



## Tauranga Starling Super Series 2025

5<sup>th</sup> & 6<sup>th</sup> April 2025

at

**Tauranga Yacht and Power Boat Club (Inc)**

The Organising Authority is Tauranga Yacht and Power Boat Club Inc,

Sulphur Point P O Box 14532, Tauranga.

Phone (07) 5785512 Fax (07) 5785595

### Sailing Instructions

#### **1.0 Rules**

- 1.1** The regatta will be governed by the 'rules' as defined in the *Racing Rules of Sailing* and the class rules.
- 1.2** The YNZ Safety Regulations Part 1 shall apply.
- 1.3** Racing rule A4.1 will be changed to 'a boat starting later than 4 minutes after the starting signal will be scored DNS'.
- 1.4** Racing rule 27.1 will be changed to no later than the Preparatory Signal, the race committee signal boat will display the course number.
- 1.5** Appendix T, Arbitration will apply.

#### **2.0 Notices to Competitors**

Notices to competitors will be posted on the official notice board located downstairs at TYPBC.

#### **3.0 Changes to Sailing Instructions**

Any change to the Sailing Instructions will be posted before 0900 hours on the day it will take effect, except that any change to the schedule of races will be posted by 1800 hours on the day before it takes effect.

#### **4.0 Signals Made Ashore**

- 4.1** Signals made ashore will be displayed on the clubhouse flagpole.
- 4.2** Flag D with one sound means 'The warning signal will be made not less than 30 minutes after flag D is displayed. Boats are requested not to leave the beach until this signal is made.'

## **5.0 Schedule of Races**

**5.1** No practice race is scheduled.

**5.2** Up to 8 races for all classes are scheduled for the series.

<i>Date</i>	<i>Number of Races</i>
5th April 2025	5 races
6th April 2025	3 races

**5.3** One extra race per day may be sailed.

**5.4** The scheduled time of the warning signal for the first race on Saturday 5<sup>th</sup> April 2025 is 1055 hours and on Sunday 6<sup>th</sup> April 2025 is 1000 hours.

**5.5** The warning signal for a subsequent race will be made as soon as practicable after the last boat finishes the previous race.

**5.6** On the last day of the regatta no warning signal will be made after 1500 hours.

## **6.0 Class Flag**

These class flag will be the Starling Class Symbol on a white background.

## **7.0 Racing Areas**

Will be within the confines of the Tauranga Harbour.

## **8.0 The Courses**

The diagrams in Attachment 1 show 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. Boats are permitted to sail through the Start/Finish line

## **9.0 Marks**

**9.1** The course marks will be yellow cylindrical buoys approximately 1.5 metres high.

**9.2** New mark as provided in instruction 11.1 will be a red cylindrical buoy.

**9.3** The starting marks will be the race committee boats at each end.

**9.4** The finishing marks will be the race committee boats at each end.

**9.5** A race committee boat signaling a change in course is a mark as provided in instruction 11.2.

## **10.0 The Start**

**10.1** The starting line will be between a staff displaying an orange flag on the starting marks at each end.

**10.2** A boat starting later than 4 minutes after her starting signal will be scored Did Not Start. This changes rule A4.1.

## **11.0 Change of the Next Leg of the Course**

- 11.1** To change the position of the next mark, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. The change will be signalled before the leading boat has begun the leg although the new mark may not yet be in position. Any mark to be rounded after rounding the new mark may be relocated without further signalling to maintain the course configuration. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
- 11.2** When a course change is signalled boats shall pass between the race committee boat signalling the change of course and the nearby mark, leaving the mark to port and the race committee boat to starboard. This changes rule 28.1

## **12.0 The Finish**

The finishing line will be between a staff displaying a blue flag on the finishing marks at each end.

## **13.0 Penalty system**

Rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty

## **14.0 Time Limits and Target Times**

The target time for each class will be 40 minutes. Failure to meet the target time will not be grounds for redress. This changes rule 62.1 (a). The time limit for the race is 60 minutes.

## **15.0 Protests and Requests for Redress**

- 15.1** **Immediately** after finishing a boat intending to protest shall, in addition to the requirements of rule 61.1(a), inform the race committee boat 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 rule 61.
- 15.2** For protests where only a rule of Part 2 is alleged to have been broken, an arbitration hearing will be offered prior to any formal hearing. (This changes Rule 44.1)
- 15.3** Protest forms are available at the race office. Protests shall be delivered there within the protest time limit.
- 15.4** The protest time limit is 60 minutes from the time of the last boat finishing the last race of the day. The same protest time limit applies to all protests by the race committee and protest committee and to requests for redress. This changes rules 61.3 and 62.2. Protest time limits will be posted.
- 15.5** Notices will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held at TYPBC beginning as soon as possible.
- 15.6** Notices of protests by the race committee or protest committee will be posted to inform boats under rule 61.1(b).
- 14.7** For the purpose of rule 64.3(b) the ‘authority responsible’ is the measurer appointed by the organising authority.
- 15.8** Breaches of instructions 16, 17, 20 and 21 will not be grounds for a protest by a boat under rule 60.1(a). This changes rule 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides.
- 15.9** On the last day of the regatta a request for reopening a hearing shall be delivered:
- (a) within the protest time limit if the party requesting reopening was informed of the decision on the previous day.
  - (b) No later than 30 minutes after the party reopening was informed of the decision on that day. This changes rule 66.

## **16.0 Scoring**

- 16.1** One race is required to be completed to constitute a series.
- 16.2** (a) When fewer than 4 races have been completed, a boat’s series score will be the total of her race scores.
- (b) When from 5 to 8 races have been completed, a boat’s series score will be the total of her race scores excluding her worst score.

## **17.0 Safety Regulations**

- 17.1** **Skippers** shall sign on downstairs at the TYPBC before going afloat and sign off when returning to shore.
- 17.2** A boat that retires from a race shall notify the race committee as soon as possible.

## **18.0 Replacement of Crew or Equipment**

- 18.1** Substitution of competitors will not be allowed without prior written approval of the race committee.
- 18.2** Substitution of damaged or lost equipment will not be allowed unless approved by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity.

## **19.0 Equipment and Measurement Checks**

A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a race committee measurer to proceed immediately to a designated area for inspection.

## **20.0 Official Boats**

Official boats will be marked with a TYPBC burgee.

## **21.0 Support Boats**

- 21.1** Except when requested to participate in rescue operations, team leaders, coaches, parents, and other support personnel 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. During any starting sequence, support boats in the vicinity of the start line, shall stay at least 50 meters below the starting line and its extensions.
- 21.2** When the wind is less than 10 knots support boats shall not exceed 5 knots within 500m of the area where boats are racing.
- 21.3** Attention is drawn to the relevant local council bylaws regarding wearing of lifejackets and other restrictions. In boats less than 6 metres lifejackets must be worn at all times while afloat.

## **22.0 Haul Out Restrictions**

Unless otherwise directed by the Organising Authority, all competing boats and equipment shall be launched and retrieved from TYPBC

## **23.0 Radio Communication**

- 23.1** A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

## 24.0 Prizes

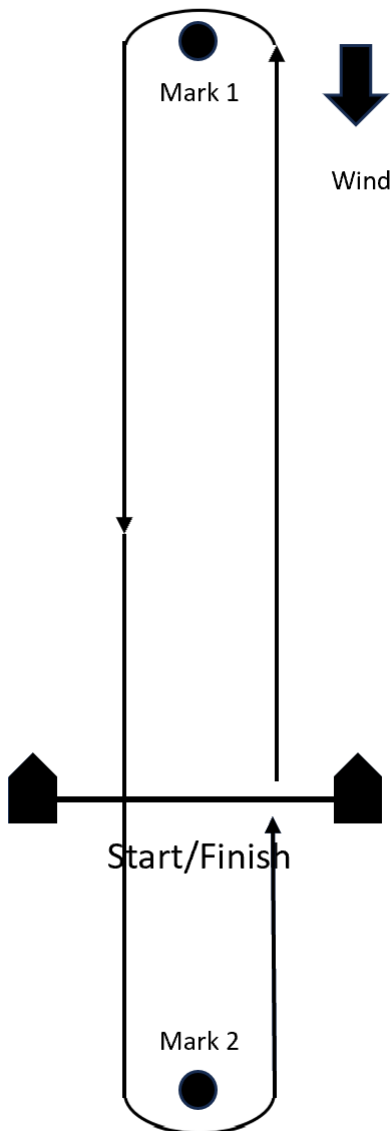
Prizegiving will be advised on the day.

## 25.0 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.**

## Attachment 1 – Illustrating the Course

### A Windward-Leeward Course



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

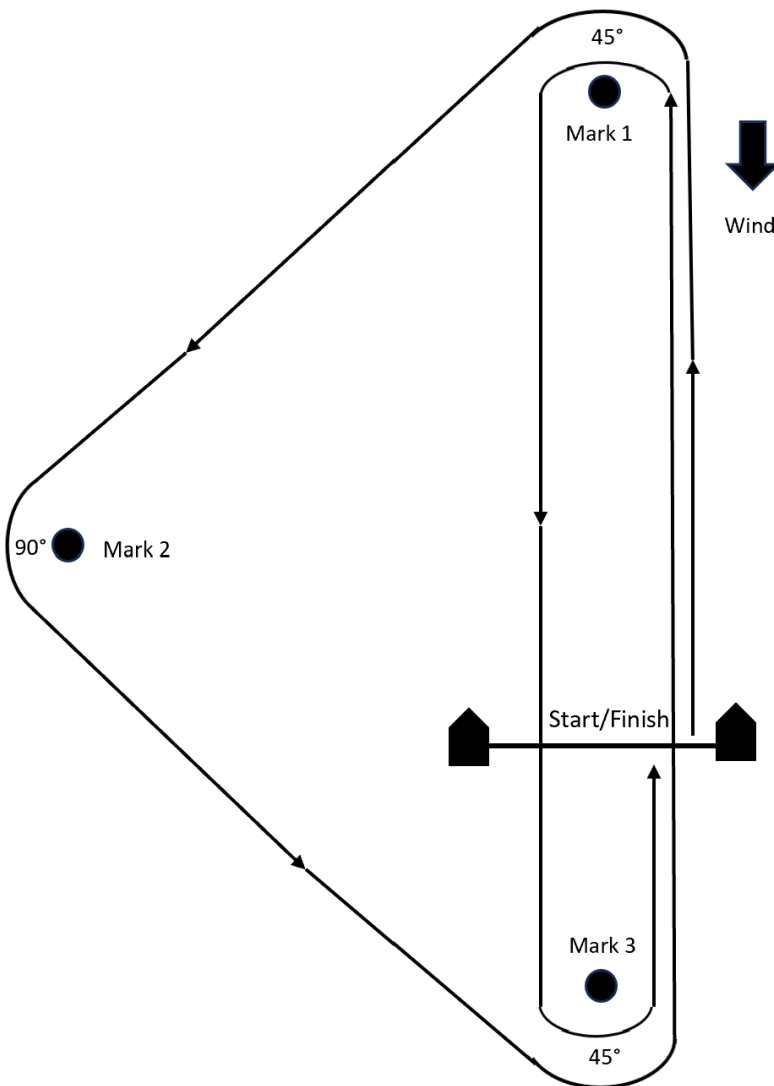
**W2 START, 1, 2, 1, 2, FINISH.**

**W3 START, 1, 2, 1, 2, 1, 2, FINISH.**

**The finishing line is an obstruction for boats sailing on the downwind leg. Boats sailing to the leeward mark shall not cross the finishing line from the direction of the windward mark**

## Attachment 1 – Illustrating the Course

### **A Triangle Course- Windward-Leeward**



**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.**

**The finishing line is an obstruction for boats sailing on the downwind leg. Boats sailing to the leeward mark shall not cross the finishing line from the direction of the windward mark**