



2025 Toyota Optimist National Championship

and NZIODA Ranking Regatta

12th – 16th April 2025

Organising Authority: Royal Akarana Yacht Club,
8-10 Tamaki Drive, Orakei, Auckland 1071, New Zealand

SAILING INSTRUCTIONS

Optimist Open & White Fleet

ABBREVIATIONS

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).

The notation '[DP]' are rules for which the penalties are at the discretion of the protest committee. Scoring abbreviation is DPI. Penalties for breaches of Class Rules and Yachting New Zealand Safety Regulations are also at the discretion of the protest committee.

1. RULES

1.1 The event is governed by the rules as defined in The Racing Rules of Sailing 2025 - 2028

1.2 [DP] The Yachting New Zealand Safety Regulations Part 1, shall apply.

1.3 RRS Appendix P, *Special Procedures for rule 42*, will apply.

1.4 RRS Appendix T, Arbitration, will apply.

1.5 RRS Appendix G3, Chartered or Loan Boats, will apply.

2. CHANGES TO SAILING INSTRUCTIONS

2.1 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 on the day before it will take effect.

3. NOTICE TO COMPETITORS

3.1 Notices to competitors will be posted on the official notice board located, in the Joyce Fisher Room and on www.rayc.co.nz

4. SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed from the flagpole in front of the club house

4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals, AP.

4.3 [NP][DP] Flag D with a sound signal means 'the warning signal will be made not less than 60 minutes after Flag D is displayed.' Boats shall not go afloat until this signal is made.

5. REGISTRATION AND BRIEFINGS

FLEET	DATE REGISTRATION / INSPECTION	WELCOME AND BRIEFING
Optimist Open and White	Saturday 12 th April 1000-1500	Sunday 13 th April 0900

6. SCHEDULE OF RACES

6.1 No practice race is scheduled

6.2 12 races are scheduled for the event

6.3 Schedule:

DAY/DATE	FLEET SCHEDULED RACES PER DAY	TIME OF FIRST WARNING
Day 1: Sun 13 th April	Open & White 3	1200
Day 2: Mon 14 th April	Open & White 3	1200
Day 3: Tues 15 th April	Open & White 3	1200
Day 4: Wed 16 th April	Open & White 3	1100

6.4 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.

6.5 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.

6.6 On the last scheduled day of racing no warning signal will be made after 1500 hrs.

6.7 If the fleet is split the format for racing is described in **Addendum A**.

7. CLASS FLAGS

7.1 Optimist Open fleet flags will be:

QUALIFYING SERIES FLEET	FINAL SERIES FLEET	FLAG
Yellow (or if single fleet)	Gold	Yellow with class insignia
Blue	Silver	Blue with class insignia
Red	Bronze	Red with class insignia

7.2 The Optimist White fleet flag will be the Optimist insignia on a white background.

8. RACING AREA

8.1 The racing area will be the waters of Eastern Bays, Motukorea Channel, Rangitoto Channel or East Coast Bays, Auckland, New Zealand. Refer to **Addendum D**.

9. COURSES

9.1 The diagrams in Addendum B show the course, including the approximate angles between the legs, the order in which marks are to be passed, and the side on which each mark is to be left.

10. MARKS

10.1 Marks are described in **Addendum B – Courses**

11. THE START

11.1 The starting line is between two Race Committee Start Vessels displaying staffs with orange flags.

11.2 No warning signal will be made less than 5 minutes after the preceding start

11.3 [NP][DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

11.4 A boat that does not start within 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

11.5 [NP][DP] Once a starting sequence has commenced, ALL boats not involved in that start shall wait inside the waiting area. The waiting area windward boundary shall be designated by 2 buoys. Boats may approach the starting line only after the starting signal of the previous fleet has been made and no Individual or General Recall has been signalled.

12. COURSE CHANGES

12.1 While boats are racing, the Race Committee may signal a change of a leg for the course that begins at the rounding mark or gate by changing the position of the next mark or laying a new mark and signalling all boats before they begin the leg.

13. THE FINISH

- 13.1** The finishing line is between a staff with a blue flag on the Race Committee Finishing Vessel at the starboard end and a staff with a blue flag on a Race Committee Finishing Vessel or a blue cylinder buoy at the port end.
- 13.2** [NP][DP] Boats that have finished will return directly to either starting area or ashore, keeping well clear of all boats still racing and all boats whose warning signal has been made.

14. PENALTY SYSTEM

Appendix P, *Special Procedures for Rule 42*, will apply with the following changes:

14.1 P2 Penalties: RRS P2 *Penalties* is changed to: “When a boat is penalised under RRS P1.2, her penalty shall be a Two-Turns Penalty under RRS 44.2. If she fails to take it, she will be disqualified without a hearing. If a penalty is signaled after a boat has crossed the finish line, the boat will be given a scoring penalty of 10% calculated as stated in RRS 44.3

14.2 RRS P4, *Redress Limitation*, is replaced with “An action by the Protest Committee or its designated observer under Appendix P1, *Signaling a Penalty*, shall not be grounds for a request for redress by a boat unless the action was improper due to a failure to take into account a race committee signal or a class rule. The Protest Committee may initiate a redress hearing and may give redress for an action by a member of the Protest Committee or its designated observer under Rule P1”.

15. WHISTLE SYSTEM

15.1 To encourage boats to take penalties afloat, **protest committee members** may blow a whistle when they see what they believe to be a breach of a rule.

16. TIME LIMITS AND TARGET TIMES

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

Fleet	Target Maximum Time on water for Fleet per day	Target Time for race for First Finisher	Mark 1 Time Limit	Race Time Limit for First Finisher	Finishing Window
Open	5 Hours	40 minutes	20 minutes	60 minutes	20 minutes
White	5 Hours	30 minutes	20 minutes	50 minutes	20 minutes

16.2 If no boat has passed Mark 1 within the Mark 1 Time Limit, the race will be abandoned.

16.3 Failure to meet the target time will not be grounds for redress.
This changes RRS 61.1, *Redress*.

16.4 Boats failing to finish within 20 minutes after the first boat in its fleet sails the course and finishes will be scored SRS, “Still Racing Score”. This changes RRS 35, Time Limit Scores, and A4, Low Point System and A5, Scores Determined by the Race Committee. The end of the 20-minute window will be indicated by the removal of the appropriate fleet flag with one

sound on the Race Committee vessel at the finish line. The score will be calculated to be 3 points more than the last boat to finish in the fleet of that race but **will be not worse than the score Did Not Finish.**

17. HEARING REQUESTS

17.1 Immediately after finishing a boat intending to protest shall, in addition to the requirements of RRS 60.2, *Informing the Protestee*, inform a Race Committee vessel at the finishing line of her intention to protest and the identity of the boat(s) protested.

17.2 Hearing Request forms are available at the Race Office. Protests and requests for redress or re-opening shall be delivered there within the protest time limit.

17.3 The Protest Time limit shall be 75 minutes after the last boat in each fleet finished the last race of each day. Protest Time limits will be posted on the Notice board daily.

17.4 Notices will be posted within 15 minutes of the protest time limit to inform competitors of hearings in which they are parties. Protests may start before the end of Protest Time Limits. Hearings will be held in the Protest Committee designated area. Except on the last day of the event no hearing will start after 2030.

18. SCORING

18.1 In accordance with RRS A4.1, *Low Point System*, boats will be scored points based on their finishing position in their fleet.

18.2 Five races are required to be completed to constitute a series.

(a) When fewer than six (6) races have been completed, a boat's series score will be the total of her race scores.

(b) When six (6) or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

18.3 To request the correction of an alleged error in posted race or series results, a boat shall complete a Scoring Enquiry Form available at sign on/off desk.

19. [NP][DP]SAFETY REGULATIONS

19.1 All boats intending to race shall complete the sign-on process prior to going afloat for any races, located near the boat ramp/launching area.

19.2 Immediately on returning to shore, all boats shall complete the sign-off process, located near the boat ramp/launching area.

19.3 A boat that retires from a race or returns to the launching area before they have finished the last race of the day shall notify the Race Committee as soon as possible.

19.4 If a boat does not sign-on, a one-point scoring penalty will be added to the boat's race score for the first race of the day without a hearing. If a boat does not sign-off by the end of protest time a one-point scoring penalty will be added to the boat's race score for

the last race of the day without a hearing. However, she shall not be scored worse than DNF.

19.5 Competitors who require assistance shall blow a whistle or wave the paddle or one arm. The Race Committee reserves the right to assist competitors who in their opinion require assistance, regardless of the wishes of the competitor. This will not be grounds for redress. This changes RRS 62.1(a), *Redress*.

19.6 RRSs 27.1, *Other Race Committee Actions Before the Starting Signal*, and 40, *Personal Flotation Devices*, are changed to require that personal flotation devices shall always be worn while afloat, except briefly while changing or adjusting clothing or personal equipment. Wetsuits and drysuits are not personal flotation devices. Flag Y will not be displayed.

20. REPLACEMENT OF CREW OR EQUIPMENT

20.1 Substitution of competitors will not be allowed. The person on board shall be the person named on the entry form.

20.2 In the event of damage to boats and/or loss of equipment may only be substituted with the written permission of the Technical Committee. If the damage occurs later than 90 minutes before the first scheduled start on a racing day, and before the start of the last race of the day, provisional verbal permission shall be obtained from the Technical Committee, Protest Committee or Race Committee and the written permission of the Technical Committee shall be applied for before the protest time limit at the end of the day in which the substitution takes place.

20.3 Change of sail numbers will not be allowed without prior written approval of the Race Committee or Technical Committee.

21. EQUIPMENT AND MEASUREMENT CHECKS

21.1 A boat or equipment may be inspected at any time for compliance with the class rules, Yachting New Zealand Safety Regulations, notice of race and sailing instructions.

21.2 [DP] On the water, a boat can be instructed by a member of the Race Committee, Protest committee or Technical Committee to proceed immediately to a designated area for inspection. **No adjustments shall be made to the boat until the inspection is complete.**

21.3 If, when inspected, a boat is found to have breached the Class Rules or Yachting New Zealand Safety regulations, the boat will be given a scoring penalty of 30%, calculated as stated in RRS 44.3(c). This changes RRS A5.1, Scores Determined by the Race Committee. However, the Technical Committee may protest a boat instead of applying the scoring penalty if it so decides.

22. OFFICIAL VESSELS

22.1 Race Committee vessels will fly a white flag with "RC".

22.2 Protest Committee vessels will fly a white flag with a black "J".

22.3 Technical Committee vessels will fly a white flag with a black "M".



22.4 Media vessels will fly a white flag with the word “Media”.

23. [NP][DP] SUPPORT VESSELS

23.1 Refer to Addendum C.

24. [NP][DP] HAUL-OUT RESTRICTIONS

24.1 Boats shall be kept in their assigned places while in the boat park and/or harbour.

25. PRIZES

25.1 Prizes will be given as per NZIODA guidelines <https://optimist.org.nz/trophies/>

25.2 Spot prizes may be presented to those competitors present at prize giving’s during the regatta.

26. RISK STATEMENT

26.1 RRS 3 states: ‘The responsibility for a boat’s decision to participate in a race or to continue to race is theirs 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.

27. INSURANCE

27.1 Yachting New Zealand recommends that for national championships, 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.

28. [DP] USE OF DRONES

28.1 All those who take part in this event as competitors, as well as support crew or spectators, agree to be overflown by a drone during the duration of the event for promotion or media purposes. This includes your person and your property (boats).

28.2 No drones are permitted to be used within the vicinity of racing except for use by the official event photographer or race committee.

ADDENDUM A

Sailing Instructions Format for Qualifying and Final Series Racing

1. INTRODUCTION

This Addendum applies when boats are divided into fleets to sail a Qualifying Series and a Final Series.

2. QUALIFYING SERIES

2.1 For the Qualifying Series boats will be assigned to fleets of, as nearly as possible, equal size and ability.

2.2 Initial assignments will be made by a seeding committee appointed by the organising authority and will be posted by 0900 hours on the first day of racing and will be used for that day.

2.3 In the Qualifying Series boats will be reassigned to fleets after each day of racing, except if on the first day only one race is completed. If all fleets have completed the same number of races, boats will be reassigned based on their ranks in the series. If all fleets have not completed the same number of races the series scores for reassignment will be calculated for those races, numbered in order of completion, completed by all fleets.

2.4 Reassignments will be made as follows:

RANK IN SERIES	TWO FLEET ASSIGNMENT	THREE FLEET ASSIGNMENT
1st	Yellow	Yellow
2nd	Blue	Blue
3rd	Blue	Red
4th	Yellow	Red
5th	Yellow	Blue
6th	Blue	Yellow
7th	Blue	Yellow

And so on.

- 2.5** Reassignments will be based on the ranking available at 2100 hours that day regardless of protests or requests for redress not yet decided.
- 2.6** If all fleets have not completed the same number of races by the end of a day, the fleets with fewer races will continue racing the following day until all fleets have completed the same number of races. All boats will thereafter race in the new fleets.
- 2.7** If fewer than five races have been completed by all qualifying fleets at the end of racing on Day 2 (Mon 14th April), Day 3 (Tues 15th April) will be used for further Qualifying Series races. If fewer than three races have been completed by all qualifying fleets at the end of Day 3 (Tues 15th April), the Final Series will be cancelled, and Day 4 (Wed 16th April) will be used for further Qualifying Series races.
- 2.8** If at the end of the Qualifying Series some qualifying fleets have more race scores than others, any extra races will be abandoned so that all boats in the Qualifying Series have the same number of race scores

3. FINAL SERIES

- 3.1** Boats will be assigned to Final Series fleets based on their ranks in the Qualifying Series.
- 3.2** There will be the same number of fleets in the Final Series as there were in the Qualifying Series.
- 3.3** The Final Series fleets will be, as nearly as possible, of equal size but so that the Silver Fleet is not larger than the Gold Fleet and the Bronze Fleet (where it exists) is not larger than the Silver Fleet and the Diamond Fleet (where it exists) is not larger than the Bronze Fleet. Boats with the best Qualifying Series ranks will race all Final Series races in the Gold Fleet; boats with the next best Qualifying Series ranks will race in the Silver Fleet; boats with the next best Qualifying Series ranks will race in the Bronze Fleet (where it exists); and boats with the next best Qualifying Series ranks will race in the Diamond Fleet (where it exists).
- 3.4** Any recalculation of Qualifying Series ranking after boats have been assigned to Final Series fleets will not affect the assignments except that a redress decision may promote a boat to a higher fleet.
- 3.5** Different Final Series fleets need not have completed the same number of Final Series races. The boats in the Gold Fleet will be ranked highest, except for a boat disqualified from a finals race under RRSs 6, *World Sailing Regulations*, or 69, *Allegations of Gross Misconduct*.

4. SCORING

- 4.1** A boat that did not start, did not finish, retired after finishing or was disqualified will be scored points for the finishing place one more than the maximum number as per Addendum A. 4.2. This changes RRS A5.2, *Scores Determined by the Race Committee*.
- 4.2** When a Qualifying/Final Series is sailed the maximum number is:
(a) For races in the Qualifying Series one more than the maximum number of boats in any fleet.
(b) For races in the Final Series one more than the number of boats in her fleet.
- 4.3** During the Qualifying Series only races that have been completed by all fleets will be included in the series scoring.
- 4.4** When a Qualifying/Final Series is sailed one race score will be discarded when calculating the division into final series fleets.
- 4.5** When a Qualifying/Final Series is sailed the Qualifying Series races and the Final Series races will count for total points in the championship.

5. FLEET IDENTIFICATION

- 5.1** While racing each boat shall display a coloured ribbon corresponding to the fleet to which she has been assigned. The band shall be placed at the top end of the sprit so that it flies conspicuously.
- 5.2** Each boat will be issued a set of coloured ribbons at registration corresponding to the daily fleet assignment posted on the official notice board.
- 5.3** At the end of the Final Series competitors shall return the coloured ribbons to the race office at the end of the last race.

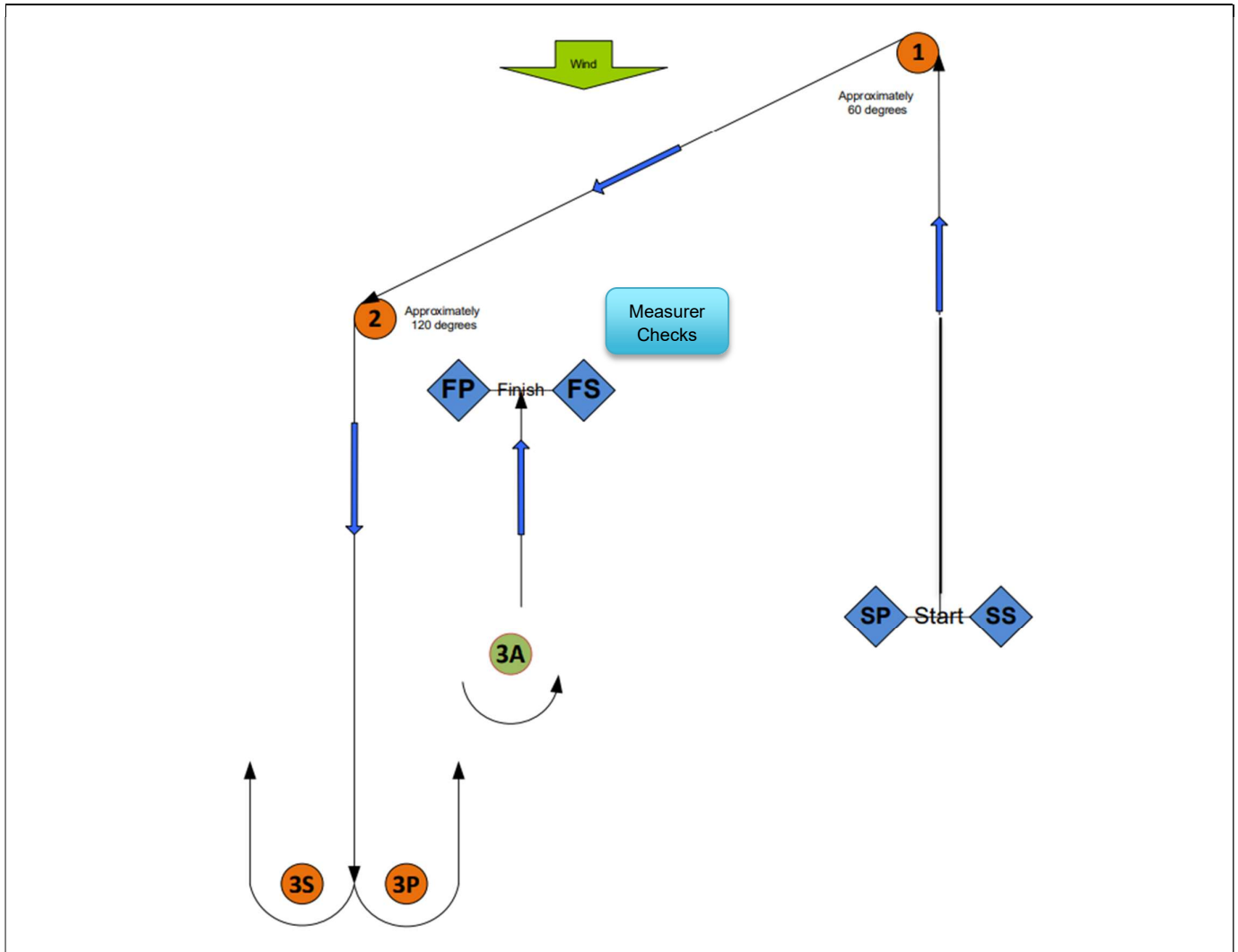
6. REQUESTS FOR REOPENING

- 6.1** On the last day of the Qualifying Series 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 15 minutes after the party reopening was informed of the decision on that day.

This changes RRS 66, *Re-opening a Hearing*.



ADDENDUM B - COURSES



Course:	Mark Rounding Order:
Optimist - Open	Start - 1 (port) – 2 (port) – 3s/3p (gate) - Finish
Optimist - White	Start - 1 (port) – 2 (port) – 3A (port) - Finish

Marks:	Description:
1	Large Orange Cylindrical Buoy
2	Yellow Cylindrical Buoy
3A	Yellow Tetrahedral Buoy
3S & 3P	Orange Tetrahedral Buoys
SS - Starting mark starboard end	Race Committee Vessel
SP - Starting mark port end	Race Committee Vessel
FS - Finishing mark starboard end	Race Committee Vessel
FP - Finishing mark port end	Race Committee Vessel or Blue Cylindrical Buoy
Change of Course Mark	Orange Conical Buoy

ADDENDUM C

Support Vessels Regulations

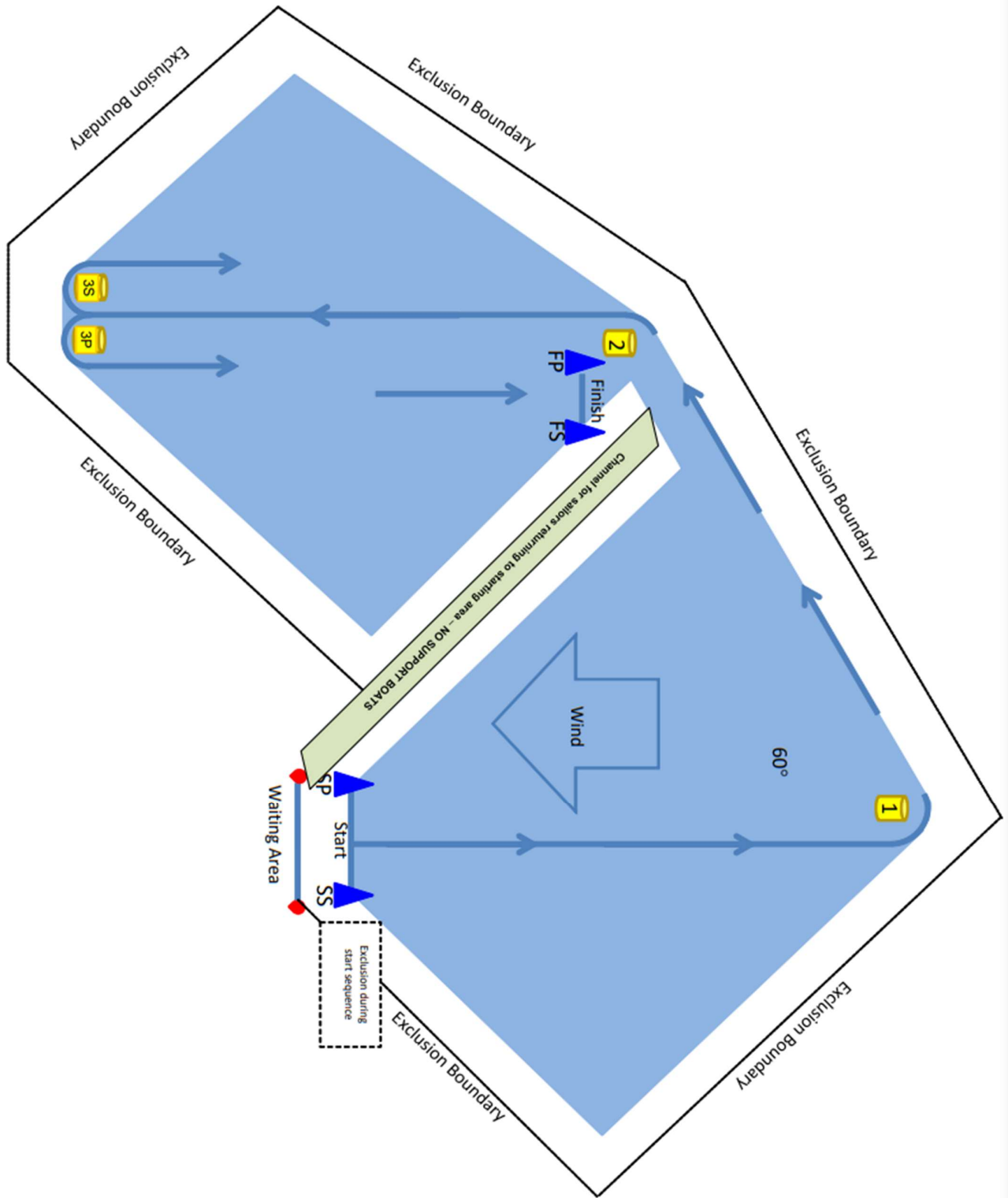
Note: All support and coach vessel personnel are reminded that this Addendum forms a part of the Sailing Instructions. You are also reminded that breaches of Sailing Instructions by persons on a support boat could impact on the sailing results of sailors associated with your support boat.

For the purpose of this event, any person on a support vessel is defined as a “*Support Person*” as per the definition offered in the RRS.

1. Except when requested to participate in rescue operations, team leaders, coaches, parents and other support persons shall stay outside areas where boats are racing, from the time of the preparatory signal for the first fleet of a race to start, until all boats have finished or the Race Committee signals a postponement or abandonment (but not a General Recall) of all fleets. 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. Addendum C assists the interpretation of this exclusion area. During any starting sequence, support vessels in the vicinity of the start line shall stay at least 100 meters below the starting line may be indicated by orange tear drop marks. No vessel shall be in line with the extension of the transit from starting vessel to the starting pin Race Committee Vessel. No support vessels are permitted in the middle section of the course.
2. All occupants of support vessels less than 6 metres long shall always wear an appropriate size personal flotation device (PFD) while afloat, except briefly while changing or adjusting clothing or personal equipment. Each PFD shall comply with Maritime Rules Part 91, *Navigation Safety Rules*, wetsuits and drysuits are not PFDs. For support vessels 6 metres or longer the Maritime Rules require the vessel carry sufficient personal flotation devices of an appropriate size for each person on board and in a readily accessible location.
3. All support vessels shall always have a kill-cord attached to the driver while the engine is running, unless prior written exemption has been provided by the Organising Authority.
4. When a Race Committee or Protest Committee member indicates a support vessel to move further from the course area, the mentioned vessel shall do so immediately.
5. The Protest Committee or the Race Committee may instruct one or more support vessels to maintain station in areas which are at variation to 1 above.
6. When the wind is less than 10 knots support vessels shall not exceed 5 knots within 500 meters of the area where boats are racing. At other times vessels that are motoring above 5 knots shall remain at least 150 metres from any boat racing.
7. Support vessels shall be registered with the Organising Authority in accordance with the Notice of Race. www.rayc.co.nz
8. Attention is drawn to the relevant local authority bylaws regarding wearing of lifejackets and other safety requirements, including always have an engine safety cut out switch (kill cord) attached to the driver while the engine is running.
9. [DP] Support boats may be launched via the public boat ramp at Okahu Bay.



- 10.** A coach and team leaders meeting will be held two hours prior to the scheduled time of the first warning signal on each day of racing at Royal Akarana Yacht Club.
- 11.** All support and coach vessels must have VHF communications (whilst afloat) and be available to assist the race committee if required. The VHF channel to be used will be communicated at the support vessel briefing. Any vessel without a VHF, should not go beyond the start line.
- 12.** Support and coach vessels must display a numbered flag provided by Royal Akarana Yacht Club for easy identification, and record at registration, which boats and club this vessel will be supporting. Vessels should come prepared with a pole or similar to attach the flag to, for easy visibility.
- 13.** Towing of competing boats to and from the race area is expected to maximise time on the water. If any boats are not being supported in this way, please consider adding them to your tow line.
- 14.** Support vessels shall carry the following equipment on board:
 - life jackets / buoyance aids for the driver and all passengers
 - first aid kit
 - tow rope (minimum 15m long and 10mm thick)



ADDENDUM D

Course Illustration - Racing Area

