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| ***2024 New Zealand National R Class Skiff Championship***  ***74th Leander Trophy***  *22- 25 February 2024*  *Lyttelton Harbour* |
| The Organising Authority is  ­­­­Naval Point Club Lyttelton. |
| *The notation ‘[NP]’ in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).* |
| 1.0 Rules |
| * 1. The regatta will be governed by the ‘rules’ as defined in the *Racing Rules of Sailing*. |
| * 1. The Yachting New Zealand Safety Regulations Part 1 shall apply. |
| * 1. The rules of the R Class Skiff shall apply.   2. Appendix T, Arbitration, will apply. |
| 2.0 COMMUNICATIONS WITH COMPETITORS |
| Notices to competitors will be posted on the official notice board located at Naval Point Club Lyttelton. |
| 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 2000 hours or the end of protest time whichever is earlier on the day before it will take effect. |
| 4.0 Signals Made Ashore |
| 4.1 Signals made ashore will be displayed at Naval Point Club Lyttelton. |
| 4.2 When flag AP is displayed ashore, ‘1 minute’ is replaced with ‘not less than 45 minutes’ in race signal, AP. When flag AP over flag B is displayed boats shall not go afloat. [NP][DP] |
| 5.0 Schedule of Races |
| 5.1 A total of 9 races are scheduled.   |  |  | | --- | --- | | Date | Times | | Thursday 22nd  Friday 23rd    Saturday 24th  Sunday 25th | 0800 Registration  0930 Briefing  1100 Championship Race 1  1400 Championship Race 2 followed by Race 3  1100 Championship Race 4  1400 Championship Race 5 followed by Race 6  1100 Championship Race 7 1400 Championship Race 8 followed by Race 9  1100 Championship race Reserve if required.  Followed by Sprint Series | |
| 6.0 Class Flag |
| The Class flag will be a white flag with the Letter R |
| 7.0 Racing Areas |
| The racing area is on the waters of Lyttelton Harbour. |
| 8.0 The Courses |
| 8.1 The diagrams in Addendum A show the course for the first boat to finish, 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. |
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| 9.0 Marks |
| 9.1 Marks 1 and 2 will be red, triangular buoys. |
| 9.2 The starting marks will be the race committee boat at the starboard end of the start line and a small red spherical buoy at the port end of the starting line.  9.3 The finishing marks will be the race committee boat at the starboard end of the finishing line and mark 2 at the port end of the finishing line. |
| 10.0 Areas that are Obstructions |
| The following areas are designated as obstructions:   1. Lyttelton Harbour Shipping Channel when being used by ships. 2. Shag Reef between the Western and the Eastern Cardinal marks. |
| 11.0 The Start |
| 11.1 The starting line will be between a staff displaying an orange flag on the starting mark at the starboard end and the course side of the port-end starting mark. |
| 11.2 For subsequent races on the same day the scheduled time of the warning signal for the next race will be displayed with flag L as soon as possible after the finish of the preceding race. |
| 11.3 A boat starting later than 10 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4, and A5, Scores Determined by The Race Committee. [NP] |
| 12.0 Change of the Next Leg of the Course |
| To change the next leg of the course, the race committee will move the originalmark or the finishing line to a new position. |
| 13.0 The Finish |
| The finishing line will be between a staff displaying a blue flag on the finishing mark at the starboard end and the course side of mark 2 at the port end. |
| 14.0 Penalty System |
| RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty. |
| 15.0 Time Limits and Target Times  15.1The Race Time Limit (see RRS 35) and Target Time are shown in the table below.   |  |  |  | | --- | --- | --- | | Class | Target Time | Race Time Limit | | R | 35 minutes | 60 minutes |   15.2The race committee may award a finishing score to a boat that is still racing by displaying to her from a committee vessel (which may be in motion) flag W with one sound signal. A boat so notified is no longer required to sail the course (changing rule 28), shall stop racing and shall return to the starting area, or return ashore if there is no more racing. A finishing score under this Sailing Instruction will be the score she would have received had she sailed the course and finished within any time limit, without gaining or losing any place. However, when two or more boats that are overlapped are notified, they will be scored as if they were tied. |
| 16.0 HEARING REQUESTS |
| 16.1 RRS Appendix T, Arbitration, will apply. |
| 16.2 Protest forms are available at the Club race office. Protests and requests for redress or reopening shall be delivered there within the protest time limit. |
| 16.3 The protest time limit is 60 minutes after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is later. |
| 16.4 Notices will be posted within 15 minutes of the protest time limit to inform competitors of hearings in which they are parties. Hearings will be held in the Protest Committee room at NPCL. |
| 16.5 Notices of protests by the race committee or protest committee will be posted to inform boats under RRS 61.1(b). |
| 16.6 For the purpose of RRS 64.4(b) the ‘authority responsible’ is the measurer appointed by the organising authority. |
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| 1. Scoring |
| 17.1 RRS A4, Scoring System, is deleted and replaced with:  Each boat starting and finishing and not thereafter retiring, being penalised or given redress, shall be scored as follows:  Points awarded according to the formula 400 / (N+3), where N is the official finishing position of a boat. |
| 17.2 RRS A5 is changed so that yachts disqualified or not competing in any one race (DNC, OCS, DSQ,) shall receive no points for that race and shall not be given a finishing position. |
| 17.3 RRS A5 is changed so that competing yachts that fail to finish (DNS, DNF) in any one race shall receive half of the average points these boats would have received had they all finished. |
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| 17.5 Nine races are scheduled of which 5 races are required to be completed to constitute a series. |
| 17.6 All completed races are counted for total points. |
| 18.0 Safety Regulations |
| 18.1 Boats shall check-in and check-out when leaving and returning to the Naval Point Club slipway by completing the Naval Point Club electronic sign-on/off. [DP] |
| 18.2 A boat that retires from a race shall notify the race committee as soon as possible. [DP] |
| 19.0 Replacement of Crew or Equipment |
| 19.1 Substitution of competitors will not be allowed without prior written approval of the race committee. [NP][DP]  19.2 Substitution of damaged or lost equipment will not be allowed unless authorized by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity. [NP][DP] |
| 20.0 Prizes |
| The following prizes will be awarded:  Leander Trophy  Kent Prier Trophy  Bank of NSW Trophy  Bill Hayman Cup  Leander Trophy Masters Cup  Leander Cup  Doug Harrison Memorial Trophy  Youth Trophy  Pinkney Trophy  Innovation Trophy  Lion Trophy |
| 21.0 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. |
| 22.0 INSURANCE  It is recommended that each participating boat shall be insured with valid marine third-party liability insurance with a minimum cover of $1,000,000 per incident or the equivalent. |

Addendum A – Illustrating the Course

These diagrams show the courses, including the order in which marks are to be passed, and the side on which each mark is to be left.

The Course is:

Start – 1 – 2 – 1 – Finish (Rounding Marks to Port)

**1**



**2**

FINISH

START