## ORGANISING AUTHORITY: **Bucklands Beach Yacht Club**

######  **P O Box 54 005**

##  **The Marina**

##  **Auckland 2144 Ph: (09) 534 3046 Email:** **racing@bbyc.org.nz**

##

## **Rally Instructions (RI)**

1. **RULES:**
	1. The event will be governed by the International Rules for Preventing collisions at sea (COLREG).
	2. The Yachting New Zealand Safety Regulations shall apply as follows:

a) Part II Category 4 shall apply for keel boats and multihulls,

b) Part V Category B shall apply for trailer yachts,

c) Part VI Category B shall apply for sports boats,

d) Part VII shall apply for sport multihulls.

Refer - <http://www.yachtingnz.org.nz/racing/safety-regulations>

* 1. RRS 52, Manual Power Shall Not Apply.
	2. Under RRS 42.3 (i), Propulsion, the use of an engine is permitted to avoid a collision with another vessel or object, or to prevent or get clear after grounding or colliding with a vessel or object, or to prevent a vessel from entering a prohibited area; provided the boat does not gain a significant advantage in the race.
	3. Boats shall be nominated with “Non-Moveable Ballast” or with “A Canting Keel” or “Water Ballast Tanks.” Lifting keels shall be locked in the down position and may not be moved whilst racing.

a) A boat nominated with non-moveable ballast, or a lifting keel shall comply with RRS 51, Moveable Ballast,

b) Boats with moveable or variable ballast, in the form of a canting keel or water ballast, may move that ballast to increase or decrease weight, or to adjust trim or stability. This changes RRS 51, Moveable Ballast,

c) Boats with moveable or variable ballast shall comply with World Sailing Offshore Special Regulations – Appendix A

[https://www.sailing.org/tools/documents/OSRAppendixAMoveableandVariableBallast-[26964].pdf](https://www.sailing.org/tools/documents/OSRAppendixAMoveableandVariableBallast-%5B26964%5D.pdf)

d) Boats with moveable or variable ballast shall comply with Yachting New Zealand Safety Regulations Part II Clause 6.

* 1. Restricted Division, Non-Spinnaker – No Spinnakers or extras may be set. Extras are defined as sails normally not used to advantage to windward. Headsails may be boomed out using spinnaker poles but shall only be carried on a permanent load bearing forestay with only one headsail per forestay.
	2. Appendix T, arbitration will apply unless stated differently in the SSI’s
1. **NOTICES TO COMPETITORS:**

2.1 Notices to competitors will be posted on the official notice board located on the club website at [www.bbyc.org.nz](http://www.bbyc.org.nz) and Cruising WhatsApp Group.

2.2 Supplementary Sailing Instructions (SSI’s) will be posted online on the BBYC website at [www.bbyc.org.nz](http://www.bbyc.org.nz) and Cruising WhatsApp Group.

2.3 Boats (and support vessels) shall maintain a listening watch on VHF channel 77 unless stated differently in the event Supplementary Sailing Instructions. The failure to receive a radio message from the race committee will not be grounds for redress. This changes RRS 62.1

**3** **CHANGES TO RALLY INSTRUCTIONS:**

3.1 Any change to the Rally Instructions will be posted before 0900 on the day it will take effect unless this time is changed in the Supplementary Sailing Instructions. Any change to the schedule of races will be posted by 2000 on the day before it will take effect.

**4 SIGNALS MADE ASHORE:**

4.1 Signals made ashore will be displayed from the BBYC flagpole located to the south of the BBYC clubrooms.

**5 SCHEDULE OF RACES:**

 As listed in the NOR, unless changed in the SI or SSI.

**6** **CLASS FLAGS:**

6.1

|  |  |
| --- | --- |
| **Class** | **Flag Colour** |
| Division C Restricted | BBYC Burgee |

6.2 [DP] All boats, shall display their class flag from the backstay of the boat, at least 1 metre above the deck line during the rally so that it is clearly visible to other boats. Boats without a backstay shall fly their class flag from the port shrouds. Failure to clearly display the class flag may result in the boat being scored Did Not Start without a hearing unless dispensation is given in the event NOR or SSI. This changes RRS 35, A5.1 and A5.2.

**7 THE COURSES:**

 No later than 2200hrs on the Wednesday before the rally the course will be posted on the Cruising WhatsApp Group, BBYC website [Sailing Instructions | Bucklands Beach Yacht Club | Auckland (bbyc.org.nz)](https://www.bbyc.org.nz/sailing-instructions).

The rally committee may also notify boats of the course via VHF radio. The failure to send a course message or a boat’s failure to receive a course message will not be grounds for redress. This changes RRS 62.1 (a).

**8 MARKS:**

 **Fairway Marks:**

Boats racing shall pass on the main channel side of the following fairway marks:

 1. Rangitoto Beacon,

2. Iliomama Rock Beacon,

3. Browns Island Beacon,

4. Beacon on Emu Rock (off Motutapu),

5. Bean Rock Light and Doris Rock Beacon (approx. 25m north),

6. Red buoys on eastern side of Motuihe Channel,

7. Beacon on Sewer Outlet (Orakei),

8. All moored vessels in or adjacent to the designated Small Craft Moorings areas shown on Chart NZ 5325.

**9 OBSTRUCTIONS:**

 **Large Vessel Moving Prohibited Zones:**

At all times boats shall comply with the Auckland Council Navigation Safety Bylaw 2021 Part 2, Subpart 10, clause 54 – “Moving Prohibited Zone” as described below. Moving Prohibited Zones are designated as Obstructions for the purposes of the RRS Definitions and RRS 19 and 20. Auckland Council Navigation Safety Bylaw 2021 – Part 2, Subpart 10 – 54 - Vessels Must Not Impede a Large Vessel In A Pilotage Area,

1. The person in charge of a vessel under 500 gross tonnage in a pilotage area must not allow that vessel to impede the navigation of any vessel of 500 gross tonnage or more.

2. The person in charge of a vessel must not navigate the vessel within the moving prohibited zone of a large vessel that is in a pilotage area.

3. A moving prohibited zone is an area of navigable water around a large vessel that – a. extends 100 metres to each side or the width of the marked channel, whichever is the lessor distance; and b. continues at the width in (a) to 100 metres astern and 500 metres ahead of the vessel; and c. follows the line of the marked or buoyed channel when changing course.

4. However, (2) does not apply to the pilotage area within the Tamaki River.

**10 THE START:**

10.1 Rallies will be started using RRS 26 with the warning signal made 5 minutes before the starting signal, **NO FLAGS WILL BE DISPLAYED,** unless changed by the event NOR or SSI’s.

10.2 The starting line is as described in the course instructions as posted in the Cruising WhatsApp Group and on the club notice board prior to the event [www.bbyc.org.nz](http://www.bbyc.org.nz) Sailing Instructions.

10.3 If any part of a boat’s hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to broadcast her name and/or sail number on VHF channel 77. Failure to make a broadcast, failure of her to hear such a broadcast, or the order in which boats are broadcast will not be grounds for a request for redress. This changes RRS 62.1 (a).

10.5 General Recalls: Will be advise via VHF 77. A new start sequence will be communicated via VHF 77.

10.6 Unless stated differently in the SSI’s, boats failing to start within 10 minutes of their starting signal shall be scored Did Not Start without a hearing. This changes RRS 35, A5.1 and A5.2.

**11 TIME LIMIT:**

11.1 The SSI’s will state which of the following time limits, if any will apply and, for each, the time limit.

* Rally Time Limit Time limit for the first boat to start, sail the course and finish.
* Finishing Window Time limit for boats to finish after the first boat starts, sails the course and finishes.

11.2 Unless stated in the event SSI’s there is no Mark 1 Time Limit.

11.3 Boats failing to finish within the Finishing Window after the first boat starts, sails the course and finishes shall be scored Did Not Finish without a hearing. This changes RRS 35, A5.1 and A5.2.

**12 PROTEST AND REQUESTS FOR REDRESS:**

12.1 Hearing request forms are available on the BBYC website [www.bbyc.org.nz](http://www.bbyc.org.nz) and at the BBYC Office. Protests and requests for redress or reopening shall be delivered to the BBYC Office within the appropriate time limit.

12.2 For each division or class, the protest time limit is 90 minutes after the last boat has finished the last rally of the day or the Rally Committee signals no more racing today, whichever is the later.

12.3 Notices will be posted to inform competitors of hearings in which they are parties or named as witnesses and when and where the hearings will be held.

12.4 Notices of protests by the race committee or protest committee will be posted to inform boats under RRS 61.1 (b). 15.5 An arbitration meeting may be held prior to the hearing and may be held by teleconference (eg. Zoom).

**13 SAFETY REGULATIONS:**

13.1 A boat that retires from a race shall notify the race committee at the first reasonable opportunity, either via VHF channel 77 as indicated in SI 2.3, by telephone or in person.

13.2 All boats must maintain a listening watch on deck on VHF channel 77 as indicated in SI 2.3, and on VHF channel at all times while sailing in the rally. Emergency communication must be made on VHF channel 16.

**14 RIGHTS TO USE NAME AND LIKENESS:**

14.1 By participating in a BBYC event, competitors automatically grant to the Organising Authority and the event sponsors the right, in perpetuity, to make, use, and show, at their discretion, any photography, audio and video recordings, and other reproductions of them made at the venue or on the water from the time of their arrival at the venue, until their final departure, without compensation.

14.2 All those who take part in any event as competitors, as well as support crew, spectators and officials agree to be overflown by a drone during the duration of the event. This includes your person and your property (boats).

**15 RISK STATEMENT:**

15.1 RRS 3 states: “The responsibility for a boat’s decision to participate in a rally or to continue to sail 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.

15.2 All those taking part in BBYC rallies or any other sailing events controlled by the BBYC, as between the BBYC and each of those so taking part, do so at their own risk and responsibility and the BBYC and any sponsor associated with this event has no liability for any damage, loss or any penalty suffered by any boat crew or any other person taking part in such events. The BBYC and any sponsor associated with this event shall not be responsible for the seaworthiness of a boat whose entry is accepted and/or the sufficiency and/or adequacy of its equipment or the competence of its skipper or crew. The BBYC reserves the right in its sole and uncontrolled discretion to refuse entry.

**16 INSURANCE:**

 Each participating boat shall be insured with valid third-party insurance with a minimum cover of $5,000,000 per incident or the equivalent.

**17 COVID-19:**

 Decision making on the event in relation to Covid-19 restrictions will be made according to the local Auckland status at the time

**18 FURTHER INFORMATION:**

 For further information please contact.

Event Convener Don Allan breezin54@xtra.co.nz

Rear Commodore (Keeler) Hamish Tait racing@bbyc.org.nz

 BBYC phone 09 534 3046

 Website [www.bbyc.org.nz](http://www.bbyc.org.nz)

Date: 11 October 2022