



Coombes Johnston BMW

Tauranga Yacht and Power Boat Club (Inc.)

## The Coombes Johnston BMW 2024 Tanner Cup P Class Inter-Provincial Championship

3<sup>rd</sup> January 2024 to 5<sup>th</sup> January 2024

**Organising Authority:**

**TAURANGA YACHT AND POWER BOAT CLUB (Inc)[TYPBC]**

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### **SAILING INSTRUCTIONS (SIs)**

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).

#### **1 RULES**

- 1.1** The event is governed by the rules as defined in The Racing Rules of Sailing.
- 1.2** The Yachting New Zealand Safety Regulations Part 1 shall apply.
- 1.3** The Tanner Cup Rules and Conditions will apply ([www.yacht.org.nz](http://www.yacht.org.nz)).
- 1.4** Appendix T, *Arbitration*, will apply.

## 2 CHANGES TO SAILING INSTRUCTIONS

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

## 3 COMMUNICATIONS WITH COMPETITORS

**3.1** Notices to competitors will be posted on the official notice board located in the basement of TYPBC.

**3.2** The race office is located in the lower floor of the TYPBC.

## 4 CODE OF CONDUCT

**4.1** [DP] Competitors and support persons shall comply with reasonable requests from race officials.

**4.2** [DP] Competitors and support persons shall place advertising provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

## 5 SIGNALS MADE ASHORE

**5.1** Signals made ashore will be displayed next to the TYPBC flagpole.

**5.2** [DP] Flag D with one sound means 'Boats shall not leave the shore until this signal is made. The warning signal will not be made before the scheduled time or less than 30 minutes after flag D is displayed.'

## 6 SCHEDULE OF RACES

### 6.1

| Day/Date   | Class   | Number of races | Time of First Warning Signal |
|------------|---------|-----------------|------------------------------|
| 04-01-2024 | P Class | 3               | 1055hr                       |
| 05-01-2024 | P Class | 3               | 1055hr                       |

**6.2** One extra race per day may be sailed, provided that the class becomes no more than one race ahead of schedule and the change is made according to SI 2

**6.3** 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.

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

## 7 CLASS FLAG

The Class flag is a Blue P on a white background.

## 8 RACING AREA

The races will be held within the confines of the Tauranga Harbour.

## 9 COURSES

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

**9.2** No later than the warning signal, the race committee signal vessel will display the course number.

## 10 MARKS

Mark descriptions are as follows:

| Mark                   | Description                                       | New mark description as provided in SI 13      |
|------------------------|---|--|
| 1                      | A yellow cylindrical buoy approx. 1.2 meters high | A red cylindrical buoy approx. 1.2 meters high |
| 2                      | A yellow cylindrical buoy approx. 1.2 meters high |  |
| 3                      | A yellow cylindrical buoy approx. 1.2 meters high |  |
| Start – Starboard End  | Committee vessel                                  |  |
| Start – Port End       | Committee vessel                                  |  |
| Finish – Starboard End | Committee vessel                                  |  |
| Finish – Port End      | Committee vessel                                  |  |

## 11 THE START

**11.1** The starting line is between staffs displaying orange flags on the starting marks.

**11.2** 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

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. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

### 13 THE FINISH

The finishing line is between staffs displaying blue flags on the finishing marks.

### 14 PENALTY SYSTEM

**14.1** For the P class, RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty

**14.2** RRS Appendix P applies.

**14.3** RRS Appendix P applies with the Two-Turns penalty replaced by the One-Turn Penalty.

**14.4** RRS P2.3 does not apply and RRS P2.2 is changed so that it applies to any penalty after the first one.

### 15 TIME LIMITS [AND TARGET TIMES]

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

| Class   | Target Time | Race Time Limit | Finishing Window |
|---------|-------------|-----------------|------------------|
| P Class | 30 minutes  | 50 minutes      | 15 minutes       |
|         |             |                 |                  |

**15.2** Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).

### 16 HEARING REQUESTS

**16.1** The protest time limit is 60 minutes after the last boat finishes the last race of the day or the race committee signals no more racing today, whichever is later. The time will be posted on the official notice board.

**16.2** Hearing request forms are available from the race office located in the lower floor of the TYPBC.

**16.3** Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located in the hall downstairs at TYPBC.

**16.4** A list of boats that have been penalized for breaking RRS 42 under Appendix P will be posted.

**16.5** Immediately after finishing a boat intending to protest shall, in addition to the requirements of RRS61.1(a), inform the race committee 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.

## **17 SCORING**

**17.1** 4 races are required to be completed to constitute a series.

**17.2** (a) When fewer than 5 races have been completed, a boat's series score is the total of her race scores.

(b) When 5 or more races have been completed, a boat's series score is the total of her race scores excluding her worst score.

## **18 [DP][NP]SAFETYREGULATIONS**

**18.1** Check –out and check –in ashore:

a) Competitors shall individually check out before racing by personally signing the check-out sheets located next to the official notice board located downstairs at TYPBC. [DP]

b) Competitors shall individually check-in immediately on returning to shore after racing, no later than the protest time limit by signing the check-in sheets located next to the official notice board located downstairs at TYPBC. [DP]

**18.2** A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

## **19 REPLACEMENT OF CREW OR EQUIPMENT**

**19.1** [DP]Substitution of competitors is not allowed.

**19.2** [DP] Substitution of damaged or lost equipment is not allowed unless authorized in writing by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after the race.

## **20 EQUIPMENT AND MEASUREMENT CHECKS**

**20.1** A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.

**20.2** [DP] When instructed by a race official on the water, a boat shall proceed to a designated area for inspection.

## **21 OFFICIAL VESSELS**

Official vessels will be identified as follows: The vessels will be displaying the club burgee.

## **22 [DP][NP] SUPPORT TEAMS**

**22.1** 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 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.

**22.2** Attention is drawn to the relevant local council bylaws regarding the wearing of lifejackets and other restrictions.

**22.3** All official and support 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.

## **23 LAUNCHING**

[DP][NP] Unless otherwise directed by the Organising Authority, all competing boats and equipment shall be launched and retrieved from in front of the TYPBC.

## **24 PRIZES**

**24.1** Prizes will be given as follows:

- |                          |  |
|--------------------------|--|
| The Tanner Cup           | - Highest ranked sailor in the overall results |
| The Gisborne Cup         | - Second place in the overall results          |
| The Otago Cup            | - Third place in the overall results           |
| The John Thompson Trophy | - Winner of the first race of the Championship |

**24.2** Other Prizes may be awarded at the discretion of the Class Association or the Organising Authority

## **25 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.**

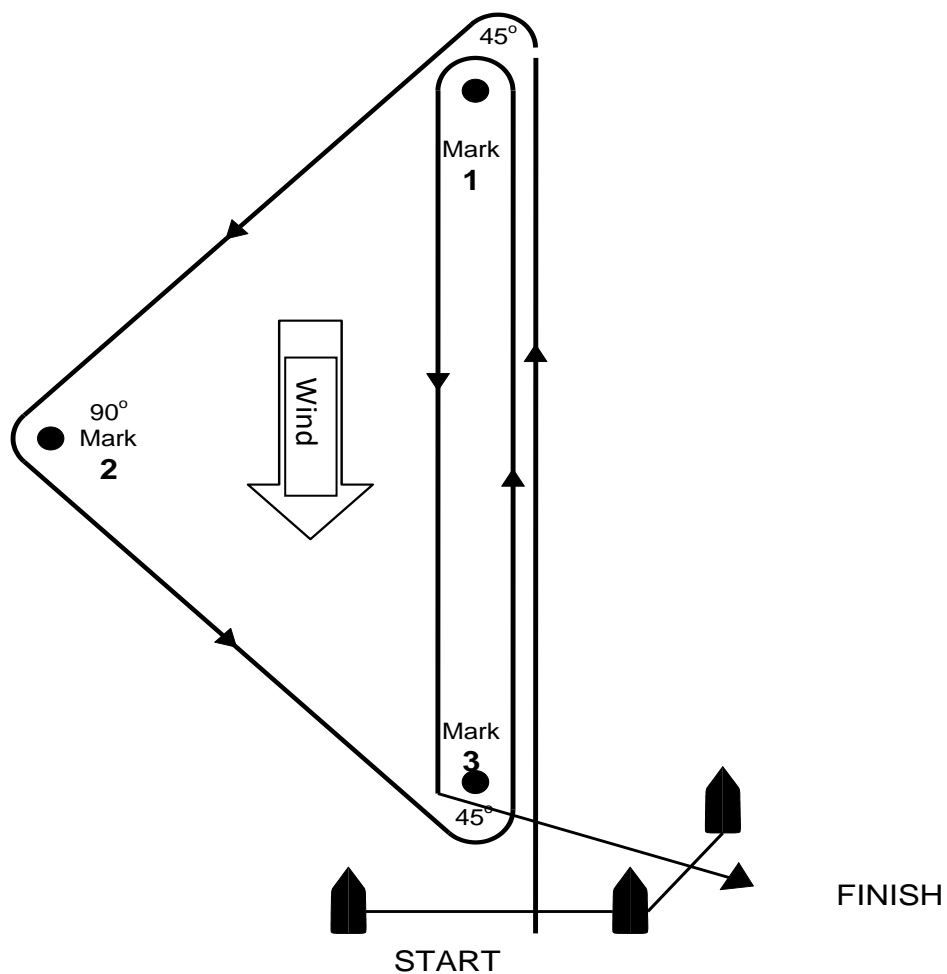
## **26 INSURANCE**

**26.1** It is recommended that each participating boat should be insured with valid marine third-party liability insurance with a minimum cover of \$1,000,000 per incident or the equivalent.

**26.2** Support boats if they wish to enter the marina, **MUST** have a valid third-party liability insurance with a minimum cover of \$5,000,000 per incident or the equivalent. and a Certificate of insurance is to be presented at registration.

## Addendum A

### Triangle Windward-Leeward Course

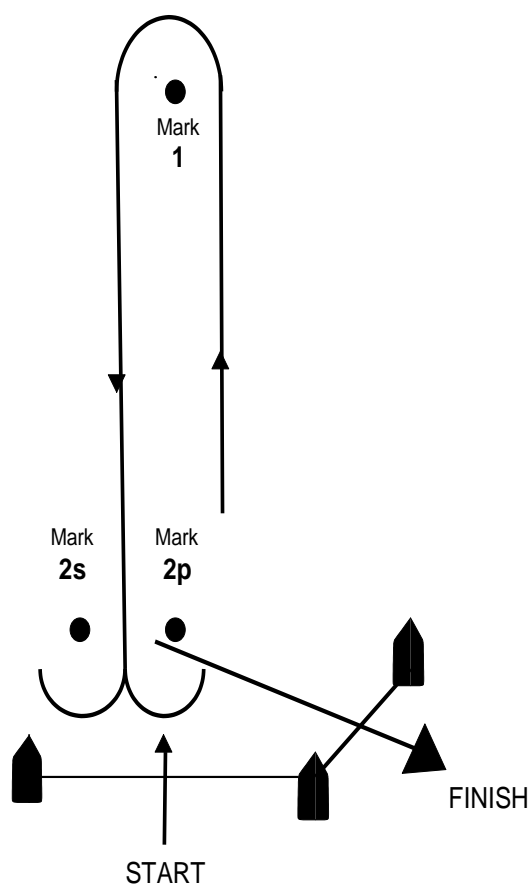


**T 1 Start – 1 – 2 – 3 – Finish**

**T 2 Start – 1 – 2 – 3 – 1 – 3 – Finish**

**T 3 Start – 1 – 2 – 3 – 1 – 3 – 1 – 2 – 3 – Finish**

## Windward-Leeward Course



**W1 START, 1, 2p, FINISH.**

**W2 START, 1, 2s/2p, 1, 2p, FINISH.**

**W3 START, 1, 2s/2p, 1, 2s/2p, 1, 2p, FINISH.**

**W4 START, 1, 2s/2p, 1, 2s/2p, 1, 2s/2p, 1, 2p, FINISH.**