



# 2022 NATIONAL CHERUB CHAMPIONSHIP

17<sup>TH</sup> & 18<sup>TH</sup> DECEMBER 2022

Manly Sailing Club (inc)

The Organising Authority is the Manly Sailing Club (inc)  
Auckland

## SAILING INSTRUCTIONS (SIs)

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

### 1 RULES

- 1.1 The event is governed by the rules as defined in The Racing Rules of Sailing.
- 1.2 The Yachting New Zealand Safety Regulations Part 1 shall apply.
- 1.3 Appendix T, *Arbitration*, will apply.
- 1.4 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty

### 2 CHANGES TO SAILING INSTRUCTIONS

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

### 3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located at [www.manlysailingclub.org.nz](http://www.manlysailingclub.org.nz)
- 3.2 The Race Office is located upstairs at the Manly Sailing Club.

### 4 CODE OF CONDUCT

- 4.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.
- 4.2 [DP] Competitors and support persons shall place advertising if provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.



## 5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed from the Manly Sailing Club Flagpole.
- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than thirty (30) minutes' in Race Signals AP.
- 5.3 [DP] Flag D with one sound means 'Boats shall not leave the shore until this signal is made. The warning signal will not be made before the scheduled time or less than Thirty (30) minutes after flag D is displayed.'

## 6 SCHEDULE OF RACES

### 6.1

Day/Date	Class	Number of races	Time of First Warning Signal
17 <sup>th</sup> December	Cherub	Up to 5	1057 hrs
18 <sup>th</sup> December	Cherub	Up to 5	1057

- 6.2 One extra race per day may be sailed, provided that no class becomes more than one race ahead of schedule and the change is made according to SI 2.1.
- 6.3 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.
- 6.4 On the last scheduled day of racing no warning signal will be made after 1600.

## 7 CLASS FLAGS

- 7.1 The Class flag is the Cherub Insignia on a white background

## 8 RACING AREA

- 8.1 The racing area is Polkinghorne's Bay Manly (refer NoR Addendum B shows the location of the racing area).

## 9 COURSES

- 9.1 The diagram in SI Addendum A shows the courses, including the order in which marks are to be passed, and the side on which each mark is to be left



## 10 MARKS

10.1 Mark descriptions will be announced at the Briefing (refer NoR 3.2)

10.2 In the event that a gate mark is missing and has not been replaced with an object displaying flag M, the remaining mark shall be rounded to port.

## 11 THE START

### 11.1

<i>Minutes before starting signal</i>	<i>Visual Signal</i>	<i>Sound Signal</i>	<i>Means</i>
3	Class Flag	One	Warning Signal
2	Preparatory flag	One	Preparatory signal
1	Preparatory flag removed	One long	One minute
0	Class Flag removed	One	Starting signal

This changes RRS 26.

11.2 The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and the course side of the port-end starting mark

## 12 CHANGE OF THE NEXT LEG OF THE COURSE

12.1 To change the next leg of the course, the race committee will move the original windward mark to a new windward position.

## 13 THE FINISH

13.1 The finishing line is between a staff displaying a blue flag on the finishing vessel at the Port end and the course side of the Starboard end finishing mark.

## 14 PENALTY SYSTEM

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

## 15 TIME LIMITS [AND TARGET TIMES]

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

Class	Target Time	Race Time Limit	Finishing Window
Cherub	30 minutes	60 minutes	10 minutes



**15.2** The 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 HEARING REQUESTS**

**16.1** The protest time limit is 30 minutes after the last boat finishes the last race of the day or the race committee signals no more racing today, whichever is later. The time will be posted on the official notice board.

**16.2** Hearing request forms are available from the race office at the Manly Sailing Club.

**16.3** Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located at upstairs at the Manly Sailing Club as soon as possible after arriving ashore.

**16.5** RRS 62.2(a) and 66.2(a) do not apply.

## **17 SCORING Refer NoR 12**

## **18 [DP][NP]SAFETY REGULATIONS**

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

a) Competitors shall individually check out before racing by personally signing the check-out sheets located at the desk downstairs at Manly Sailing Club [DP]

b) Competitors shall individually check-in immediately on returning to shore after racing, no later than the protest time limit by signing the check-in sheets located at the desk downstairs at the Manly Sailing Club [DP]

**18.3** A boat retiring from racing shall notify the Race Committee before leaving the racing area, or if that is not possible, shall notify the Race Office as soon as possible after returning ashore. [DP]

**18.4** Boats retiring from racing shall in accordance with SI 18.3 shall complete a retirement declaration form at the Race Office before the protest time limit. [DP]



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

**19.1** [DP] Substitution of competitors is not allowed without prior written approval of the Principal Race Officer (PRO)

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

## **20 EQUIPMENT AND MEASUREMENT CHECKS**

**20.1** A boat or equipment may be inspected at any time for compliance with the class rules, (refer to NoR 8), notice of race and sailing instructions.

## **21 OFFICIAL VESSELS**

**21.1** Official vessels will be identified at the first Briefing (refer to NoR 3.2).

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

**22.1** Except when requested to participate in rescue operations, team leaders, coaches, and other support persons shall stay outside areas where boats are racing and are restricted to a 5 knot speed limit, from the time of the preparatory signal for the first start of a sequence of starts until all boats have finished or the race committee signals a postponement or abandonment of all races. The areas the boats are racing in is defined as the area inside the course and within 100 metres of any mark, lay line, starting line, finishing line or any area where any boat that is racing is sailing or may sail.

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

**22.3** All official and support vessels shall always have an engine safety cut out switch (kill cord) attached to the driver while the engine is running, unless prior written exemption has been provided by the Organising Authority.

## **23 BERTHING**

**23.1** Boats may be left overnight in the Boat Park area adjacent to the Manly Sailing Club.

## **24 PRIZES**

A prizegiving will take place at the conclusion of racing on the last day.



## 25 RISK STATEMENT

- 25.1** RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes..**

## 26 INSURANCE

- 26.1** Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of 1,000,000 per incident or the equivalent.



## Addendum A Courses

### Course Illustrations – Windward Leeward

L	W
<b>Course: Leeward finish</b>	<b>Course: Windward Finish</b>
Signal	Mark Rounding Order
<b>L2</b>	Start – 1 – 4s/4p – 1 – Finish
<b>L3</b>	Start – 1 – 4s/4p – 1 – 4s/4p – 1 – Finish
<b>L4</b>	Start – 1 – 4s/4p – 1 – 4s/4p – 1 – 4s/4p – 1 – Finish
Signal	Mark Rounding Order
<b>W2</b>	Start – 1 – 4s/4p – Finish
<b>W3</b>	Start – 1 – 4s/4p – 1 – 4s/4p – Finish
<b>W4</b>	Start – 1 – 4s/4p – 1 – 4s/4p – 1 – 4s/4p – Finish

Mark	Description
<b>1</b>	
<b>4s 4p</b>	
<b>SS</b>	Starting mark starboard end
<b>SP</b>	Starting mark port end
<b>FS</b>	Finishing mark starboard end
<b>FP</b>	Finishing mark port end