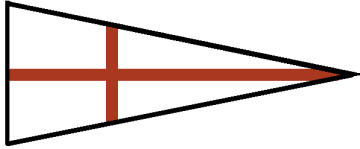


SAILING INSTRUCTIONS

- (1) Races will be governed by the “rules’ as defined by current “Racing Rules of Sailing”. These Sailing Instructions SHALL prevail in the case of perceived or real conflict with current Racing Rules of Sailing
- (2) Prior to each days sailing the Race Officer shall hold at a designated time (see NOR) a skippers briefing (ALL skippers are required to attend this) verbally defining any control area required, launching area, and the course. A board will be on display throughout all racing showing the course layout and giving mark rounding directions. The Race Officer will at this briefing answer any questions that may arise. The Race Officer MAY previously have appointed observers to report mark rounding incidents if required by him/her to do so, these observers will be identified to skippers at this briefing. The Race Officer at his/her opinion may call a suspension of racing prior to the commencement of any heat to enable a course resetting to be made should conditions dictate this to be required.
- (3) The commonly used two minute starting sequence will be used in all Fleet Racing starts this may at the Race Officers discretion be shortened for Match Racing to a one minute sequence
- (4) A low points scoring system will apply in Fleet Racing ie 1st place = 1 point, 2nd place = 2 points etc. In Match Racing the winner of each heat will be awarded a “0” with the defeated boat being awarded a “1” in the event that a bye is sailed the the only contesting boat in this will be awarded a “0” after starting the heat it will not be required to sail the course.
- (5) Where it is not possible for any reason to complete in Fleet Racing 7 heats on any given day the result of heat three shall be repeated followed by heats 4, 5 & 6 until 7 heat results are recorded for each day.
- (6) The time limit for each heat shall be 15 minutes AFTER the finish of the first boat. All boats that have not finished after this time limit expires shall be recorded as DNF (Did Not Finish) However where at the Race Officers discretion it is possible to determine finishing positions he/she may so determine and that determination will be that boat/s recorded finishing position. There will be not be discussion between the skippers and the Race Officer over this.
- (7) All boats that have finished a heat must be sailed away from the course until all boats have finished. Any boat that again crosses the finish line from above or below this line may have that crossing recorded as the next place on the results sheet and this placing will stand as it’s recorded finish.
- (8) When finishing a heat a clear call must be made by the skipper of the boats sail number. If a boat is unable to start a heat this is to be advised to the Race Officer who will record a DNS (Did Not Start) equally if a boat is unable to complete a heat this is to also be advised to the Race Officer who will record a DNF (Did Not Finish).
- (9) Any boat hailing “out of control” shall retire from that heat and be awarded a DNF .

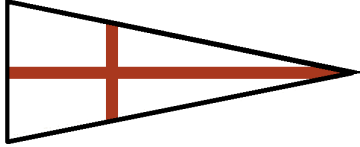


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- (10) Any boat that is placed in the water after the one minute mark of the starting sequence is to be held floating and not released to start until after the commencement of that heat. This boat is not to be propelled when released in any way except by wind towards or over the start line.
- (11) Prior to the one minute signal of the starting sequence a skipper may ask the Race Officer to delay the starting sequence for a period of up to five minutes for the repair of a technical problem or breakdown. Holds for the tuning of or adjustment of sails and or rigging are not permitted under this instruction. If the repair is not able to be completed by the end of this five minute period the Race Officer will restart the entire starting sequence. When any such delay is requested of and granted by the Race Officer it will be announced and the starting sequence stopped and not recommence until the expiration of five (5) minutes from the announcement of the delay OR on release by the requesting skipper. Only one delay will be permitted per race and only one delay call shall be available to any single competitor during any one day's racing.
- (12) The Race Officer will call as "early over the line" any boat OR PART OFF that is on the windward side of the start line from the one minute mark onwards in the starting sequence. Early over the line calls against any boat whilst Fleet Racing will require an around the end marks restart with the offending boat restarting from the leeward side of the start line. No boat shall cross the start line from the windward side of this line after the one minute mark has sounded in the starting sequence. If this happens the offending boat will incur a Race Officers penalty call requiring to exonerate a 360 degree penalty turn to be completed AFTER the start but before the next mark.
Early over the line calls when Match Racing require a FULL DIP of the line to restart from the leeward side of the Start Line.
- (13) Whilst Fleet Racing any boat that incurs a penalty MUST exonerate this before rounding the next mark of the course by completing a 360 degree penalty turn. Whilst Match Racing a penalty incurred must be exonerated prior to the completion of that heat by completing a 360 degree penalty turn. A penalty incurred by one boat in a Match Racing heat will be cancelled if the other boat in that heat also incurs a penalty. If however a boat incurs two penalties in the one heat one must be exonerated immediately.
- (14) In Fleet Racing there will be one discard heat per completed seven heats across the entire event. In Match Racing should there be a tie for any position the position will be determined by a countback process between the tied skippers in their previously contested heat.
- (15) The Race Officer can and without any explanation call a "General Recall" resulting in the restart of that particular heat.
- (16) The Start & Finish line is not a mark of the course except for starting and finishing so accordingly may be sailed through whilst racing.
- (17) A boat intending to protest another boat because of an incident that occurs
(17 contd.)
in the sailing area shall hail " his boat number, protest against the other boat number followed by the reasoning for the protest" immediately that a breach

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of the rules has occurred. If this protest is accepted by the alleged offending boat a penalty turn of one 360 degree is required to be undertaken prior to the rounding of the next mark of the course.

A Protest Committee comprising the Race Officer, his/her assistant plus any one person not directly involved in the protest shall hear any protest not accepted and exonerated on the water. Initially this protest need not be in writing if both parties are prepared to accept an arbitration decision made by the Protest Committee. Protest hearings will take place either immediately after the completion of the race in question or at the Race Officers discretion in an area designated by the him/her.

A boat that after an arbitration protest hearing is judged to have committed an infraction of the rules or to have fouled another boat and accepts this ruling will be awarded a DNE (Disqualification Not Excluded). An emphasis on sportsmanship should be considered at all times under this process.

It should be noted that a DNE is not considered when considering discard heats.

(18) Competitors shall compete with integrity, sportsmanship and a respect for other competitors. Any competitor demonstrating in any way breaches of the fundamental principles of integrity, sportsmanship and respect, as defined in the Rules of Sailing or by the Race officer may be disqualified (DSQ) without right of appeal from that heat by the Race Officer. Further or continued breaches may result in expulsion from the Regatta again without right of appeal.

(19) IT WILL BE ASSUMED BY THE RACE COMMITTEE & THE RACE OFFICER THAT ALL ENTRANTS TO THE 2012 NEW ZEALAND EC12 NATIONAL CHAMPIONSHIPS HAVE READ THESE SAILING INSTRUCTIONS

SUPPORT THOSE WHO SUPPORT THE EC12 CLASS IN NZ



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