

INSTRUCTIONS FOR CENTREBOARD DIVISIONS

C1 - FLEETS AND CLASS FLAGS

Yachts will be allocated to the appropriate fleet in accordance with Clause 14 (c)

OPEN FLEET

Laser
Starlings
420's
Mirror
P Class
Optimist
All Centreboard Divisions
Open + Green Fleets

Class Flag
Laser
Starling
420
Mirror
P Class
White Optimist
Flag **W**
Flags **W** + Green Optimist



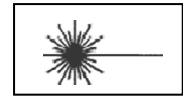
P Class



Optimist



420



Laser



Starling



Mirror

GREEN FLEET

Green Fleet yachts will fly a green ribbon from the top of their mast/sprit.

Class Flag: Green Optimist for all classes.

RAINBOW FLEET

Rainbow Fleet yachts will fly a red ribbon from the top of their mast/sprit.

Class Flag: Red Optimist for all classes.

Fleets may start in any order using the 5 or 3 minute countdown per RRS 26.

See G15, G16, G17, G18 and G19.

C2 - BRIEFINGS

For club races, the Notice of Race constitutes a briefing. It will be posted on the Club's website and displayed on the centreboard lounge noticeboard. Any additional instructions will be placed on the whiteboard at least 1 hour before the start. Courses will be displayed on the Committee Boat. Additional information or changes to sailing instructions may be notified at the briefings or displayed with the course notification if a briefing is not held.

C3 - RECALLS

See G17

C4 - REPORTING

To rank as a starter, skippers must complete race declaration sheets prior to race starts and again when coming ashore after finishing or retiring.

C5 - HANDICAPPING

Performance handicap rating factors will be allocated to each yacht by the Centreboard handicapper. These time correction factors may be posted on the Centreboard notice board and/or sent to competitors by email. At the discretion of the handicapper, individual time correction factors MAY be updated after each day of handicap racing. General updating of all competitors MAY occur after every series.

Handicaps apply to a boat/skipper combination and may not be transferred to a different combination.

C6 - COURSES

(a) COURSE DESCRIPTION

Courses will be detailed in Notice of Race and/or at the briefing. When a briefing is not held, course instructions may be displayed in the Clubhouse.

(b) **CHANGE OF COURSE**

The course may be changed for the last leg of the course only to provide a truer windward course to the finish.

When the finish line is significantly altered the course change will be signalled from a Patrol boat flying Flag **C** stationed near a mark. This boat will also display a green or red flag to indicate that the change of course is to port or starboard. Periodic sound signals may be made. Yachts shall pass between this boat and the mark on the way to the finish line.

Or alternatively, the appropriate flags will be flown from a pole attached to that mark or a dan buoy adjacent to that mark. Sound signals will only be given if the patrol boat is in attendance.

(c) **MARKS**

These will be described in Notice of Race and/or at the briefing.

(d) **THE FINISH**

The finish will be between a white staff carrying an orange flag on a Committee boat displaying a blue shape and the course edge of the finish mark.

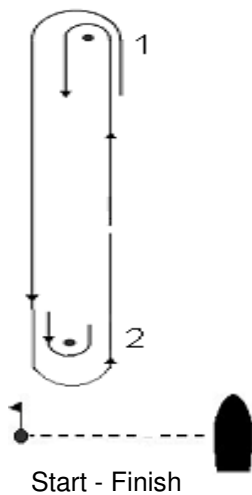
(e) **SHORTENING OR ABANDONING AFTER THE START**

After the start signal, the Race Officer may shorten the course or abandon the course in accordance with RRS 32.

For Club races, the Flag **S** will be flown on a vessel located near a mark of the course. Competitors will finish by passing between the mark and the staff displaying the Flag **S** in the same direction as the course from the last rounded mark. Any other finishing mark should be disregarded.

Course: Windward Leeward

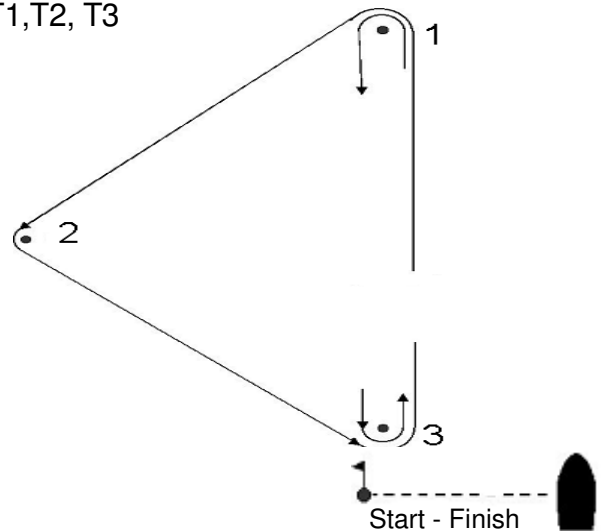
W1, W2, W3, W4



- W1 Start – 1 - Finish
- W2 Start – 1 – 2 - 1 Finish
- W3 Start – 1 – 2 – 1 - 2 – 1 Finish
- W4 Start – 1 – 2 – 1 – 2 – 1 – 2 – 1 Finish

Course: Triangle

T1, T2, T3



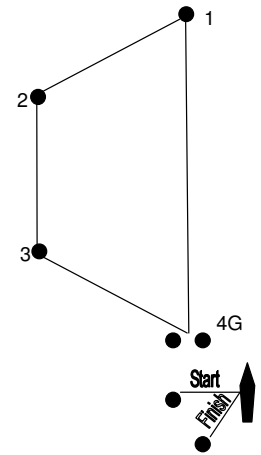
- T1 Start – 1 – 2 – Finish
- T2 Start – 1 – 2 – 3 – 1 – Finish
- T3 Start – 1 – 2 – 3 – 1 – 3 – 1 – 2 - Finish

Course: Trapezoid

The angles between legs on the Trapezoid course are 60° , 120° , 120° , 60° with the start and finish line together.

- I1** Start – 1 – 4G – 1 – 2 – 3 – finish
- I2** Start – 1 – 4G – 1 – 4G – 1 – 2 – 3 – finish
- I3** Start – 1 – 4G – 1 – 4G – 1 – 4G – 1 – 2 – 3 – finish

- O1** Start – 1 – 2 – 3 – 2 – 3 – finish
- O2** Start – 1 – 2 – 3 – 2 – 3 – 2 – 3 – finish
- O3** Start – 1 – 2 – 3 – 2 – 3 – 2 – 3 – 2 – 3 – finish

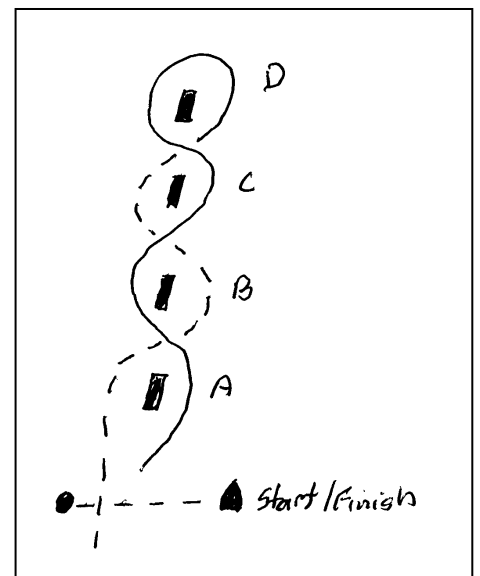


Slalom Course

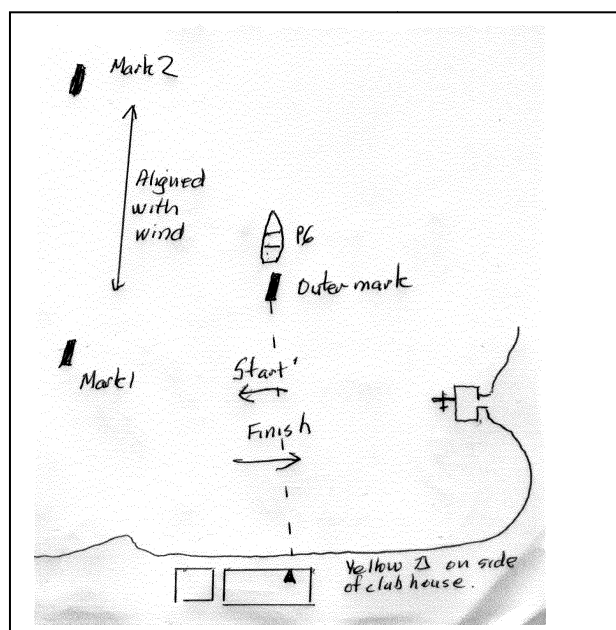
Start

- A to port
- B to starboard
- C to port
- D to starboard
- C to port
- B to starboard
- A to port
- Finish

- S1 – Once round
- S2 – Twice round
- S3 - Three time round



Windward-Leeward course using the Clubhouse start/finish line (Course 14)



Courses

L1 - Start – 1 (Stb)– 2 (Prt)- 1 (Prt)– Finish

L2 - Start – 1 (Stb)– 2 (Prt) – 1 (Prt)– 2 (Prt) – 1 (Prt)– Finish (Twice Round)

L3 - Start – 1 (Stb)– 2 (Prt)– 1 (Prt)– 2 (Prt) – 1 (Prt)– 2 (Prt)– 1 (Prt)– Finish (Three times round)

L4 - Start – 1 (Stb)– 2 (Prt)– 1 (Prt)– 2 (Prt) – 1 (Prt)– 2 (Prt)– 1 (Prt)– 2 (Prt)– 1 (Prt)– Finish (Four times round)

**The Start will be the Clubhouse Start/Finish line
Depending on the wind direction
the start direction may be on any
point of sail!**

Marks 1 and 2 will be laid along the wind direction as far as possible so Mark 2 may not be where it is on the diagram. Mark 2 could be upwind or downwind of Mark 1.

C7 - CLUBHOUSE FINISH LINE

The Clubhouse finish line is a line formed by an orange triangle on the Clubhouse under the tower window, and a Cylindrical Buoy at the outer end of the line. Yachts shall not re-cross the line after finishing.

C8 - RETIREMENTS

Yachts retiring from any race shall notify the Control Tower or patrol boat personnel that they have retired and must sign off on reaching shore.

A yacht retiring from a race should not cross the finish line.

C9 - SAIL NUMBER

Once a yacht has sailed its first race for the season, if it changes its sail number it will not receive a result unless the Centreboard Handicapper is advised of the change in the number. Acknowledgement of this change of number must also be obtained from the Race Officer prior to the start sequence of the races concerned.

C10 - TIME LIMIT

1. WEEKEND RACING: Only yachts finishing within 30 minutes of the first yacht in their class will be considered as finishing, yachts finishing outside of 30 minutes will receive a **DNF**.
2. WEDNESDAY NIGHT RACING: Only yachts finishing within 20 minutes of the first yacht in their class will be considered as finishing, yachts finishing outside of 20 minutes will receive a **DNF**.

C11 - SCORING

The Low Point scoring system, RRS Appendix A, will apply along with Rule A5. For all club series, Appendix A4.2 will be replaced by and interpreted under A9. It is intended to sail a maximum of three races each day of Handicap series.

The number of races to be sailed will be decided by the Race Officer depending on weather conditions. The number of races to count for each series will depend on the number completed. If four or fewer are completed, all races shall count and if seven or more are completed, each yacht shall discard her two worst results. On all other occasions each yacht shall discard her worst result.

Races in a series shall be scored in the chronological order in which they sailed. This applies to all scheduled series including Club Championships.

C12 - COMBINED RACING

Where Centreboard Divisions are permitted by the Sailing Committee to sail races defined on the Keeler and Trailer Yacht programme, they shall comply with clauses KT 1 - KT 10 as the Sailing Committee deem appropriate. In these cases, the courses for the Centreboard Divisions will be announced at the briefing.

C13 - SAFETY

Yachting NZ Safety Regulations Part 1 shall apply. Buoyancy vests shall be presented, on request, for testing by the Safety Officer.

All yachts and equipment may be physically inspected and tested by the Safety Officer or his representative. No yacht shall participate in Club events until it complies with the Safety Officer's requirements.

C14 - CENTREBOARD SUNDRY ITEMS

(a) SERIES POINTS

Points awarded in a series are awarded to a boat / skipper combination and may not be transferred with either boat or skipper if the combination changes. (This applies only to one person classes - points in other classes stay with the boat).

(b) CLUB CHAMPIONSHIPS

- i) Any boat may only be entered once.
- ii) Optimist sailors will sail in the fleet they sailed in for the series immediately preceding the Club Champs.

(c) ELIGIBILITY CENTREBOARD FLEETS

For the purpose of club racing only, the eligibility requirements for the Centreboard fleets are as follows:

Rainbow Fleet [Post January only]:

Learn to Sail sailors not yet qualified for the Green Fleet.

Authorisation will be by awarding the sailor a green ribbon, with their name on it, at a Learn to Sail session.

Green Fleet

Learn to Race sailors and authorised Learn to Sail sailors.

Open Fleet

Promotion to the Open Fleet will be at the discretion of the Sailing Committee after reviewing the sailor's performance at the preceding series.

Other Items

Accelerated promotion outside these criteria will be at the discretion of the Sailing Committee.

Sailors who have not been through the LTS programme will be assessed by the Centreboard Co-ordinator in consultation with the instructors and placed in the appropriate fleet.

All scheduled club race days will cater for all the centreboard fleets, although the Race Officer on the day may cancel racing for specific classes or fleets if conditions are not safe.

(d) BOAT STORAGE

Boat storage is available to members who regularly take part in club activities subject to the following conditions:

Only centreboard yachts used by club members sailing in the current season are eligible for storage in the bunker.

- 1) Only the associated gear required to sail the yacht, including a beach trailer and protective covers are to be stored. No road trailers.
- 2) Racks are provided for Optimist, P class, Starling and Laser yachts. These yachts are to be stored in the rack allocated to them.
- 3) All foils, spars and beach trailers are to be clearly marked with the yacht's class and sail number.
- 4) Lockers will be allocated on payment of the bunker fee on a first come, first served basis.
- 5) Opening Day will be the deadline for payment of bunker fees for the new season. The club reserves the right to remove yachts and their gear after this date if bunker fees are unpaid.
- 6) All yachts and gear are stored in the bunker at the owner's own risks.

When out sailing, please ensure all other boats are back inside the bunker, and that it and the clubhouse are locked.

When your boat is no longer stored in the bunker, you will be expected to hand in your key.

- (e) *PRIVATE USE OF CLUB RIBs* for supporting informal training and practice sessions.

Some club sailor may wish to spend time on the water in informal training, practice, or coaching sessions, outside the club's organised activities. It is desirable that they are able to be supported by a safety boat.

P8 only may be used by club members subject to the following conditions:

- 1) Only to be used to provide on-the-water support for centreboard yachts sailed by club members at times outside normal club activities
- 2) The driver to be an LTYC member on the authorised drivers list.
- 3) The driver is responsible for recording usage on the P8 log sheet and for making a payment of \$10 per half day in the honesty box provided.
- 4) Only club fuel from the P8 container is to be used (2 Stroke Mix).
- 5) P8 users are requested to leave 2 bouyancy vests and the spare fuel can with P8 when putting it away.
- 6) If practicable, P8 should be left in the bunker so it is accessible.

Any use of club RIBs outside these guidelines must be authorised by a Flag Officer.

- (f) *GENERAL PROCEDURES – Club RIBs P4, P5, P7 and P8*

DEFINITIONS

Rescue Boat

A boat tasked with oversight of boats on a race course and rendering assistance if necessary.

Coaching Boat

A boat being used by a qualified coach or instructor for the purpose of on the water coaching or instruction.

General Duties

Towing / ferrying / mark-laying – no rescue role required.

CREWING

Used as a **Coaching Boat** or on **general duties**, RIBs may be operated by one authorised person, but when designated a **Rescue Boat**, it must be crewed by two competent people.

In an emergency situation, the Race Officer has the discretion to override these requirements to facilitate a rescue.

RADIO WATCH

All RIBs are required to maintain a listening watch on Channel 77 when on the water. This also applies to the radio in the Centreboard Lounge, if open.

For more details, refer to the "Club Risk Management and Safety Plan".