. THE FINISH

14.1. The finishing line will be between a staffs displaying an orange flag on the finishing marks.

14.2. Boats that have finished shall return directly to the starting area or ashore, keeping well clear of all boats racing and of all boats whose warning signal has been made.

15. PENALTY SYSTEM

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

15.1. RRS P2.1, *First Penalty*, is amended to "When a boat is penalised under RRS P1 her penalty shall be a Two-Turns Penalty under RRS 44.2, One-Turn and Two-Turns Penalties. If she fails to take it she will be disqualified without a hearing. If a penalty is signalled after a boat has crossed the finish line, the boat will be given a scoring penalty of 10% of her fleet size without a hearing although her score will not be worse than the score for a DSQ."

- 15.2. RRSs P2.2, *Second Penalty*, and P2.3, *Third and Subsequent Penalties*, are deleted.
- 15.3. RRS P4, *Redress Limitation*, is replaced with “An action by the Protest Committee or its designated observer under Appendix P1, *Signalling 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*.

16. WHISTLE SYSTEM

- 16.1. To encourage boats to take penalties afloat, judges may blow a whistle when they see what they believe to be a breach of a rule.

17. TIME LIMITS AND TARGET TIMES

- 17.1. The time limits and target times in minutes for the first boat are as follows:

Time Limit	Mark 1 Time Limit	Target Time
80 minutes	25 minutes	45 minutes

- 17.2. If no boat has passed Mark 1 within the Mark 1 Time Limit, the race will be abandoned. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a), *Redress*.
- 17.3. Boats failing to finish within twenty minutes after the first boat in its fleet sails the course and finishes will be scored Did Not Finish without a hearing. This changes RRSs 35, *Time Limit and Scores* and A4, *Low Point System* and A5, *Scores Determined by the Race Committee*.

18. STILL RACING SCORE – APPLIES TO OPTIMIST FLEET ONLY

- 18.1. Boats failing to finish within 20 minutes after the first boat in its fleet sails the course and finishes may apply to be scored SRS, “Still Racing Score”. This changes RRSs 35, *Time Limit and Scores*, and A4, *Low Point System* and A5, *Scores Determined by the Race Committee*. The end of the 20-minute time limit will be indicated by the removal of the appropriate fleet flag with one sound on the Race Committee boat at the finish line. This score will be calculated to be 3 points more than the last boat to finish in the fleet of that race but not more than DNF.
- 18.2. Boats requesting SRS must complete a request form prior to the protest time limit. Request forms will be available at the race office.

19. PROTESTS AND REQUESTS FOR REDRESS

- 19.1. Immediately after finishing a boat intending to protest shall, in addition to the requirements of RRS 61.1(a), *Informing the Protestee*, inform the Race Committee vessel at the finishing line of her intention to protest and the identity of the boat(s) protested against. The protesting boat must receive an acknowledgement from the Race Committee. This changes RRS 61, *Protest Requirements*.
- 19.2. Protest forms are available at the Race Office. Protests and requests for redress or reopening shall be delivered there within the protest time limit.
- 19.3. The protest time limit will be posted on the official notice board by the Protest Committee and may be different for each fleet. The same protest time limit applies to all protests by the Race Committee and Protest Committee and to requests for redress. This changes RRSs 61.3, *Protest Time Limit*, and 62.2, *Redress*. Protest time limits will be posted.
- 19.4. 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 regatta no hearing will start after 2200.
- 19.5. Notices of protests by the Race Committee, Technical Committee or Protest Committee will be posted to inform boats under RRS 61.1(b), *Informing the Protestee*.
- 19.6. For the purpose of RRS 64.3(b), *Decisions on Protests Concerning Class Rules*, the ‘authority responsible’ is the Equipment Inspector appointed by the organising authority.

- 19.7. Breaches of SIs 5.4, 12.3, 14.2 21, 23, 24, and 28 will not be grounds for a protest by a boat under RRS 60.1(a). This changes RRS 60.1(a), *Right to Protest; Right to Request Redress or Rule 69 Action*.
- 19.8. Penalties for breaches of SIs 5.4, 12.2, 12.3, 14.2 21, 22, 23, 24, 27, 28, 29, 30, Class Rules and Safety Regulations may be less than disqualification if the Protest Committee so decides.
- 19.9. On the last day of the regatta a request for redress based on a Protest Committee decision shall be delivered no later than 30 minutes after the decision is posted. This changes RRS 62.2, *Redress*.
- 19.10. A list of boats that, under SI 15, have been penalised for breaking RRS 42, *Propulsion*, will be posted.

20. SCORING

- 20.1. In accordance with RRS A4.1, *Low Point System*, boats will be scored points based on their finishing position in their fleet.
- 20.2. Three races are required to be completed to constitute a series.
- (a) When three or fewer races have been completed, a boat's series score will be the total of her race scores.
- (b) When four or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- 20.3. To request the correction of an alleged error in posted race or series results, a boat shall complete a Scoring Enquiry Form available at the race office.

21. SAFETY REGULATIONS

- 21.1. All boats intending to race shall complete the sign-on process prior to going afloat for any races.
- 21.2. On returning to shore, all boats shall complete the sign-off process.
- 21.3. A boat that retires from a race or returns to the launching area before she has finished the last race of the day shall notify the Race Committee as soon as possible.
- 21.4. 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*.
- 21.5. 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 be worn at all times while afloat, except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices. Flag Y will not be displayed.
- 21.6. All competitors, support vessels and coach vessels shall follow the transit lanes as detailed in Attachment D, when moving to and from the racing area.

22. REPLACEMENT OF CREW OR EQUIPMENT

- 22.1. Substitution of competitors will not be allowed. The person on board shall be the person named on the entry form.
- 22.2. In the event of damage, boats and equipment may only be substituted with the written permission of the Technical Committee or the Regatta Equipment Inspector. 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 Regatta Equipment Inspector, Protest Committee or Race Committee and the written permission of the Regatta Equipment Inspector shall be applied for before the protest time limit at the end of the day in which the substitution takes place.
- 22.3. Change of sail numbers will not be allowed without prior written approval of the Race Committee.

23. EQUIPMENT INSPECTION

- 23.1. A boat or equipment may be inspected at any time for compliance with the Class Rules and Sailing Instructions. On the water, a boat can be instructed by a member of the race committee or the technical committee to proceed immediately to a designated area for inspection.

24. ADVERTISING

- 24.1. The Organising Authority may require all participating boats to display the event sponsor's advertising in accordance with World Sailing Regulation 20, *Advertising Code*. Sponsors' logos are to be carried 150 mm back from the bow, and 50 mm below the gunwale on both sides of the hull.

25. OFFICIAL VESSELS

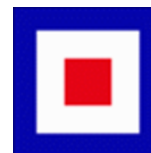
- 25.1. Protest Committee vessels will fly a yellow flag with a black "J".

26. COACHES AND TEAM LEADERS MEETING

- 26.1. There will be a Coaches and Team Leaders meeting at 0830 on the second and third days of the regatta or two hours before the first warning signal of the day if the race schedule is changed to start earlier. The objective of the meetings is to receive feedback from the coaches on the regatta organisation, exchange view points and inform the coaches about changes in the sailing instructions and regatta organisation in general.

27. SUPPORT VESSELS

- 27.1. 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 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. Attachment 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 50 meters below the starting line and its extensions.
- 27.2. Support vessels may, after the last start of a race, move, at less than 5 knots, between the waiting and the finishing areas through the centre channel. (See drawing in Attachment C).
- 27.3. All occupants of support vessels less than 6 metres long shall wear an appropriate size personal flotation devices (PFD) at all times while afloat, except briefly while changing or adjusting clothing or personal equipment. Each PFD shall comply with Maritime Rules Part 91, *Navigation Safety Rules*, wet suits and dry suits 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.
- 27.4. All support vessels shall have a kill-cord attached to the driver at all times while afloat, unless prior written exemption has been provided by the Organising Authority.
- 27.5. 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.
- 27.6. The Protest Committee or the Race Committee may instruct one or more support vessels to maintain station in areas which are at variation to SI 27.1.
- 27.7. When the wind is less than 10 knots support vessels shall not exceed 5 knots within 500m 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.
- 27.8. When Flag W (with a long sound signal) is displayed on a committee vessel all support vessels are requested to remain afloat and assist all sailors and monitor the race committee VHF radio channel for search and rescue instructions.
- 27.9. The Race Committee or the Protest Committee may protest any boat whose support vessel is in breach of SI 27.
- 27.10. Support vessels shall be registered with the organizing authority in accordance with the Notice of Race.
- 27.11. Attention is drawn the relevant local authority bylaws regarding wearing of lifejackets and other safety requirements.



28. RUBBISH DISPOSAL

- 28.1. As sailors, we seek to protect and restore our oceans and coastal waters. Sailors, coaches and supports person shall not intentionally put rubbish in the water. Rubbish may be placed aboard support and Race Committee vessels.

29. LAUNCHING AND RETRIEVAL RESTRICTIONS

- 29.1. All boats will be required to launch and retrieve from beach/ramp adjacent to the yacht club except with and according to the terms of prior written permission of the Race Committee.

30. RADIO COMMUNICATION

- 30.1. Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

31. PRIZES

- 31.1. Trophies will be awarded as detailed in the Notice of Race.
31.2. Spot Prizes may be presented to those in attendance at the daily prize giving.

32. RISK STATEMENT

- 32.1. Competitors participate in the regatta entirely at their own risk. RRS 4, *Decision to Race*, states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor and the responsible adult agrees and acknowledges that:

- (a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves and their boat to such inherent risk whilst taking part in the event;
- (b) They are responsible for the safety of themselves, their boat and their other property whether afloat or ashore;
- (c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omission;
- (d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- (e) The provision of a race management team, patrol vessels and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- (f) The provision of patrol vessel cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

Addendum A to 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 organizing authority and will be posted by 0900 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 on the basis of 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 Assignments	THREE Fleet Assignments	FOUR Fleet Assignments
1 st	Yellow	Yellow	Yellow
2 nd	Blue	Blue	Blue
3 rd	Yellow	Red	Red
4 th	Blue	Yellow	White
5 th	Yellow	Blue	Yellow
6 th	Blue	Red	Blue
7 th	Yellow	Yellow	Red
8 th	Blue	Blue	White
And so on			

- 2.5. Reassignments will be based on the ranking available at 2100 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 three races have been completed for all qualifying fleets at the end of the second to last racing day, the final racing day will be used exclusively for 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 on the basis of 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 5, *Anti-Doping*, 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 4.3. This changes RRS A4.2, *Low Point System*.
- 4.2. Where a scoring penalty under either RRS 30.2, *Z Flag Rule*, or Appendix T, *Arbitration*, the number of places will be the whole number (rounding 0.5 upward) nearest to 20% or 30% as the case may be, of the maximum number as per Addendum A 4.3.
- 4.3. When a Qualifying/Final Series is sailed the maximum number for SI 18.1, Addendum A 4.1 and Addendum A 4.2 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.
- 4.4. During the Qualifying Series only races that have been completed by all fleets will be included in the series scoring.
- 4.5. When a Qualifying/Final Series is sailed one race score will be discarded when calculating the division into final series fleets.
- 4.6. 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

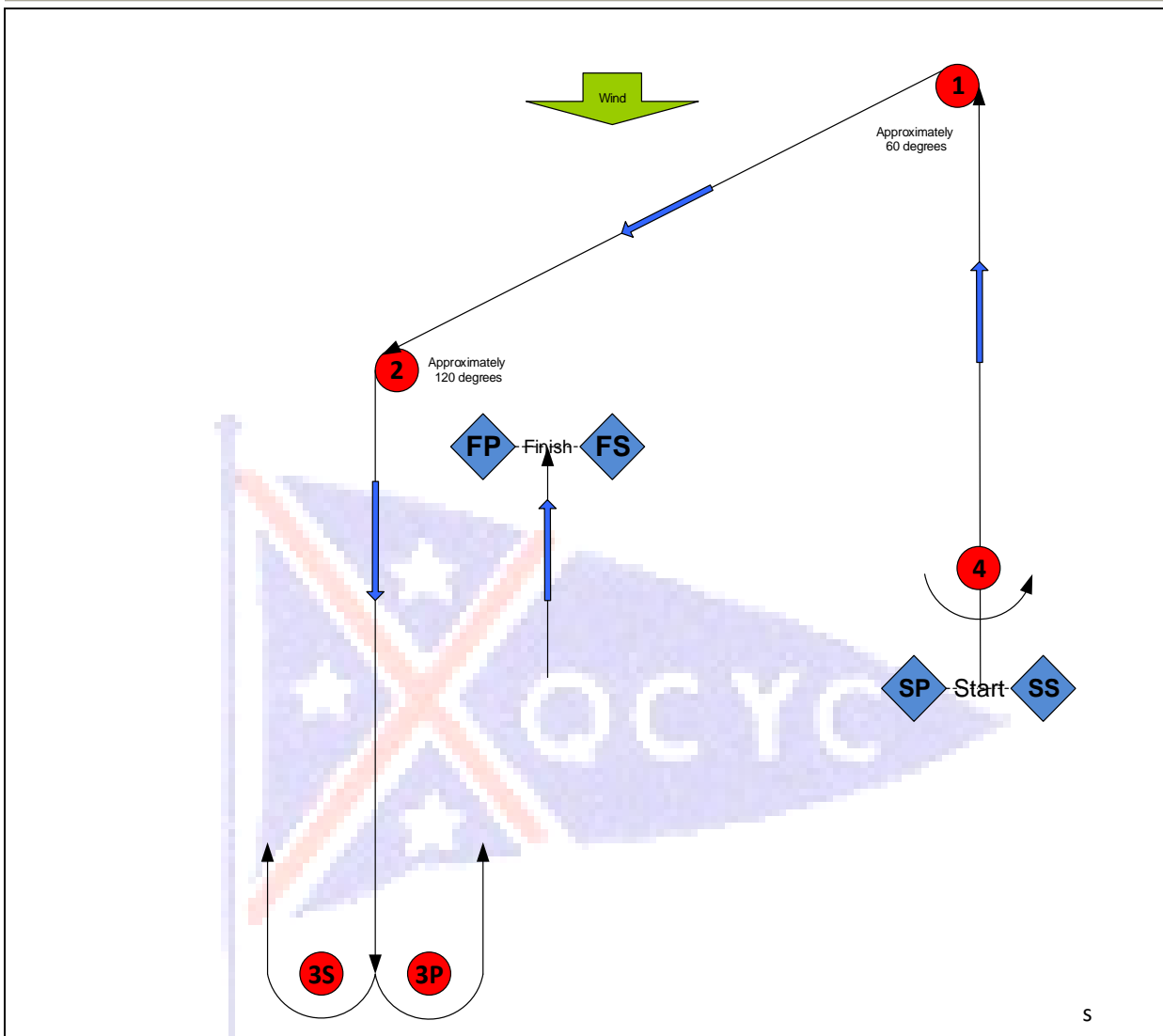
- 5.1. While racing each boat shall display a coloured ribbon corresponding to the fleet to which she has been assigned. The band shall be placed at the top end of the sprit so that it flies conspicuously.
- 5.2. When signing on, in accordance with SI 21, each boat will be issued a coloured ribbon corresponding to the daily fleet assignment posted on the official notice board.
- 5.3. During the qualifying series the ribbon shall be returned every day after the last race when signing off.
- 5.4. 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*.

Attachment B Course



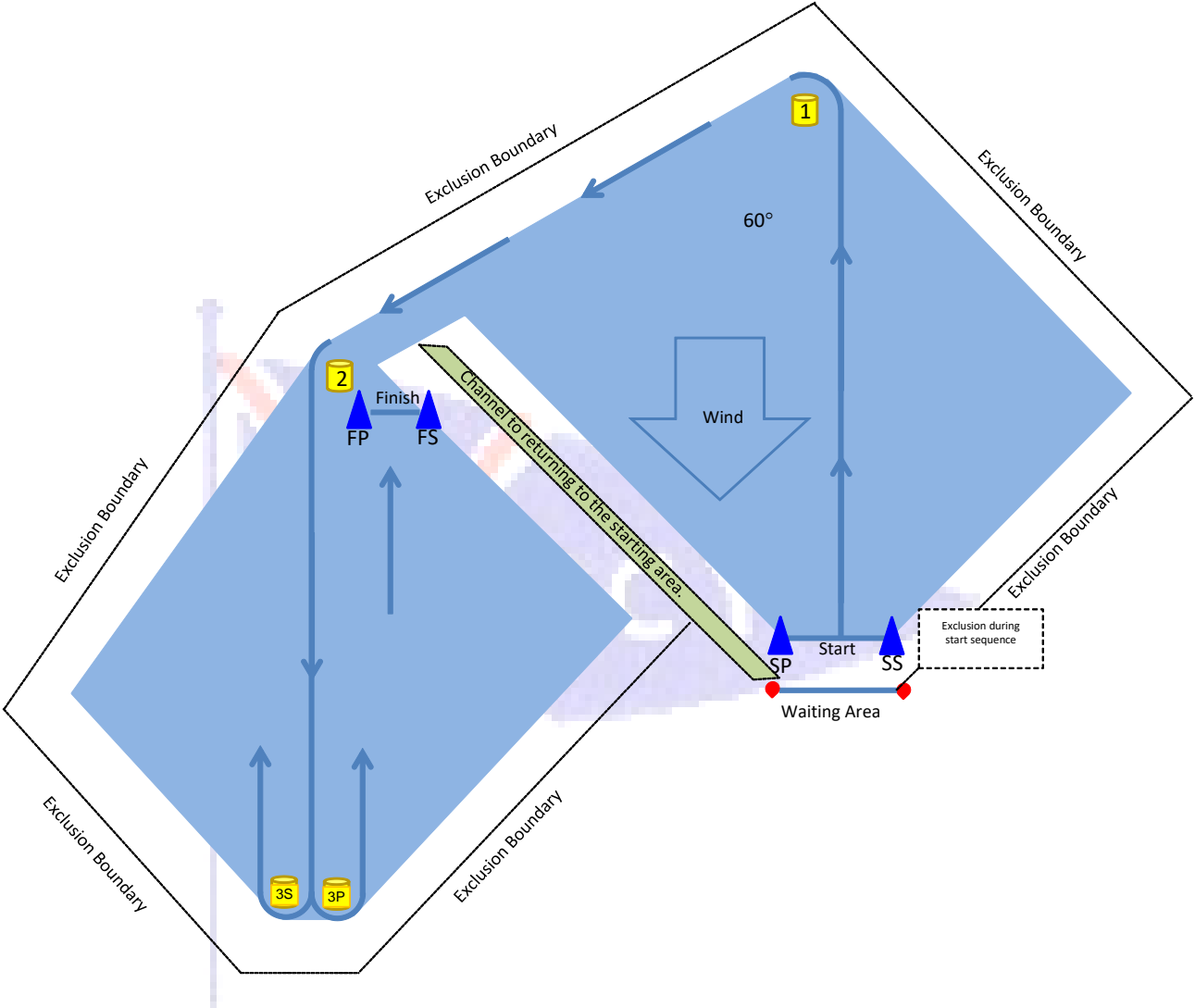
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Course:

	Mark Rounding Order
Optimist	Start - 1 (port) – 2 (port) – 3s/3p (gate) - Finish
Starling	Start - 1 (port) – 4 (port) – 1 (port) – 2 (port) – 3s/3p (gate) - Finish

Marks	Description
1, 2, 3S, 3P, and 4	Large red Aon branded buoys
Change of Course mark SI 13.1	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

Attachment C Support Vessel Areas



Exclusion boundary extends 100 m beyond the marks, starting and finishing lines or any area where a boat that is racing, is sailing, or may sail.

Attachment D Transit Lanes

