

TAURANGA YACHT
& POWER BOAT CLUB

SAILING INSTRUCTIONS AND NOTICES OF RACE

2024 - 2025 Summer Season and 2025 Winter Series
Keeler, Multihull and Trailer Yacht Divisions

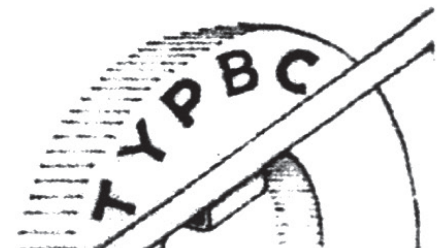
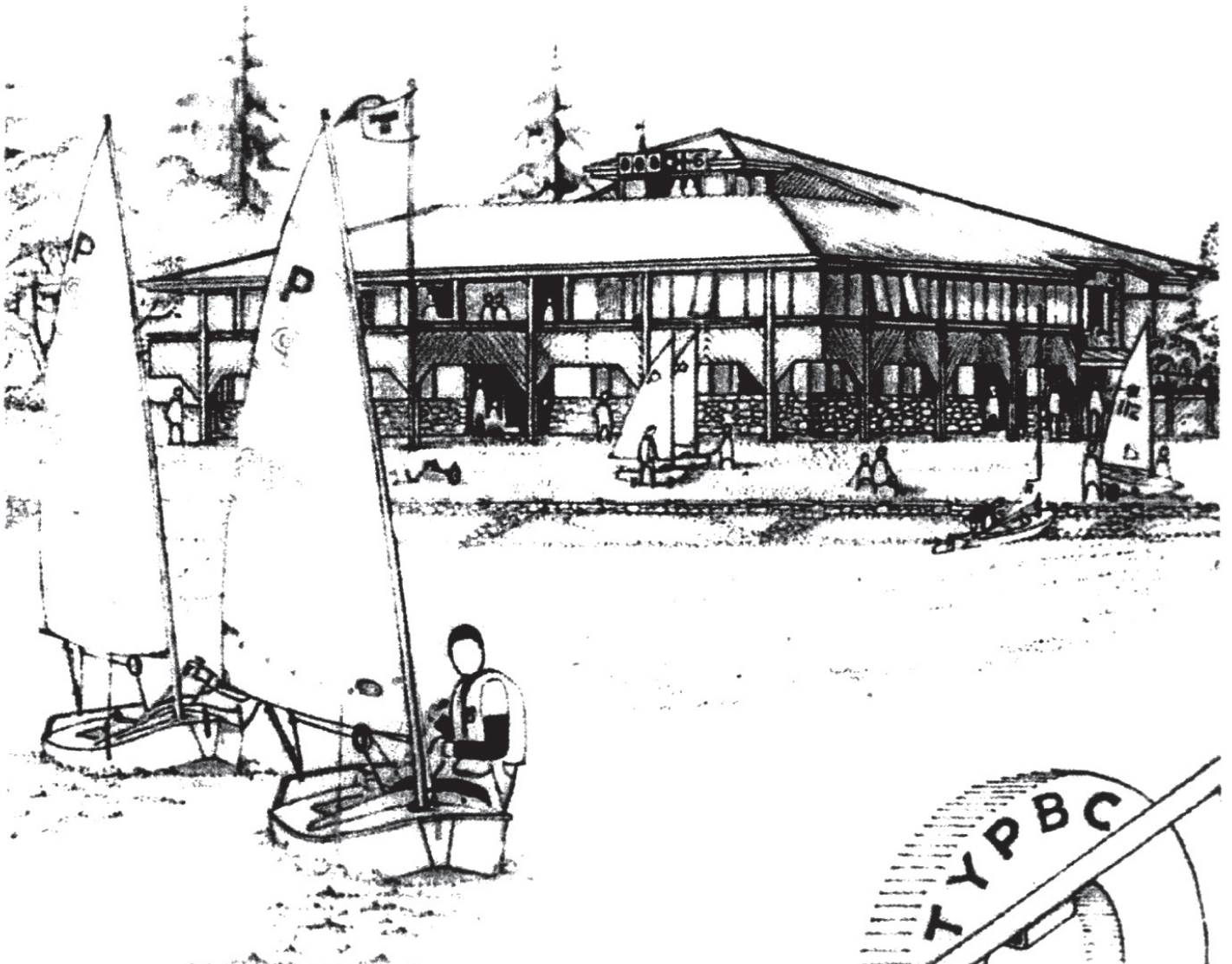


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Amendments since 2023 – 2024 Sailing Instructions

Rule modified:

Rule 9.13. '360 degree penalty' changed to 'One Turn Penalty'

Rule 19.1. All Boats shall maintain a listening watch on VHF Channel 77 (156.875 MHz) and VHF Channel 16 at all times VHF Channel 77 is to be used as the working channel.

Rule added:

Nil

Rule deleted:

Nil

Mark Identification:

Attachment A – General Information

The mark formally known as The Rascal (RSC) Mark is now known as Blackie Construction Mark (BCM)

Keeler Bluewater Series:

The Bluewater series will be run jointly with the Mount Maunganui Yacht Club. Both Club's will be running separate races on the same course at the same time. There will be a combined start and finish.

INTRODUCTION

This booklet contains the general Sailing Instructions for Keelers, Multihulls, Trailer Yachts, and WOW for the 2024-2025 season. They also apply to Centreboard Yachts (including multihulls) when sailing with Keelers and Trailer Yachts. All races will be sailed under these Instructions unless they are varied by Special Instructions or Notice to Competitors.

The following 2024-2025 Notices of Race are included in this booklet:

- Burton Sails Summer Wednesday Series
- Mills Reef Women on Water (WOW) Series
- Friday Night Fun Races
- Keeler Bluewater Series
- Tauranga Marina Society Karewa Series
- Burton Sails 3-2-1 Short Handed series
- Destination Weekend formerly known as Shorthanded Longhaul Series
- Thursday Night Shorthanded Series
- Burnsco Winter series
- Multihull Harbour Series

Other Notices of Race may be issued from time to time.

The Club Safety Officer may inspect boats at any reasonable time and may lodge a protest against boats on technical or safety grounds.

All skippers must, and crew are recommended, to read these Sailing Instructions carefully and become familiar with them.

Good Sailing!

RACE COMMITTEE	HANDICAP COMMITTEE
Rear Commodore: Rex Mangham Keeler Chairperson: Roger Rushton Multihull Chairperson: Mike Brown Trailer Yacht Chairperson: Ross Mahon Women on Water Chairperson: Jackie Kelly Centreboard Chairperson: Nik Burfoot Race Officer: Bill Whitiskie Race Officer: Warren Belk	Gary Smith (Chairman) At least 3 other members selected by above



HEALTH AND SAFETY COMMITMENT

Tauranga Yacht and Power Boat Club is committed to providing a safe and healthy work environment for Workers, Contractors, Customers and Visitors. This commitment extends to ensuring that the company's operations do not place members of the public at risk of injury, illness, or property damage.

In fulfilling this commitment, management will:

- provide a safe and healthy workplace and systems of work for Workers, Contractors and Visitors
- provide information, instruction, training and supervision to Workers, Contractors, Customers and Visitors to ensure their safety
- provide a safe and healthy work environment
- provide safe equipment, property, and materials
- strive to **Eliminate** and/or **Minimise** all actual and potential risks and hazards
- establish and insist upon, safe methods and safe practices at all times
- meet or exceed the requirements of the Health and Safety at Work Act 2015, its Regulations and Codes of Practice
- enable effective Worker engagement practices
- ensure prompt and accurate reporting of all incidents, injuries, and illnesses
- investigate incidents, injuries, and illnesses thoroughly and strive to implement appropriate remedies to prevent recurrence
- support Workers in their rehabilitation and early return to work following injury
- continually improve the health and safety of operations

Responsibilities

All Officers are accountable for implementing this policy in their area of responsibility. Performance will be reviewed and measured at least annually as part of the company review process. Safety will always take precedence over shortcuts or expediency.

All Workers have a responsibility to observe safe work practices, rules and instructions relating to their work and to report all known or observed hazards and risks to their immediate supervisor or manager.

Through efficient management and active Worker engagement, injuries can be prevented. Each of us is therefore required to make a positive commitment towards achieving this goal.

31st July 2024

Commodore

Date

Sustainability Policy

Tauranga Yacht and Power Boat Club



Tauranga Yacht and Power Boat Club (TYPBC) acknowledges the reciprocal relationship with Papatūānuku (*the Land*). We acknowledge that it is a privilege to be able to sail on our whanga (harbour) and enjoy our Club on the whenua (*land*) and of Aotearoa (*New Zealand*). We acknowledge that in undertaking our Club activities we must look after the environment, as it looks after us, and ensure that what we do will create a good future for our mokopuna (*descendants*).

Raupī (*to cherish*) - We cherish the environment that sustains all life.

Raupā (*to labour*) - We value the hard work and perseverance that guarantees our success.

Rauora (*to restore*) - Together we can restore the land, the water and the people.

TYPBC, as a member of Yachting NZ, has pledged to reach Clean Club 3 Star Status. We will achieve this by transitioning to minimal-waste and minimal carbon use, by using practices showing consideration for our environment where practicable.

Sustainability will be a key consideration of our activities and we have an intention to conduct ourselves in a sustainable manner.

- We are committed to achieving high standards of sustainable action. We will implement sustainable actions early and consistently. We will look to improve and innovate workflows to find more sustainable practices.
- We will minimise the risk of environmental harm occurring and take opportunities to contribute towards environmental wellbeing.
- We will ensure all staff have the information and resourcing required to ensure compliance with sustainability measures, ensuring documentation describing our sustainability plan is readily available for all.
- We will endeavor to ensure all contractors and visitors engage in sustainability measures and request all managers, coaches and contractors be accountable for the sustainability performance within their work.
- We will ensure all club members have the information required to ensure compliance with sustainability measures, ensuring documentation describing our sustainability plan is readily available.
- We will work collaboratively and in good faith and share knowledge of sustainability best practice.
- We are committed to providing an annual report that outlines where TYPBC has or has not succeeded in accordance with our sustainability plan.

Please refer to the Sustainability Action Plan for specific details and responsibilities for personnel including suggested actions and activities with the intention of reducing waste and carbon emissions.

Everyone has a role to play in making sure TYPBC follows the sustainability policy outlined. Please be sure to get familiar with your obligations and join us in making TYPBC a guardian of our region for all of us.

Nicola Harrison
General Committee Sustainability Officer

Signature: 

Date: 26-July-2024

Jason Marra

Commodore

Signature: 

Date: 24/7/24.

Tauranga Yacht and Powerboat Club

www.typbc.org.nz

SAFETY GUIDELINES

By participating in the events detailed in this booklet each competitor agrees to abide by the TYPBC Health & Safety Policy and Sustainability Policy (see pages prior).

TYPBC expects participants to:

1. Put the safety of people first. In the event of an incident or injury, participants are expected to seek appropriate medical advice in a timely manner. This may require withdrawing from the event or race. Any boats retiring due to a medical event will receive average points for that event.
2. Advise the Race Officer as soon as practicable of any incident that requires withdrawing from events or further medical advice.
3. Advise the Coastguard as soon as practicable of any incident that may require their attention or support.
4. Report and record all incidents and injuries to the TYPBC office or the TYPBC Health and Safety Officer in a timely manner. A timely manner is generally considered to be within 48 hours of the incident taking place. Severe injuries are reportable to Work Safe under the Health and Safety at Work Act 2015, the TYBPC office will advise if this is required.
5. Participate in any incident or injury investigation as required by the TYPBC office or the TYPBC Health and Safety Officer.
6. Abide by all New Zealand Laws, Maritime Rules and Regional Navigation Bylaws while participating in TYPBC events.
7. Be familiar with the Coastguard's Boating Safely Code and the Maritime NZ Safer Boating Guide, both can be found on their respective websites.
8. Report any hazards or safety concerns to the relevant authorities, for example any floating debris should be reported to the Coastguard (Channel 01 or ph. 07 578 5579).
9. Be aware of the specific hazards on their vessel and take all practicable steps to eliminate, isolate or minimise these hazards.

TYPBC recommends that all participants:

1. Wear appropriate Personal Floatation Devices / life jackets while participating in TYPBC events.
2. Has at least one crew member with a current First Aid Certificate.
3. Has at least one crew member (other than the skipper) who can competently use the VHF in an emergency. TYPBC encourages this person (in addition to the skipper) to hold a Maritime VHF Operator's Certificate (MVOC). Note Maritime NZ also recommends having a second means of communication, (such as a cell phone) for emergency situations.
4. Has at least one crew member (other than the skipper) who can competently operate the vessel under both power and sail in an emergency situation, including being able to competently carry out a Man Overboard procedure. TYPBC recommends following the Royal Yachting Association (RYA) Man Overboard procedure, details can be found on their website.
5. Has appropriate signage on their vessel as recommended by Maritime NZ. Some examples of recommended signage include location of first aid kits and fire extinguishers, how to carry out a distress call (including the vessel's callsign) and commonly used radio frequencies.
6. Shares their travel plans by telling someone that they are heading out, where they are going and when they should expect them home. Please let them know when returned home to avoid causing a panic.
7. Carry sufficient fuel to reach their destination, home berth or other safe haven.
8. Are a member of the Coastguard.

TYPBC recommends skippers hold regular briefings with their crew to discuss items such as:

1. Specific hazards that may be present on the vessel and use of equipment on the vessel, providing training where appropriate so that crew members can competently carry out their roles.
2. Location of relevant safety equipment such as, but not limited to: First Aid Kit, VHF, fire extinguishers, life rafts or other floatation devices, safety knives and emergency anchor.
3. Man Overboard procedure and other emergency response procedures.
4. Appropriate clothing for likely weather conditions and appropriate hydration and food intake.

RISK STATEMENT

RRS 3 states: “The responsibility for a boats decision to participate in a race or to continue racing is hers alone.”

By participating in the events detailed in this booklet 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.**

INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$5,000,000 per incident or the equivalent.

TAURANGA YACHT & POWER BOAT CLUB (Inc)

KEELER, MULTIHULL & TRAILER YACHT DIVISIONS

The Organising Authority is Tauranga Yacht & Power Boat Club Inc. (TYPBC),
PO Box 14352, Tauranga. Phone (07) 578 5512. Email: office@yacht.org.nz

GENERAL SAILING INSTRUCTIONS

1. RULES

- 1.1. Races will be governed by the World Sailing Racing Rules of Sailing (RRS) 2021 - 2024 until 31 December 2024 and from 1 January 2025 RRS 2025-2028.
- 1.2. The Skipper of any boat must assess the capability and safety of his boat in prevailing or expected conditions. It is the sole responsibility of the Skipper to decide to sail or continue in any race organised by TYPBC. RRS 3.
- 1.3. Between sunset and sunrise boats shall display the lights required under the International Regulations for Prevention of Collisions at Sea. The RRS will continue to apply.
- 1.4. A boat shall not discharge rubbish in the water.
- 1.5. When Trailer Yachts and drop keelboats are racing against Keelers in the same divisions, Trailer Yachts and drop keel boats shall not raise or lower their centreboards or drop keels during a race, except as specifically allowed in SI 13.
- 1.6. All boats shall submit to the TYPBC office a completed Safety Declaration Form to be eligible to race.
- 1.7. Keelers and multihulls with a valid Category 3 or above certificate shall provide a copy of this certificate to the TYPBC office prior to entering an outside race that requires this Category. One copy of the certificate shall suffice for the whole season.
- 1.8. **Autopilots:** RRS 52 is changed as follows: For boats competing in races with one, two or three crew members, whether those races are open races, or specific single or short-handed races, the use of autopilots is allowed.
- 1.9. **No extras races.** If a race or series is specified as 'no extras', no spinnakers or other sails may be set that are not normally used to advantage to windward. Headsails may be boomed out using a spinnaker pole. They shall only be carried on a permanent load bearing forestay with only one headsail per forestay.
- 1.10. **Short Handed** is defined as a boat sailed by 1, 2 or 3 people.
- 1.11. **Two Handed** is defined as a boat sailed by 1 or 2 people.
- 1.12. **Single Handed** is defined as a boat sailed by 1 person.
- 1.13. **Short, Two, and Single Handed** races may have additional safety requirements specified by the race officer for the race(s).
- 1.14. **Moored Boats** If any boat touches a boat that is moored in a designated mooring area, that boat shall immediately retire from the race, unless she has been forced into the moored boat by the actions of another competitor, AND she immediately protests that other competitor. If the boat does not retire, the boat may be disqualified. Touching a moored boat or forcing another boat to touch a moored boat cannot be exonerated by taking a penalty under RRS rule 44.
- 1.15. **Insurance.** All boats entering any race in this race booklet are required to be insured for third party risk for at least \$5,000,000. All boats are required to produce proof of such insurance to the club office if requested.

2. NOTICES TO COMPETITORS

- 2.1. Notices to competitors will be posted on the website of the TYPBC. It is the responsibility of the skipper to ensure the skipper is aware of any notices and amendments prior to the start of the race.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1. Any changes to the Sailing Instructions will be posted not less than 2 hours before the starting signal of the first race on the day it will take effect, except that any change to the Schedule of Races will be posted by 1900 hours on the day before it will take effect.

4. SIGNALS

- 4.1. Signals made ashore will be displayed on the TYPBC Clubhouse flagstaff.
- 4.2. When flag Y is displayed ashore or from a Race Committee Boat the Race Officer will broadcast this signal over VHF Channel 77 no later than the first warning signal. RRS Rule 40 always applies while afloat. This changes the Part 4 preamble.

4.3. When flag L is displayed ashore, there will be a notice to competitors on the notice board located in the TYPBC foyer. This notice may be broadcast by the Race Officer by VHF prior to the first warning signal. There will be no grounds for protest when a notice is given this way.

4.4. **Q (Yellow) Flag.** When flag Q is displayed ashore in the case of a clubhouse start, or from the Race Committee Boat, in the case of a committee boat start, then Substitute **9(P) for P7(P)**, and **9(S) for P7(S)**. This is to keep boats on the western side of the main channel during shipping movements. The Race Officer may bring attention to this signal over VHF radio.

5. SCHEDULE OF RACES

5.1. Races are scheduled in the club's official program and in the separate Notices of Race in this booklet, or that may be issued from time to time.

5.2. The scheduled time of the warning signal for the first race each day is 5 minutes before the start time written in the club's official program or Notice of Race.

5.3. Each division or group of divisions will start at 5-minute intervals.

5.4. Divisions may be grouped together and started at the same time. The relevant division flags/boards will be displayed together.

5.5. Where all divisions are started at the same time then the All Divisions flag/board will be displayed. Refer SI 6.1.

6. DIVISIONS AND MINIMUM NUMBER OF STARTERS

6.1. Division flags / boards will be:

DIVISIONFLAG / BOARD

Zero (multi-hull) Numeral Pennant 0

One Numeral Pennant 1

Two Numeral Pennant 2

Three Numeral Pennant 3

Four Numeral Pennant 4

All Divisions Numeral Pennant 7

6.2. Divisions will be determined by the Keelboat Committee.

6.3. The minimum number of entries that will constitute a division in the Summer Wednesday night series shall be 5, except for no extras divisions where 2 boats may constitute a division.

6.4. When a visual signal is displayed over or with a division flag/board/s it applies to that division/s only.

6.5. Notice of divisions and their starting handicaps will be posted on the TYPBC website at the start of each season or series of races.

7. HANDICAPS

7.1. Club Handicap: All boats shall be handicapped on a corrected TCF by the handicap committee. This may be altered at any time.

7.2. PHRF Scoring: Each boat competing under PHRF scoring events should present to the Club Secretary a copy of her current certificate at least 12 hours prior to her first race. Only boats with current certificates will receive a result.

7.3. It is the responsibility of all skippers entering in racing for the first time in a boat with no handicap to inform the handicap committee at least 48 hours prior to the race to enable a handicap and division to be assigned. Until a handicap is assigned a boat may be scored DNS.

8. THE COURSES

8.1. **The harbour courses** are described in Attachments A & B. These descriptions include the order in which marks are to be passed, and the side on which each mark is to be left.

8.2. No later than the preparatory signal, the course number to be sailed (from Attachment B) for each division will be displayed from either the clubhouse tower or start boat.

8.3. The number of the proposed course for each division may be broadcast via VHF Channel 77 prior to the scheduled start time of the first start. This does not absolve competitors of their responsibility to respond to the Start Signals of the Race Officer.

8.4. **Other courses:** Other courses to be sailed may be described in Attachment A.

9. THE START

9.1. The starting lines will be:

9.2. **Clubhouse start line:** If a start line buoy has been laid, between the course side of that buoy and the centre of the clubhouse start box. If no start line buoy has been laid, the start line shall be between the centre of the clubhouse start box and the course side of Otumoetai A beacon.

- 9.3. **Boat start** is: Between a staff on the start boat displaying an orange flag at the starboard end and the course side of a round red buoy at the port end. The start line may be between a staff on the start boat displaying an orange flag, and the course side of a mark designated by the race officer.
- 9.4. **A Beacon start** is: Between the course side of A Beacon at the port end and a start boat at the starboard end. The line is to be set at approximately 90 degrees to the first mark of the course and should not be more than approximately 100 metres in length. Alternatively, the A Beacon start may be a gate start.
- 9.5. Races (except gate starts) will be started using the following signals:
- 9.6. The visual signals for a boat start will be flags, excepting gate and A Beacon starts.
- 9.7. RRS Rule 26 is changed as follows:
 (A): The visual signals for a clubhouse start will be lights.
 (B): An A Beacon start, or a gate start will only use sound signals and no visual signals.
- 9.8. In the event of a light failure, for a clubhouse start, the Divisional Boards *and* Course Numbers will be the visual signals.

MINUTES	SIGNAL	SOUND	BOAT		CLUBHOUSE TOWER	
			DIVISION	VISUAL	DIVISION	VISUAL
5	Warning	1 short	Div. Flag up		Div. Board Up	Yellow On
4	Preparatory	1 short		Preparatory Flag up Course No. Up		Yellow Off Blue On Course No. Up
1	1 minute	1 long		Preparatory Flag Down Course No. Down		Blue Off Course No. Down
0	Start	1 short	Div. Flag Down		Div. Board Down	Yellow On

- 9.9. The warning signal for each succeeding division will be the starting signal of the preceding division.
- 9.10. For subsequent races on the same day the warning signal for the next race of each division will be as soon as practicable after the finish of the preceding race.
- 9.11. For all Tower starts, the Race Officer may broadcast a time check over VHF channel 77, prior to the first Warning Signal.
- 9.12. The race officer may elect not to start any division in the event of adverse weather conditions, or because of other safety factors.
- 9.13. Boats whose warning signal has not been made shall avoid the starting area. A breach of this instruction may render a boat liable to a discretionary penalty.
- 9.14. A boat starting later than 15 minutes after her starting signal will be scored DNS (Did Not Start).
- 9.15. RRS Rule 42.1 is changed as follows: A boat may motor to the start line after her preparatory signal. Such boat may use her motor to return to the start line. However, before starting or restarting, that boat must cease motoring, before doing a one turn penalty (RRS44.2) under sail alone, then having thus gained her racing status proceed to start as provided above.
- 9.16. RRS Rule 27.1 will be changed as follows: Outside races programmed to start at the Clubhouse may be started at A Beacon at the discretion of the Race Officer. Notification of an A beacon start and starting instructions may be given on VHF Channel 77.
- 9.17. A Beacon Start:
- 9.18. The boat carrying the Race Officer shall be the start boat if no other start boat is provided.
- 9.19. Boats starting after the start boat has left her station at A Beacon shall pass within 50 metres of A Beacon to port when the first leg of the course is to the west, or north, and to starboard when the first leg is to the east.
- 9.20. RRS Rules 29.1 and 29.2 will be changed as follows: The race Officer whenever possible will use VHF Channel 77 to advise boats when there is either an Individual or General Recall. This does not absolve competitors of their responsibility to respond to the Start Signals of the Race Officer.
- 9.21. Where possible, the Race Officer shall endeavour to broadcast the race sound signals over VHF Channel 77. The race officer will also endeavour to advise boats on channel 77 of an individual or general recall. When there are multiple divisions starting any Division that has a General Recall shall restart after the last scheduled Division. This does not absolve competitors of their responsibility to respond to the Start Signals of the Race Officer.
- 9.22. Gate Start:

- (A) The start instructions will be given over VHF channel 77. The race officer shall designate the gate boat. In the absence of a designation by the race officer, the gate boat shall be the boat with the lowest handicap.
- (B) After the race officer has announced that the start period has commenced, the gate boat will commence sailing the course. The other contestants will start by passing behind the stern of the gate boat. They will be deemed to have started when their hulls have completely crossed the path of the gate boat after the start period has commenced.
- (C) For a period of 10 minutes after the start period has commenced:
- (i) All other contestants shall keep clear of the gate boat, irrespective of which tack or point of sail the gate boat is on.
 - (ii) The gate boat will be an obstruction under the RRS
 - (iii) The gate boat shall not tack or gybe.

10. CHANGE OF COURSE

- 10.1. RRS Rule 33 is changed as follows for courses from Attachment B:
- 10.2. The Race Officer may change the course by changing the next and/or any subsequent rounding mark and may change a rounding mark into a fairway mark.
- 10.3. The race officer shall advise boats via VHF channel 77 of the new mark(s) and the division(s) affected. The boats will round the new mark(s) as Instructed.

11. THE FINISH

- 11.1. **Clubhouse Finish:** The finishing line will be between the centre of the clubhouse start box and the course side of Otumoetai A Beacon.
For Outside races and Club Program Harbour races that finish at the Clubhouse, the Finishing Line will be the transit between the white flagstaff on the Clubhouse building and the black line on the roof of the Clubhouse above the Tower.
- 11.2. **Club house Finish: Taking own time:** If the race officer has advised boats by VHF channel 77 that the finish office is not manned, boats finishing after that announcement shall take their own times and submit a finishing declaration as detailed in SI 12.
- 11.3. **Finish Boat:** The finishing line will be between a staff on the Finish Boat displaying an orange flag at the starboard end and the course side of the port end finishing mark.
- 11.4. **A Beacon Transit Finish:** The finishing line will be a transit line extending beyond A Beacon for a distance of 50 metres on a bearing at 90 degrees to the bearing from the previous mark (southern- most point of Motiti Island, Mayor Island or Karewa Island, or a way point, as appropriate). A Beacon shall be taken to port when the previous mark was to the east and to starboard when the previous mark was to the north or west.
- 11.5. **Mayor Island Finish:** The finishing line will be a line between the GPS point 37°18.618'S, 176°15.511'E (light on the south-eastern headland of Mayor Island) and GPS point 37°18.618'S, 176°15.782'E (400m due East of light).
- 11.6. **Whitianga Finish:** The finishing line is to be advised in a document (which may be an email or text) to be given to competitors before the start of the race.
- 11.7. **Abandoning a Race:** RRS Rule 32.1 will be changed as follows: When abandoning a race, competitors may be notified via VHF Channel 77.

12. FINISHING DECLARATIONS:

- 12.1. Finishing Declarations are compulsory for all races that go further than A Beacon, harbour races that don't finish at the TYPBC Clubhouse, and any other race if advised by the R.O. via VHF channel 77.
- 12.2. The procedure for submitting a finishing declaration shall be the completion of the online form on the Keeler page of the TYPBC website (<https://yacht.org.nz/sailing/keelers>). Select 'Click here to fill out a finish Declaration' and complete the required information as follows:
- A. The name of the race.
 - B. The boat's name and sail number.
 - C. The skipper's name.
 - D. The time, which must be taken from a GPS (specifying New Zealand Standard Time (NZST) or New Zealand Daylight Time (NZDT) where applicable), and date that the boat finished the race.
 - E. A declaration that the boat completed, or did not complete, the course in accordance with all the rules.
 - F. The name of the boat immediately ahead and the name of the boat immediately behind at the finish and their approximate finish times. (Not compulsory)
- 12.3. Finishing declarations must be made within two hours of your finish time to allow timely compilation of the results by the R.O.
- 12.4. Boats failing to comply with the finishing declaration instruction shall be treated as DNF.

12.5. Alternatively, if the race officer has advised competitors that they may make finishing declarations for any race by email, text message, or other form of communication, such form of finishing declaration will be acceptable as complying with the above requirements.

13. PENALTY SYSTEM

13.1. Trailer Yachts and Keelboats with retractable keels may retract their centreplate / keel to assist freeing themselves after running aground. If they do so, they must immediately sail to the nearest navigable water in a position not closer to the next mark than when the centreplate / keel was lifted, lower the centreplate / keel to the original position, then may continue to race without penalty. The skipper shall ensure no gain is made to their position in the race from the use of this rule.

13.2. In variation of RRS rule 42, a skipper may use an engine to extract a boat from an unsafe situation (e.g. stuck fast on a sandbar or in the path of a ship), then motor sail or sail to the nearest safe navigable water, in a position not closer to the next mark than when her engine was started, then continue to race without penalty. The skipper shall ensure no gain is made to their position in the race from the use of this rule.

13.3. In variation of RRS 44.1, all boats may take a one turn penalty when a boat may have broken one or more rules of part 2 in an incident while racing.

13.4. Boats shall keep clear of all shipping movements as per the Tauranga Harbour Regulations whilst in the Tauranga Harbour Limits. Failure to do so which results in an official complaint from the Harbourmaster may result in the disqualification of the boat from the race. Repeated infringements by a boat may result in a hearing under RRS 69.1.

14. TIME LIMITS

14.1. Refer to Notice of Race for time limits for each series.

15. PROTESTS AND REQUESTS FOR REDRESS

15.1. Prior to leaving the area bounded by Tauranga Marina entrance and the Northern end of Sulphur Point container wharf, a boat intending to protest shall, in addition to the requirements of RRS 61.1 (a), inform the Race Officer by VHF Channel 77, of her intention to protest and the identity of the boat or boats protested. The protesting boat should receive acknowledgement from the Race Officer.

15.2. Protest Forms are available at the clubhouse. Protests shall be handed to the race officer. They must be lodged within 1.5 hours in the case of harbour courses, or 4 hours in the case of outside races after the boat protesting has finished or retired from the race EXCEPT that these time limits may be extended on one or more of the following grounds.

15.3. That the race officer is not available to accept the protest within the time limit, provided however, that the protesting boat has made every effort to inform the race officer of her intention to protest, and has lodged her protest at the first reasonable opportunity.

15.4. That the protesting boat finished racing an outside course between 1900 hours and 0700 hours the next day, in which case she shall have until 1100 hours the next morning (or that morning for a boat finishing after midnight) to lodge her protest.

15.5. Protest notices may be posted or forwarded by TXT or email to inform competitors where and when there is a hearing in which they are parties to a protest or named as witnesses. These notices will be deemed to fulfil the requirements of RRS 63.2

15.6. Notices of protests by the race committee or protest committee will be posted or forwarded by TXT or email to inform boats under RRS rule 61.1(b).

15.7. Breaches of sailing instructions 1.5 and 17 will not be grounds for a protest by a boat under RRS rule 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides.

15.8. For protests where only a Rule of RRS Part 2 is alleged to have been broken, an arbitration hearing may be offered prior to any formal hearing.

16. SCORING

16.1. The Low Point Scoring System of RRS Appendix A shall apply for all series referenced in this booklet.

16.2. RRS Rule A5.3 unless changed in the individual NOR, shall apply to all series in this booklet.

16.3. The Notice of Race should state the number of races to constitute a series and the number of discardable races within the series.

16.4. Further modifications to scoring may be described in the NOR.

17. SAFETY REGULATIONS

17.1. Equipment: Keelers and Trailer Yachts:

17.2. Yachting NZ Category 5 Safety Standard for keelers & multihulls, and category C for trailer yachts are not compulsory unless specified in the Notice of Race, however, they remain a recommendation.

17.3. **TYPBC SAFETY EQUIPMENT REQUIRED:** All competing Yachts must always carry the following:
See Attachment A (page 13) for additional Safety Category 4 Plus (4+) requirements for long races.

A.

Bucket with lanyard (at least 9 litres, stout construction)

Lif jackets or Personal Flotation Devices, for all crew

Lif buoy marked with the yacht's name

Emergency knife (easily accessed from the cockpit)

Anchor of appropriate size ready for immediate use,

First Aid kit

VHF radio, audible in cockpit.

B.

Flash- light (waterproof)

Navigation lights

Fire extinguisher

A serviceable engine & propeller

Items in list B may be waived by the race committee in specific cases, following a request in advance.

Additional requirements may be specified for single handed and shorthanded races.

17.4. Equipment: Multihull and Other Boats.

17.5. Yachting NZ safety regulations, part 1 for Unballasted Centreboard & Open Yachts shall apply, unless otherwise specified in the relevant Notice of Race. Unballasted centreboard & Open yachts (including multihulls) shall also carry a waterproof VHF radio, and, if racing outside the harbour entrance, at least one orange smoke flare

17.6. All boats shall sign on before each race on a form provided at the TYPBC clubhouse for that purpose, except when the Notice of Race states otherwise. Boats from Marinas other than Sulphur Point may advise the Tower of their POB. Failure to sign on shall not be grounds for protest.

17.7. A boat that retires from a race shall notify the Race Officer by VHF Channel 77 as soon as possible.

17.8. For all Outside Races, except Karewa races, all boats shall lodge a completed crew list (giving the crew's name and emergency contact phone number) either with the Office of the TYPBC, or in the Crew List box provided adjacent to the sign on sheets prior to leaving the marina. Any changes to crew on board are to be notified to the Race Officer by VHF prior to the start of the race. Failure to comply may result in a boat being disqualified from the race.

18. EQUIPMENT AND MEASUREMENT CHECKS

18.1. A boat or equipment may be inspected at any time for compliance with the relevant safety rules and sailing instructions. On the water, a boat can be instructed by the Club Safety Officer to proceed immediately to a designated area for inspection.

18.2. The Club Safety Officer may lodge a protest against any boat that is found not to comply with the relevant rules or these sailing instructions.

18.3. Rule 50.1(c) of RRS is changed to permit trapeze harnesses that are not of the quick release variety.

19. RADIO COMMUNICATION

19.1. All Boats shall maintain a listening watch on VHF Channel 77 (156.875 MHz) and VHF Channel 16 at all times VHF Channel 77 is to be used as the working channel.

20. DISCLAIMER OF LIABILITY

20.1. Competitors participate in all TYPBC races entirely at their own risk. See RRS 3, Decision to Race. The Organising Authority will not accept any liability for material damage or personal injury, or death sustained in conjunction with or prior to, during or after a race.

ATTACHMENT A – GENERAL INFORMATION

1. REFERENCE CHART

NZ 5412, Port of Tauranga (corrected).

2. CATEGORY 4+ SAFETY REQUIREMENTS

All boats competing in Cat 4+ races which have not supplied TYPBC with a current Cat 3 certificate shall comply with the following safety regulations in addition to all Cat 4 requirements for which an inspection is required:

- 2.1. Lifejackets (in accordance with Safety Reg 17.05 Cat 3 standard), one for each crew, with crotch strap or thigh strap and attached light. The name of the yacht or owner of the life jacket must be labelled on each lifejacket. Each lifejacket must supply at least 150 newtons of buoyancy.
- 2.2. Safety harnesses and safety lines (tethers) one for each crew member (in accordance with Safety Reg 17.08a Cat 3 standard).
- 2.3. Jackstays (in accordance with Safety Reg 17.23 Cat 3 standard).
- 2.4. A life raft OR approved dinghy (in accordance with Safety Reg 17.12 Cat 3 standard) is recommended.
- 2.5. If a yacht does not have a life raft or dinghy onboard, the crew SHALL wear lifejackets at all times unless the designated skipper (Master) / person in charge of the yacht considers that conditions are such that there is no significant increase in the risk to safety to any person through not wearing a lifejacket, and expressly gives permission for lifejackets or tethers not to be worn. The OA strongly recommend that above 15 Knots and during the hours of darkness, lifejackets are worn above deck at all times.
- 2.6. Installed marine VHF radio, call sign and operator license required (in accordance with Safety Reg 18.02(i) Cat 3 standard). Spare Handheld VHF (in accordance with Safety Reg 18.02(ii)).
- 2.7. Personal locator beacon (PLB) or EPIRB (in accordance with Safety Reg 18.06 Cat 3 standard). It is recommended that all crew have their own personal PLB.
- 2.8. Mounted GPS (in accordance with Safety Reg 19.04 Cat 3 standard).
- 2.9. Suitable bosun's chair (in accordance with Safety Reg 15.12 Cat 3 standard).
- 2.10. All mainsails should be capable of being reefed (in accordance with Safety Reg 15.15(d)).
- 2.11. Grab bag containing items as per YNZ Safety Regulations Appendix 2 where appropriate. To be packed in a floating container complete with lanyard.
- 2.12. It is recommended the owner/skipper is a member of Coastguard NZ.
Boats may be subject to random inspection by the Club Safety Officer or the safety officer's appointee. Failure to comply with or pass the Safety Inspection shall mean disqualification from the race.
- 2.13 **The skipper must ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and be trained in its use.**

3. COMMONLY USED ROUNDING MARKS

Any beacon, stake, buoy, mark, or Island may be used in courses.

Town Reach	Bridge marina 5 knot buoy (BM5)
Stella Passage:	17
Maunganui Road	P7
Western Channel	2W, 10W, 12W, West Otumoetai (WOt)
Otumoetai Channel:	OtD
Harbour Approach:	A Beacon (A Beac), C buoy (C)
Blackie Construction Mark (BCM):	A yellow buoy laid at approximately 37° 38.615' S, 176° 06.012' E
Te Puna:	TPG at approximately 37° 39.103' S, 176° 03.412' E
Omokoroa:	OMO D at approximately 37° 37.480' S, 176° 03.385' E

GPS Way Point Marks:

GPS 1: 37° 33.000' S, 176° 12.000' E

GPS 2: 37° 34.000' S, 176° 06.500' E

GPS 3: 37° 34.700' S, 176° 16.600' E

GPS 4: 37° 39.000' S, 176° 14.500' E

No actual mark will be laid on the GPS waypoint marks.

Bowentown Safe Water Mark: Red and White Buoy with red ball on top at approximately 37° 27.657' S, 176° 01.582' E. Approximately 1.60 NM off Matakana Island and 1.4 NM off Bowentown Head.

Motiti Island: Motiti Island including all outlying rocks and islets. For the avoidance of doubt this includes Taumaihi Island, Matatapu (Black) Rocks and Motukahakaha Island

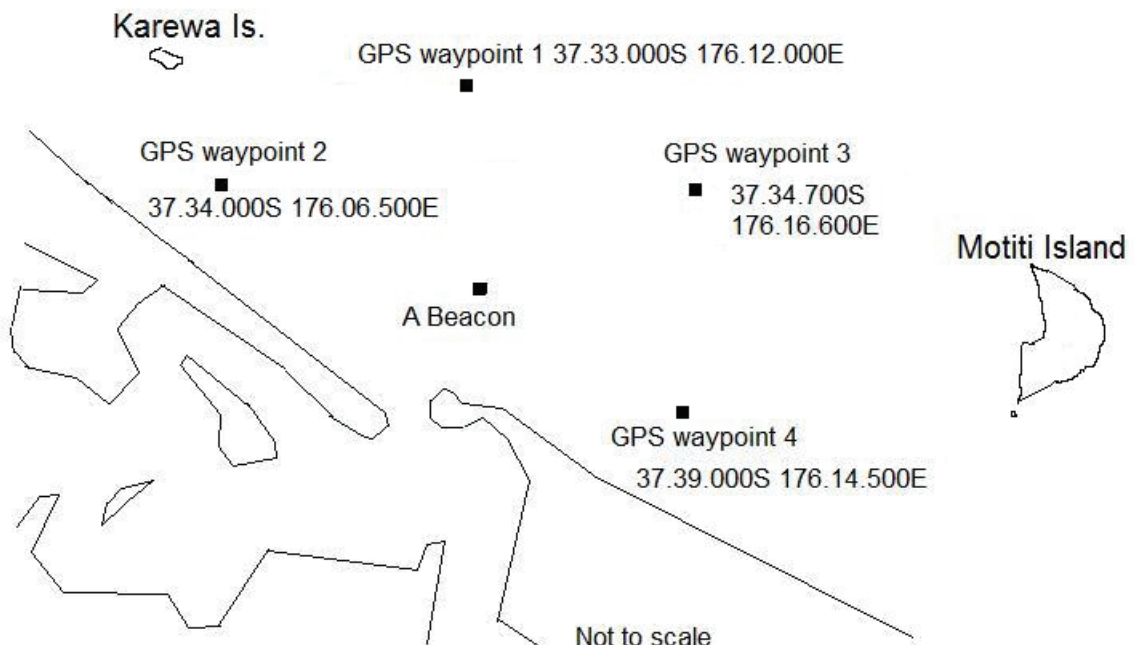
All marks shall be rounding marks.

CAUTION: All boats should **TAKE CARE** to see there is adequate water on the course they intend to sail between rounding marks.

4. CODE FLAG Q (YELLOW FLAG)

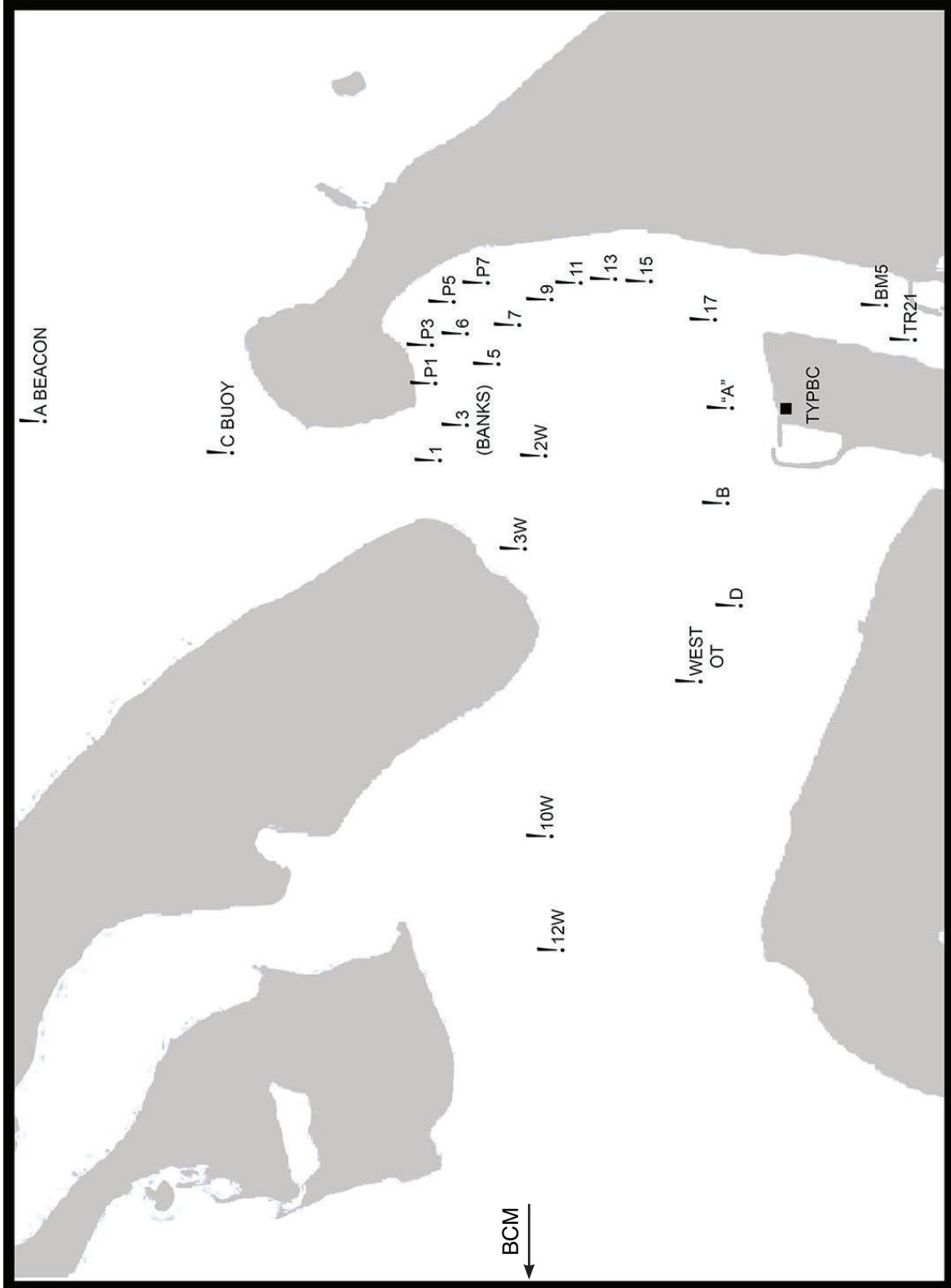
When flag Q is displayed ashore in the case of a clubhouse start, (or from the Race Committee Boat, in the case of a committee boat start), then Substitute 9(P) for P7(P), and 9(S) for P7(S). This is to keep boats on the western side of the channel during shipping movements. The Race Officer may bring attention to this signal over VHF Radio channel 77.

5. GPS WAYPOINT CHART



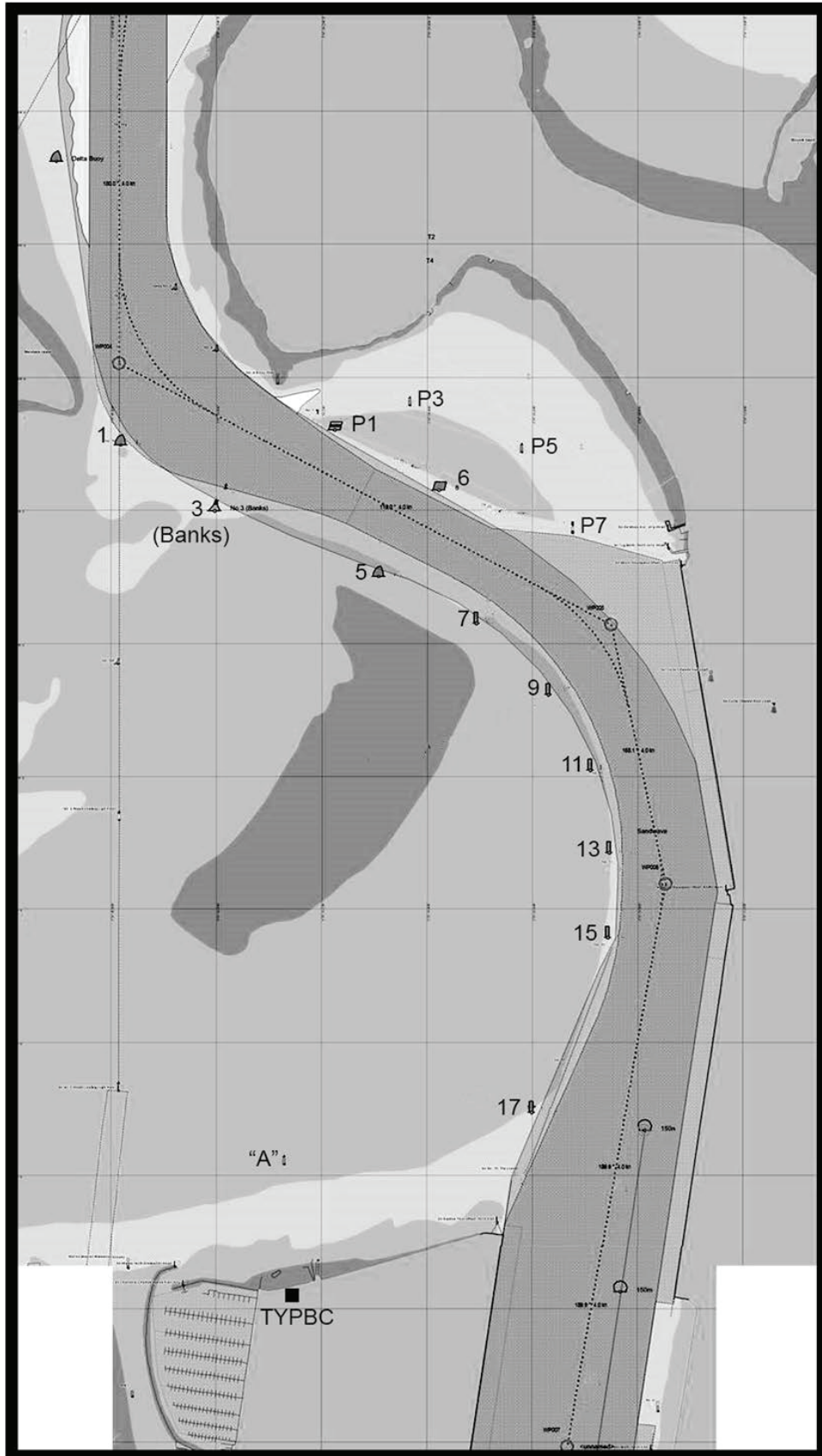
6. CHART OF HARBOUR

Marks shown in approximate positions only.
NOT TO SCALE - Not for navigational purposes



7. MAIN CHANNEL MARK NUMBERS

Marks shown in approximate positions only.
NOT TO SCALE - Not for navigational purposes



ATTACHMENT B – COURSES 2024 / 2025

1	S	17(p)	P7(p)	BM5 (p)	Finish							4.3
2	S	17(p)	P7(p)	BM5 (p)	P7(p)	17(s)	Finish					6.0
3	S	17(p)	P7(p)	BM5 (p)	P7(p)	BM5 (p)	Finish					7.7
4	S	17(p)	P7(p)	BM5 (p)	P7(p)	BM5 (p)	P7(p)	BM5 (p)	Finish			11.1
5	S	17(p)	P7(p)	BM5 (p)	P7(p)	BM5 (p)	P7(p)	BM5 (p)	P7(p)	BM5(p)	F	14.5
6	S	17(p)	P7(p)	BM5 (p)	P7(p)	Banks(p)	10W(p)	Banks(s)	P7(s)	17(s)	F	10.0
7	S	17(p)	P7(p)	BM5 (p)	P7(p)	Banks(p)	12W(p)	Banks(s)	P7(s)	17(s)	F	11.2
8	S	17(p)	P7(p)	Banks(p)	W.Ot (p)	Banks(s)	P7(s)	17(s)	Finish			5.8
9	S	17(p)	P7(p)	Banks(p)	10W(p)	Banks(s)	P7(s)	17(s)	Finish			6.6
10	S	17(p)	P7(p)	Banks(p)	12W(p)	Banks(s)	P7(s)	17(s)	Finish			7.8
11	S	17(p)	P7(p)	Banks(p)	12W(p)	10W (p)	12W(p)	Banks(s)	P7(s)	17(s)	F	8.8
12	S	17(p)	P7(p)	Banks(p)	BCM (p)	Banks(s)	P7(s)	17(s)	Finish			11

13	S	17(p)	P7(p)	Banks(p)	W.Ot (p)	OtD (p)	Finish					4.0
14	S	17(p)	P7(p)	Banks(p)	10W(p)	OtD (p)	Finish					5
15	S	17(p)	P7(p)	Banks(p)	12W(p)	10W (s)	OtD (p)	Finish				6.1
16	S	17(p)	P7(p)	Banks(p)	12W (p)	10W(p)	12W (p)	10W(s)	OtD (p)	Finish		7.1
17	S	17(p)	P7(p)	Banks(p)	BCM (p)	10W (s)	OtD (p)	Finish				9.2
18	S	17(p)	P7(p)	Banks(p)	W.Ot (p)	2W(p)	W.Ot (p)	OtD (p)	Finish			5.6

19	S	17(p)	P7(p)	Banks(p)	W Ot (p)	2W(p)	W Ot (p)	Banks(s)	P7(s)	17(s)	F	7.4
20	S	17(p)	P7(p)	Banks(p)	BCM (p)	10W(p)	12W(p)	Banks(s)	P7(s)	17(s)	F	11.9
21	S	17(p)	P7(p)	Banks(p)	BCM (p)	10W(p)	BCM (p)	Banks(s)	P7(s)	17(s)	F	15.0
22	S	17(p)	P7(p)	Banks(p)	10W (p)	OtD (p)	17(p)	P7(p)	BM5(p)	Finish		9.3
23	S	17(p)	P7(p)	Banks(p)	10W(p)	OtD (p)	17(p)	P7(p)	17(s)	Finish		7.6

24	S	17(p)	P7(p)	A Beac(p)	17(s)	Finish						7.7
25	S	17(p)	P7(p)	A Beac(p)	BM5 (p)	Finish						8.6
26	S	17(p)	P7(p)	Banks(p)	10W(p)	TP G(p)	10W(s)	Banks(s)	P7(s)	17(s)	F	14.0
27	S	17(p)	P7(p)	Banks(p)	10W(p)	TP G(p)	10W(s)	OtD (p)	Finish			12.4
28	S	17(p)	P7(p)	A Beac(p)	C Buoy (p)	A Beac(p)	17(s)	Finish				10.7

29	S	17(p)	9(s)	17(s)	9(s)	17(s)	Finish					4.4
30	S	17(p)	9(s)	17(s)	9(s)	17(s)	9(s)	17(s)	Finish			6.2

31	S	BM5 (p)	P7(p)	17(s)	Finish							4.3
34	S	BM5 (p)	P7(p)	BM5 (p)	Finish							6.0
35	S	BM5 (p)	P7(p)	BM5 (p)	P7(p)	17(s)	Finish					7.7
36	S	BM5 (p)	P7(p)	BM5 (p)	P7(p)	BM5 (p)	Finish					9.4
37	S	BM5 (p)	P7(p)	BM5 (p)	P7(p)	BM5 (p)	P7(p)	17(s)	Finish			11.1

38	S	BM5 (p)	P7(p)	Banks(p)	10W(p)	Banks(s)	P7(s)	BM5 (p)	Finish			10.1
39	S	BM5 (p)	P7(p)	Banks(p)	12W(p)	Banks(s)	P7(s)	BM5 (p)	Finish			11.2
40	S	BM5 (p)	P7(p)	Banks(p)	BCM (p)	Banks(s)	P7(s)	BM5 (p)	Finish			14.4
41	S	BM5 (p)	P7(p)	Banks(p)	W.Ot (p)	OtD (p)	17 (p)	P7(p)	17(s)	Finish		8.3
42	S	BM5 (p)	P7(p)	Banks(p)	W.Ot (p)	OtD (p)	17 (p)	P7(p)	BM5 (p)	Finish		9.7
43	S	BM5 (p)	OtD (s)	10W(p)	OtD (p)	Finish	-	-				6.0
44	S	BM5 (p)	OtD (s)	10W(p)	12W(p)	10W (s)	OtD (p)	Finish				6.3
45	S	BM5 (p)	OtD (s)	10W(p)	BCM (p)	10W (s)	OtD (p)	Finish				10.0

46	S	OtD (s)	10W(p)	Banks(s)	P7(s)	17(s)	Finish					5
47	S	OtD (s)	W.Ot(s)	OtD (p)	Finish							2.2
48	S	OtD (s)	10W(p)	OtD (p)	Finish							3.4
49	S	OtD (s)	10W(p)	2W(p)	10W(p)	OtD (p)	Finish					5.8
50	S	OtD (s)	12W(p)	OtD (p)	Finish							3.6
51	S	OtD (s)	12W(p)	OtD (p)	BM5	Finish						6.2
52	S	OtD (s)	10W(p)	12W(p)	Banks(s)	P7(s)	17(s)	Finish				6.1
53	S	OtD (s)	10W(p)	12W(p)	OtD (p)	Finish						4.0
54	S	OtD (s)	10W(p)	BCM (p)	10W (s)	Banks(s)	P7(s)	17(s)	Finish			9.0
55	S	OtD (s)	10W(p)	BCM (p)	10W(s)	OtD (p)	Finish					7.4
56	S	OtD (s)	10W(p)	BCM (p)	10W(s)	OtD (p)	BM5 (p)	Finish				10
57	S	OtD (s)	10W(p)	TP G(p)	10W(s)	OtD (p)	Finish					11.4
58	S	OtD (s)	10W(p)	BCM (p)	10W(p)	12W(p)	Banks(s)	P7(s)	17(s)	Finish		10.1
59	S	OtD (s)	10W(p)	BCM(p)	10W(p)	BCM (p)	Banks(s)	P7(s)	17(s)	Finish		13.2
60	S	OtD (s)	10W(p)	BCM (p)	10W(p)	12W(p)	10W(s)	OtD (p)	Finish			8.4
61	S	OtD (s)	10W(p)	BCM (p)	10W(p)	BCM (p)	10W(s)	OtD (p)	Finish			11.4

62	S	OtD (s)	W.Ot(s)	Banks(s)	P7(s)	17(s)	Finish					4.0
63	S	OtD (s)	W Ot(s)	2W(p)	W Ot (p)	OtD (p)	Finish					4.2
64	S	OtD (s)	W Ot(s)	2W(p)	W Ot (p)	2W(p)	W Ot (p)	OtD (p)	Finish			6.2
65	S	OtD (s)	W Ot(s)	2W(p)	10W(p)	OtD (p)	Finish					5.0
66	S	OtD (s)	W Ot(s)	2W(p)	12W(p)	OtD (p)	Finish					5.6
67	S	OtD (s)	W Ot(s)	2W(p)	10W(p)	Banks(s)	P7(s)	17(s)	Finish			6.6

68	S	OtD (s)	W.Ot(p)	OtD (p)	17(s)	Finish						3.0
69	S	OtD (s)	W.Ot(p)	OtD (p)	OtA (s)	OtD (s)	W.Ot(p)	OtD (p)	Finish			4.4

70	S	OtD (s)	W.Ot(s)	A Beac(p)	17(s)	Finish						8.8
71	S	OtD (s)	W.Ot(s)	A Beac(p)	12W(p)	Banks(s)	P7 (s)	17(s)	Finish			13.5
72	S	17(p)	A Beac(p)	Karewa(s)	A Beac(s)	17(s)	Finish					18.4
73	S	17(p)	A Beac(p)	GPSWP(p)	Karewa (p)	A Beac(s)	17(s)	Finish				21.3
74	S	17(p)	A Beac(p)	Karewa(s)	GPSWP(s)	A Beac(s)	17(s)	Finish				21.3

BURTON SAILS SUMMER WEDNESDAY SERIES

The Organising Authority is Tauranga Yacht and Power Boat Club Inc., PO Box 14352, Tauranga
Telephone: (07) 578 5512 Email: office@yacht.org.nz

This series is proudly supported by:



NOTICE OF RACE

1. RULES

- 1.1. The racing will be governed by the Racing Rules of Sailing, as specified in the General Sailing Instructions (RRS).
- 1.2. Safety: as per General Sailing Instructions – TYPBC requirements
- 1.3. Changes to the Racing Rules: The RRS will be changed in accordance with RRS 86 as specified in the general sailing instructions.

2. ELIGIBILITY AND ENTRY

- 2.1. The race series is open to all boats approved by the race committee. The race committee will have a division for boats not using extra sails if entry numbers are sufficient.
- 2.2. Entries will be accepted by completing the online Entry form and Safety Declaration available on the Keeler page of the TYPBC website or at the TYPBC office
- 2.3. For owners who are TYPBC members, the fee shall be \$110 for each series or \$160 for the whole of the Summer Series.
- 2.4. For owners who are not TYPBC members, the fee shall be \$140 for each series or \$190 for the whole of the summer series.
- 2.5. All fees shall be paid before the boat enters the race area, or the boat may be scored as DNS.
- 2.6. Entry to each series after the 3rd race of that series will be considered as a late entry and will be accepted only at the Race Committee's discretion.
- 2.7. Measurement is not required. However, safety inspections may be undertaken.
- 2.8. To be eligible to compete in this event the skipper shall be a member of a club affiliated to the National Authority.

3. SCHEDULE OF EVENTS

- 3.1. Racing Schedule:
- 3.2. The scheduled time of the warning signal for the first division will be 1755 hours on each race day. The succeeding divisions will start as per Sailing Instruction 5.3 and 5.4.
- 3.3. The dates of the races for each series are:

Series One: 2024

Race 1	02 October	Race 5	30 October	Race 9	27 November
Race 2	09 October	Race 6	06 November	Race 10	04 December
Race 3	16 October	Race 7	13 November	Race 11	11 December
Race 4	23 October	Race 8	20 November	Race 12	18 December

Series Two: 2025

Race 13	22 January	Race 17	19 February	Race 21	19 March
Race 14	29 January	Race 18	26 February	Race 22	26 March
Race 15	05 February	Race 19	05 March	Race 23	02 April
Race 16	12 February	Race 20	12 March		

4. SAILING INSTRUCTIONS

4.1. The Sailing Instructions will be the Club General Sailing Instructions. These are documented in this booklet and available on the TYPBC website or from the TYPBC office.

5. SCORING

5.1. The Low-Points Scoring System of RRS Appendix A will apply.

5.2. In the event that one or more boats in the relevant division has finished within the time limit for that race, and other boats have not finished within the extended time limit for that race, then boats still racing at the expiry of the extended time limit shall be scored points for the finishing place 2 more than the number of boats that have finished that race.

5.3. Three races will be required to be completed to constitute a series.

5.4. 12 races are scheduled for Series One and 11 races are scheduled for Series Two. If 6 or more races have been completed in the relevant series, the worst score shall be excluded. If 8 or more races have been completed in the series, the boat's two worst scores in that series shall be excluded.

5.5. The result for the season will be calculated based on all races completed. If less than 17 races are completed, the boat's 3 worst scores shall be excluded. If 17 or more races are completed, the boat's 4 worst scores shall be excluded.

6. TIME LIMIT

6.1. The time limit for the first boat for each Division is two hours after the start of that Division. Should one boat in a division finish within that time, the time limit for that Division is extended by 30 minutes.

LEVERET MILLS REEF WOMEN ON WATER (WOW) SERIES

The organising authority is Tauranga Yacht and Power Boat Club Inc. PO Box 14352, Tauranga
Telephone: (07) 578 5512 Email: office@yacht.org.nz

This series is proudly supported by:



NOTICE OF RACE

1. RULES

- 1.1. The racing will be governed by the Racing Rules of Sailing, as specified in the general sailing Instructions (RRS)
- 1.2. Safety: as per General Sailing Instructions – TYPBC requirements.

2. SPECIAL RULES

- 2.1. In the event of poor weather conditions and/or high winds on a WOW Sail day, the WOW Committee and Race Officer (RO) may consider postponing or cancelling the sailing for either / both Training and Racing Divisions. This decision will be made no later than 5pm.
- 2.2. Skippers also bear considerable responsibility for the safety of their crew and boat, so they have the final say in whether their boat sails or not. Refer RRS 3 DECISION TO RACE.
- 2.3. **Training Division:**
 - 2.3.1 The Training Division is designed for newcomers to the sport or for those who don't yet have the confidence or experience to compete in the Racing Division.
 - 2.3.2 The Training Division will consist of two divisions:
 - 2.3.2.1 Blue Division: for larger or faster training boats. All boats in this division will fly a blue flag (provided by the WOW Committee) for identification.
 - 2.3.2.2 Green Division: for smaller or slower training boats. All boats in this division will fly a green flag (provided by the WOW Committee) for identification.
 - 2.3.2.3 Boats will be notified by the WOW Committee which division they belong to prior to the start of the season.
 - 2.3.3 The Training Division boats are not technically racing but should follow the course given for safety reasons.
 - 2.3.4 Male assistance:
 - 2.3.4.1 Only one male shall be allowed on board boats less than 9 metres long.
 - 2.3.4.2 Only two males shall be allowed on board boats 9 metres and over.
 - 2.3.4.3 Males may give physical assistance throughout the Sail in the spirit of teaching or in situations where necessary for safety reasons at the skipper's discretion.
 - 2.3.4.4 None of the male assistance rules are open to protest by other boats.
 - 2.3.5 Extras:
 - 2.3.5.1 The Sail shall be a no extras race, as defined in the general sailing instructions, except that the RO may permit extras to be used if conditions warrant.
 - 2.3.5.2 If extras are permitted, the race officer shall display flag H, and may bring attention to this on VHF channel 77.
 - 2.3.5.3 If extras are permitted, it is at the skipper's discretion to fly extras on their boat.
 - 2.3.6 As a common courtesy, Training Division boats are expected to give way to the boats competing in the Racing Division.

2.4. Racing Division:

- 2.4.1. The Racing Division is designed to allow women the opportunity to race against each other in a fun, safe and competitive environment.
- 2.4.2. All boats in the Racing Division will fly a pink flag (provided by the WOW Committee) for identification.
- 2.4.3. Male assistance:
 - 2.4.3.1. Only one male shall be allowed on board boats less than 9 metres long.
 - 2.4.3.2. Only two males shall be allowed on board boats 9 metres and over.
 - 2.4.3.3. Males must not give any physical assistance from 5 minutes before the boat's allocated start time, until the boat crosses the finish line.
 - 2.4.3.4. The male is on the boat in an advisory capacity only and minimal tactical advice is to be given unless he feels the boat or crew are in any kind of danger.
 - 2.4.3.5. If male assistance is required for safety reasons (at the skipper's discretion), no penalty shall apply.
 - 2.4.3.6. The male assistance rules are open to protest by other boats.
- 2.4.4. Extras are permitted.
- 2.4.5. WOW is unique in that it is the team that is the entrant in the Racing Division not the boat. This enables the team to use another boat if their usual one is not available, allowing them to continue competing in the Racing Division and carry their points over to the new boat.

3. CHANGES TO RACING RULES

- 3.1. The RRS will be changed under rule 86, as specified in the general sailing instructions.

4. ELIGIBILITY AND ENTRY

- 4.1. ALL WOW participants are required to complete the Registration and Safety Declaration Form.
- 4.2. The series is open to teams approved by the WOW Committee.
- 4.3. Boat entries will be accepted by completing the TYPBC Entry Form available at the TYPBC office.
- 4.4. Measurement is not required. However, safety inspections may be undertaken.
- 4.5. To be eligible to compete in this event the entrant shall be a member of a club affiliated to their National Authority.

5. SCHEDULE OF EVENTS

- 5.1. Signing on:
 - 5.1.1. All boats must sign on for each Sail no later than 5.40pm by either completing the form provided at the TYPBC clubhouse or, if leaving from a marina other than Sulphur Point by radioing the RO. (VHF77)
 - 5.1.2. All boats must call 'Tauranga Sport Radio' on VHF channel 77 no earlier than 5.40pm with their number of persons on board including any males on board (POB). Once this number has been received, the RO will provide the course number and the boat's start time based on its allocated handicap.
- 5.2. The Start:
 - 5.2.1. The start line for all divisions will be the clubhouse start line.
 - 5.2.2. The start shall be a Mark Foy start, with starting times specified by the RO. Individual recalls will be signalled by VHF, and no visual signal is required.
 - 5.2.3. Except for Sail 9, the scheduled time of the warning signal for the first boat to start in the Sail will be 1755 hours on each sailing day. Other boats will follow at their start time as provided by the RO by radio.
 - 5.2.4. The scheduled time of the warning signal for Sail 9 shall be 1255 hours.
 - 5.2.5. The start hooter will sound at 1- minute intervals, with the starter giving the time at intervals approximately every 5 minutes on VHF Channel 77.
- 5.3. The programmed dates for WOW activities and races are as follows:

2024

Registration	10 October 2024	Skills 3	21 November 2024
Skills 1	24 October 2024	Sail 3	28 November 2024
Sail 1	31 October 2024	Keeler Karewa Race	08 December 2024
Skills 2	07 November 2024	Sail 4	12 December 2024
Sail 2	14 November 2024		

2025

Dinghy	23 January 2025	Sail 7	13 March 2025
Skills 4	30 January 2025	Sail 8	27 March 2025
Sail 5	13 February 2025	Sail9 Closing Day	05 April 2025
Sail 6	27 February 2025		

6. SAILING INSTRUCTIONS

- 6.1. The Sailing Instructions will be the Club General Sailing Instructions. These are available on the TYPBC website or from the TYPBC office.

7. HANDICAPPING

- 7.1. The Mark Foy starting method is used for both the Racing and Training Divisions of WOW.
- 7.2. Handicaps are a time correction factor arrived at from a combination of the boat's design and its performance in recent races it has competed in, or its expected performance based on other similar boats.
- 7.3. The WOW committee calculate the handicap for each boat and provide starting times for each boat to the RO for each event.
- 7.4. The RO may make an adjustment based on the weather conditions or experience of the WOW crew sailing the boat. Each WOW night the RO reviews the start times of all boats participating.
- 7.5. The handicap for each boat is at the sole discretion of the WOW Committee. Handicaps may be altered at any time.

8. SCORING

- 8.1. The Low-Points Scoring System of RRS Appendix A will apply.
- 8.2. In the event that one or more boats in the relevant division has finished within the time limit for that Sail, and other boats have not finished, then boats still sailing at the expiry of the time limit shall be scored points for the finishing place 2 more than the number of boats that have finished that sail. This changes RRS A5.3.
- 8.3. A total of 3 sails are required to be completed to constitute a series.
- 8.4. A total of 9 sails are scheduled for the series. The worst result will be discarded if 6 or more sails are completed.

9. TIME LIMIT

- 9.1. The time limit for all sails other than Sail 9 is 2030 hours.
- 9.2. The time limit for Sail 9 is 1630 hours.

FRIDAY NIGHT FUN RALLY SERIES

The Organising Authority is Tauranga Yacht and Power Boat Club Inc., PO Box 14352, Tauranga
Telephone: (07) 578 5512 Email: office@yacht.org.nz

NOTICE OF RACE

1. RULES

- 1.1. The sailing will be governed by the Racing Rules of Sailing (RRS), as specified in the general sailing instructions
- 1.2. Safety: as per General Sailing Instructions – TYPBC requirements.
- 1.3. All races shall be **no extras races** as defined in the general sailing instructions, except that when the race officer elects, and so advises participants, multihulls may use extras.

2. CHANGES TO RACING RULES

- 2.1. The racing rules will be changed under RRS rule 86, as specified in the general sailing instructions.

3. ELIGIBILITY AND ENTRY

- 3.1. The races are open to all boats approved by the race committee and may be handled in divisions as per Sailing Instruction 6.1.
- 3.2. Entries will be accepted by way of completing the 'Keeler Entry Form and Safety Declaration' online which is accessible through the club website or the club office. There will be no entry fee for this series for either TYPBC club members or non-members. The entry form is to be completed before the boat enters the race area or the boat may not be classed as a starter.
- 3.3. Measurement is not required. However, safety inspections may be undertaken.
- 3.4. To be eligible to compete in this event a skipper shall be a member of a club affiliated to the National Authority.
- 3.5. All boats must sign on for each race before 1745 hours on the day of the race by completing the form provided at the clubhouse. As an alternative, the race officer may accept a sign on by VHF, but every effort should be made to sign on in writing. Sign ons should provide the name and sail number of the boat.

4. SCHEDULE OF EVENTS

- 4.1. The start line for all divisions will be the clubhouse starting line.
- 4.2. Racing Schedule:
- 4.3. The scheduled time of the warning signal for the first division/s will be 1755 hours on each race day. The succeeding divisions will start as per Sailing Instruction 5.3 and 5.4.
- 4.4. The dates of the races are:

Race 1	08 November 2024 (Try / Swap Boat)	Race 3	21 February 2025
Race 2	06 December 2024 Panepane	Race 4	21 March 2025

5. SAILING INSTRUCTIONS

- 5.1. The Sailing Instructions will be the Club General Sailing Instructions. These are documented in this booklet and available on the TYPBC website or from the TYPBC office.

6. SCORING

- 6.1. No scores will be kept.

7. TIME LIMIT

- 7.1 The time limit for the first boat for each Division is two hours after the start of that Division. Should one boat in a division finish within that time, the time limit for that Division is extended by 30 minutes.

KEELER BLUEWATER SERIES

The Organising Authority is Tauranga Yacht and Power Boat Club Inc., PO Box 14352, Tauranga
Telephone: (07) 578 5512 Email: office@yacht.org.nz

NOTICE OF RACE

1. RULES

- 1.1. The racing will be governed by the Racing Rules of Sailing as specified in the general sailing instructions.
- 1.2. Safety requirements:
- 1.3. YNZ Safety Regulations Part II Category **4 Plus** (Keelers & Multihulls), as defined in Attachment A. (Page 13 of this booklet)

2. CHANGES TO RACING RULES

- 2.1. The Racing Rules will be changed in accordance with RRS 86, as specified in the general sailing instructions.

3. ELIGIBILITY AND ENTRY

- 3.1. The races are open to all boats approved by the race committee.
- 3.2. Except as specified in individual Notices of Race, there is an entry fee of \$20 for both members and non-members. Measurement is not required. However, safety inspections may be undertaken.
- 3.3. To be eligible to compete in these events the skipper shall be a member of a club affiliated to their National Authority.
- 3.4. All Keeler Bluewater Series races will be held jointly with the Mount Maunganui Yacht Club (MMYC).
- 3.5. Entries will close at 1800hrs two days before each race.
- 3.6. All boats must enter with the Club they wish to race with. Boats can enter at both Club's by submitting an entry and paying the respective entry fee to each Club. All boats shall lodge a completed crew list (giving the crew name, address, and emergency contact phone number) with the Club/Club's they have entered with.
- 3.7. Boats entering the TYPBC race shall lodge the details with the TYPBC office. Any changes to the crew on board are to be notified to the Race Officer prior to the start of the race. Failure to comply may result in the boat being disqualified from the race.
- 3.8. All boats must sign on before each race by logging on by VHF Channel 77, advising the race officer of the sail number, boat name, and number of persons on board.
- 3.9. Sailing Instructions will be available by email the day before each race except the Legends regatta where there will be a briefing at the MMYC on Thursday 24th October.

4. SCHEDULE OF EVENTS

- 4.1. All boats shall sign on before each race by completing the form provided at the TYPBC Clubhouse or the Mount Maunganui Yacht Club.
- 4.2. The scheduled time of the warning signal will be 5 minutes before the start time.
- 4.3. All these races will be sailed in conjunction with the Mount Maunganui Yacht Club.
- 4.4. The dates and times of the races are as follows

Race 1	Friday	25 October 2024	07:30	Whitianga Race / Legends Regatta
Race 2	Saturday	16 November 2024	08:00	Gold Cup / Three Islands Race
Race 3	Saturday	08 February 2025	08:00	Mayor Island Race / Combined with MMYC
Race 4	Saturday	01 March 2025	08:00	Whangamata to Tauranga Race with MMYC
Race 5	Saturday	29 March 2025	08:00	Motiti / Karewa with MMYC

- 4.5. The sailing instructions will be the Club General Sailing Instructions. These are printed in this booklet and available from the TYPBC office. There may also be further Sailing Instructions sent to all entered boats by email. The race officer may set additional safety or reporting requirements.

5. COURSES TO BE SAILED

- 5.1. The courses will be as specified in specific course instructions for each individual race.

6. SCORING

- 6.1. The Low-Points Scoring System of RRS Appendix A will apply.
- 6.2. Each race has an individual result.
- 6.3. Series score: A total of 5 races are scheduled for the series. When all five races have been completed the two worst scores will be discarded. If only 4 races are completed the worst score will be discarded. Only boats participating in two or more races will be included in the series score.
- 6.4. Handicap rules: The series will be scored using Club Handicap and PHRF for all races. Boats entered in both Club's races must have a handicap assigned by each individual Club.
- 6.5. If sufficient entries are received sailing short-handed, results shall also be scored for an additional short-handed division. Boats sailed short-handed are also to be scored in all other relevant results

7. TIME LIMIT

- 7.1. There is no time limit.

TAURANGA MARINA SOCIETY KAREWA SERIES

The Organising Authority is Tauranga Yacht and Power Boat Club Inc., PO Box 14352, Tauranga
Telephone: (07) 578 5512 Email: office@yacht.org.nz

This series is proudly supported by:



NOTICE OF RACE

1. RULES

- 1.1. The racing will be governed by the Racing Rules of Sailing as specified in the Club general sailing instructions.
- 1.2. Safety: as per General Sailing Instructions – TYPBC requirements.
- 1.3. For courses incorporating a GPS way point mark, boats shall carry an operating fixed or handheld GPS unit.

2. CHANGES TO RACING RULES

- 2.1. The Racing Rules will be changed in accordance with RRS rule 86, as specified in the General Sailing Instructions.

3. ELIGIBILITY AND ENTRY

- 3.1. The race series is open to all boats approved by the race committee and includes the divisions as per the general sailing Instructions.
- 3.2. There is no entry form or fee for TYPBC members for these races. Non TYPBC members shall pay a fee of \$20 per race.
- 3.3. Measurement is not required. However, safety inspections may be undertaken.
- 3.4. To be eligible to compete in these events the skipper shall be a member of a club affiliated to the National Authority.

4. SCHEDULE OF EVENTS

- 4.1. All boats shall sign on before each race by completing the form provided at the TYPBC Clubhouse.
- 4.2. Racing Schedule:
- 4.3. The scheduled time of the warning signal will be 5 minutes before the start time.
- 4.4. The dates and times of the races are as follows:

Race 1 (Opening Day)	Sunday	22 September 2024	12:00
Race 2 Combined WOW	Sunday	8 December 2024	13:00
Race 3 Mike Garner Memorial	Sunday	26 January 2025	10:00
Motiti / Karewa	Saturday	29 March 2025	08:00

5. SAILING INSTRUCTIONS

- 5.1. The Sailing Instructions will be the Club General Sailing Instructions. These are documented in this booklet and available on the TYPBC website or from the TYPBC office.

6. COURSES TO BE SAILED

- 6.1. The courses shall be set by the Race Officer.

6.2. The course for any race may be set by the race officer to include GPS way point(s). Boats shall pass on the required side of the way point(s). Each skipper is required to keep a GPS track of the boat's course for at least 5 days after the race. This track must be shown to the race officer on request.

6.3. The Race Officer may change or shorten the course at any time by radio message over VHF Channel 77.

7. SCORING

7.1. The Low-Points Scoring System of Appendix A will apply.

7.2. Two races shall be completed to constitute a series. Only boats participating in two or more races will be included in the series score.

7.3. A total of 3 races are scheduled for the series, none will be discarded.

7.4. Handicap scoring shall be club handicap.

7.5. If sufficient short-handed entries are received, there will be additional scoring for short-handed entries.

8. TIME LIMIT

8.1. There is no time limit.

BURTON SAILS SHORT HANDED SERIES AND SINGLE HANDED RACE

The Organising Authority is Tauranga Yacht and Power Boat Club Inc., PO Box 14352, Tauranga
Telephone: (07) 578 5512 Email: office@yacht.org.nz

This series is proudly supported by:



NOTICE OF RACE

1. RULES

- 1.1. The racing will be governed by the Racing Rules of Sailing as specified in the Club general sailing instructions.
- 1.2. Safety: as per General Sailing Instructions – TYPBC requirements. An additional safety declaration is required for any boats sailing Single Handed.
- 1.3. For courses incorporating a GPS way point mark, boats shall carry an operating fixed or handheld GPS unit.

2. CHANGES TO RACING RULES

- 2.1. The Racing Rules will be changed in accordance with RRS rule 86, as specified in the General Sailing Instructions.

3. ELIGIBILITY AND ENTRY

- 3.1. The race series is open to all boats approved by the race committee.
- 3.2. Entries will be accepted by completing the online Entry form and Safety Declaration available on the Keeler page of the TYPBC website or at the TYPBC office.
- 3.3. For skippers who are TYPBC members, the fee shall be \$20.00 for the series. For skippers who are not TYPBC members, the fee shall be \$30 for the series.
- 3.4. Boats that enter the series by Monday 16 September 2024, and finish at least two races in the series, will be eligible for an entry prize from Burton Sails.
- 3.5. Measurement is not required. However, safety inspections may be undertaken.
- 3.6. To be eligible to compete in these events the skipper shall be a member of a club affiliated to the National Authority.
- 3.7. The Race Committee may prescribe additional safety regulations for the races in this series. A specific additional safety declaration may be required.

4. SCHEDULE OF EVENTS

- 4.1. All boats shall sign on before each race by completing the form provided at the TYPBC Clubhouse.
- 4.2. Racing Schedule:
- 4.3. The scheduled time of the warning signal will be 5 minutes before the start time.
- 4.4. The dates and times of the races are as follows. Some start times may change due to tide and weather conditions and will be advised by email the day before the race.

SHORT HANDED

Race 1 Short Handed	Saturday	28 September 2024	10:00
Race 2 Short Handed	Saturday	12 October 2024	10:00
Race 3 Short Handed	Saturday	09 November 2024	10:00
Race 4 Short Handed	Saturday	15 February 2025	10:00
Race 5 Short Handed	Saturday	15 March 2025	10:00

SINGLE HANDED

Trail Cup Single Handed	Saturday	12 April 2025	10:00
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5. SAILING INSTRUCTIONS

5.1. The Sailing Instructions will be the Club General Sailing Instructions. These are documented in this booklet and available on the TYPBC website or from the TYPBC office.

6. COURSES TO BE SAILED

6.1. The courses shall be set by the Race Officer.

6.2. The course for any race may be set by the race officer to include GPS way point(s). Boats shall pass on the required side of the way point(s). Each skipper is required to keep a GPS track of the boat's course for at least 5 days after the race. Boats shall produce this track to the race officer on request.

6.3. The Race Officer may change or shorten the course at any time by radio message over VHF Channel 77.

7. SCORING

7.1. The Low-Points Scoring System of RRS Appendix A will apply.

7.2. Two races shall be completed to constitute a series. Only boats participating in two or more races will be included in the series score.

7.3. A total of FIVE races are scheduled for the Short Handed series; one may be discarded.

7.4. The Trail Cup is the only Single Handed race.

7.5. Handicap scoring shall be club handicap.

7.6. Competitors are encouraged to register for a PHRF certificate to allow a second set of results to be calculated. The club handicap results shall still take priority.

8. CREW & SAILING ASSISTANCE

8.1. Autopilots & tiller pilots may be used, see General Sailing Instructions.

8.2. Boats may race with 1, 2 or 3 crew members depending on the race type as follows:

Short Handed is defined as a boat sailed by up to 3 people.

Single Handed is defined as a boat sailed by 1 person. PDF must be worn at all times while racing.

9. TIME LIMIT

9.1. The time limit for the first boat to finish is 18:00 hours. Should one boat finish within the time limit, the time limit for other boats is extended by 60 minutes.

DESTINATION WEEKEND
SHORT HANDED AND FULLY CREWED

The Organising Authority is Tauranga Yacht and Power Boat Club Inc., PO Box 14352, Tauranga
Telephone: (07) 578 5512 Email: office@yacht.org.nz

NOTICE OF RACE

1. RULES

- 1.1. The racing will be governed by the Racing Rules of Sailing as specified in the Club general sailing instructions.
- 1.2. Safety: as per General Sailing Instructions **category 4 Plus**. (Attachment A page 13 of this booklet) An additional safety declaration is required for any boats sailing Single Handed.
- 1.3. For courses incorporating a GPS way point mark, boats shall carry an operating fixed or handheld GPS unit.

2. CHANGES TO RACING RULES

- 2.1. The Racing Rules will be changed in accordance with RRS 86, as specified in the General Sailing Instructions.

3. ELIGIBILITY AND ENTRY

- 3.1. The race series is open to all boats approved by the race committee.
- 3.2. Entries will be accepted by completing the online Entry form and Safety Declaration available on the Keeler page of the TYPBC website or at the TYPBC office. Skippers must enter for whichever Division they wish to race under.
- 3.3. For skippers who are TYPBC members, the fee shall be \$20.00 for the series. For skippers who are not TYPBC members, the fee shall be \$30.00 for the series.
- 3.4. There shall be two divisions – racing and cruising . The racing division boats shall have up to but no more than 3 persons on board. Extra’s may be flown. The cruising division shall be no extras as defined in the general sailing instructions and may be crewed by up to 4 persons. The racing division may be divided further, at the discretion of the keeler committee if the numbers allow.
- 3.5. Measurement is not required. However, safety inspections may be undertaken.
- 3.6. To be eligible to compete in these events the skipper shall be a member of a club affiliated to their National Authority.
- 3.7. The Race Committee may prescribe additional safety regulations for the races in this series. A specific additional safety declaration may be required.

4. SCHEDULE OF EVENTS

- 4.1. All boats shall sign on before race one by completing the form provided at the TYPBC Clubhouse.
- 4.2. Racing schedule:
- 4.3. The scheduled time of the warning signal will be 5 minutes before the start time.
- 4.4. The dates and times of the races are as follows:

Race 1	Saturday	30 November 2024	0800
Race 2	Sunday	1 December 2024	0800

5. SAILING INSTRUCTIONS

- 5.1. The Sailing Instructions will be the Club General Sailing Instructions. These are documented in this booklet and available on the TYPBC website or from the TYPBC office. Further Sailing Instructions may be advised by email.

6. COURSES TO BE SAILED

- 6.1. The course shall be set by the Race Officer and will be available prior to the race day.
- 6.2. The course for the races may include GPS way point(s). Boats shall pass on the required side of the way point(s). Each skipper is required to keep a GPS track of the boat’s course for at least 5 days after the race. Boats shall produce this course to the race officer on request.
- 6.3. The Race Officer may change or shorten the course at any time by radio message over VHF 77.

7. SCORING

- 7.1. The Low-Points Scoring System of RRS Appendix A will apply.

7.2. Two races shall be completed to constitute a series. Only boats competing in both races will be included in the series score.

7.3. Handicap scoring shall be club handicap.

8. CREW & SAILING ASSISTANCE

8.1. Autopilots & tiller pilots may be used. See General Sailing Instructions.

8.2. Crew. See 3.4 above.

9. TIME LIMIT

9.1. There is no time limit for these races.

THURSDAY NIGHT SHORT HANDED SERIES

The Organising Authority is Tauranga Yacht and Power Boat Club Inc., PO Box 14352, Tauranga
Telephone: (07) 578 5512 Email: office@yacht.org.nz

NOTICE OF RACE

1. RULES

- 1.1. The sailing will be governed by the Racing Rules of Sailing (RRS), as specified in the general sailing instructions
- 1.2. Safety: as per General Sailing Instructions – TYPBC requirements.
- 1.3. All races shall be no extras races as defined in the general sailing instructions, except that when the race officer elects, and so advises participants.

2. CHANGES TO RACING RULES

- 2.1. The racing rules will be changed under RRS rule 86, as specified in the general sailing instructions.

3. ELIGIBILITY AND ENTRY

- 3.1. The races are open to all boats approved by the race committee and there will only be one division (Division One) as per Sailing Instruction 6.1.
- 3.2. Boats to be crewed by up to 3 persons.
- 3.3. Entries will be accepted by way of completing the 'Keeler Entry Form and Safety Declaration' online which is accessible through the club website or the club office. There will be no entry fee for this series for either TYPBC club members or non-members. The entry form is to be completed before the boat enters the race area or the boat may not be classed as a starter.
- 3.4. Measurement is not required. However, safety inspections may be undertaken.
- 3.5. To be eligible to compete in this event a skipper shall be a member of a club affiliated to their National Authority.
- 3.6. All boats must sign on for each race before 1745 hours on the day of the race by completing the form provided at the clubhouse. As an alternative, the race officer may accept a sign on by VHF, but very effort should be made to sign on in writing. Sign ons should provide the name and sail number of the boat.

4. SCHEDULE OF EVENTS

- 4.1. Racing Schedule:
- 4.2. The start line will be the clubhouse starting line.
- 4.3. The scheduled time of the warning signal will be 1755 hours on each race day.
- 4.4. If the start tower is not manned, then the boat with the highest handicap will be in charge of organising an on-water start. (i.e. Timed start or a Gate Start). Boats will also take their own finishing times and file a finishing declaration as in General Sailing Instruction 12.
- 4.5. The dates of the races are:

Race 1	07 November 2024	Race 4	20 February 2025
Race 2	21 November 2024	Race 5	20 March 2025
Race 3	05 December 2024		

5. SAILING INSTRUCTIONS

- 5.1. The Sailing Instructions will be the Club General Sailing Instructions. These are documented in this booklet and available on the TYPBC website or from the TYPBC office.

6. SCORING

- 6.1. The Low-Points Scoring System of RRS Appendix A will apply.
- 6.2. A total of 3 races are required to be completed to constitute a series.
- 6.3. A total of 5 races are scheduled for the series. The worst result will be discarded if 4 races are completed.

7. TIME LIMIT

- 7.1. The time limit for the first boat is two hours after the start. Should one boat finish within that time, the time limit is extended by 30 minutes.

BURNSCO MARINE WINTER SERIES

The Organising Authority is Tauranga Yacht and Power Boat Club Inc., PO Box 14352, Tauranga
Telephone: (07) 578 5512 Email: office@yacht.org.nz

This series is proudly sponsored by:



NOTICE OF RACE

1. RULES

- 1.1. The racing will be governed by the Racing Rules of Sailing as specified in the club general sailing instructions.
- 1.2. Safety: as per General Sailing Instructions – TYPBC requirements.

2. CHANGES TO RACING RULES

- 2.1. The Racing Rules will be changed in accordance with Rule 86, as specified in the general Sailing Instructions.

3. ELIGIBILITY AND ENTRY

- 3.1. The race series is open to all boats approved by the race committee.
- 3.2. Entries will be accepted by completing the online Entry form and Safety Declaration available on the Keeler page on the TYPBC website or at the TYPBC office
- 3.3. The fee for the series is \$65 for TYPBC members, or \$95 for non TYPBC members. This fee shall be paid before the boat enters the race area, or the boat may not be classed as a starter.
- 3.4. Entry to the series after the 3rd race will be considered as a late entry. Late entries will be accepted only at the Race Committee's discretion.
- 3.5. Measurement is not required however safety inspections may be undertaken.
- 3.6. To be eligible to compete in this event a competitor shall be a member of a club affiliated to their National Authority.

4. SCHEDULE OF EVENTS

- 4.1. Racing schedule:
- 4.2. The scheduled time of the warning signal for the first division/s will be 1255 hours on each race day. The succeeding divisions will start as per Sailing Instruction 5.3 and 5.4.
- 4.3. The dates of the races are as follows:

Race 1	11 May 2025	Race 4	22 June 2025	Race 7	03 August 2025
Race 2	25 May 2025	Race 5	06 July 2025	Race 8	17 August 2025
Race 3	08 June 2025	Race 6	20 July 2025		

5. SAILING INSTRUCTIONS

- 5.1. The Sailing Instructions will be the Club General Sailing Instructions. These are documented in this booklet and available on the TYPBC website or from the TYPBC office.

6. SCORING

- 6.1. The Low-Points Scoring System of RRS Appendix A will apply.
- 6.2. In the event that one or more boats in the relevant division has finished within the time limit for that race, and other boats have not finished within the extended time limit for that race, then boats still racing at the expiry of the extended time limit shall be scored points for the finishing place 2 more than the number of boats that have finished that race.
- 6.3. Three races will be required to be completed to constitute a series.
- 6.4. A total of 8 races are scheduled for the series, of which the **worst** result will be discarded for the series if 6 or more races are completed.

7. TIME LIMIT

- 7.1. The time limit for the first boat for each Division is 3 hours after the start of that Division. Should one boat in a division finish within the time limit, the time limit for that division is extended by 60 minutes.

MULTIHULL HARBOUR SERIES

The Organising Authority is Tauranga Yacht and Power Boat Club Inc., PO Box 14352, Tauranga
Telephone: (07) 578 5512 Email: office@yacht.org.nz

NOTICE OF RACE

1. RULES

- 1.1. The racing will be governed by the 'Racing Rules of Sailing (RRS), as specified in the club general sailing instructions.
- 1.2. Safety: The YNZ Safety Regulations Part II Category 5 (Offshore Multihulls) or as appropriate for unballasted centreboard boats (including multihulls) shall apply. Skippers' attention is drawn to the general sailing instructions regarding equipment required to be carried.

2. CHANGES TO RACING RULES

- 2.1. The Racing Rules will be changed in accordance with RRS 86, as specified in the general sailing instructions.

3. ELIGIBILITY AND ENTRY

- 3.1. The races are open to all boats approved by the race committee
- 3.2. There is no entry form or fee to be completed for these races.
- 3.3. Measurement is not required. However, safety inspections may be undertaken.
- 3.4. To be eligible to compete in these events the skipper shall be a member of a club affiliated to their National Authority.
- 3.5. All boats must sign on before each race by completing the form provided at the TYPBC clubhouse.

4. SCHEDULE OF EVENTS

The dates of the races are:

1. Opening Day race (Harbour Series 1): 22 September 2024
2. Matakana Classic (Harbour Series 2): 20 October 2024
3. Round Motuhoa (Harbour Series 3): Sunday 10 November 2024
4. Stu Pederson Memorial (Harbour Series 4): Sunday 2 February 2025
5. Closing Day Race (Harbour Series 7): Saturday 05 April 2025

In the event of inclement weather, or lack of sufficient entries for any race in the series, the Multihull Committee may postpone the race to a later date or change the course to be sailed.

5. SAILING INSTRUCTIONS

- 5.1. The Sailing Instructions will be the Club general Sailing Instructions, or the specific sailing instructions for the events, in the case of the Matakana Classic, & Matakana Raid. The club sailing instructions as documented in this booklet and available on the TYPBC website or from the TYPBC office.

6. STARTING LINE

- 6.1. The Starting Line shall be the clubhouse starting line, unless otherwise specified for any race.

7. SCORING

- 7.1. The Low-Points Scoring System of RRS Appendix A will apply.
- 7.2. If 4 races or more are completed, boats may drop their worst performance.
- 7.3. Handicap scoring will be on club handicap. For the series scores, boats not competing in the particular race shall be scored the number of starters plus 1 point

8. TIME LIMIT

- 8.1. 4.0 hours or 2030 hours, whichever is sooner.

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