



2024 STARLING MATCH RACING NATIONAL CHAMPIONSHIP

16 to 18 April 2024

The Organising Authority is the Glendowie Boating Club Inc.
Auckland, New Zealand

NOTICE OF RACE

NB: The notation '[NP]' in a rule 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* (RRS).
- 1.2 RRS Appendix C shall apply.
- 1.3 [NP] The Yachting New Zealand Safety Regulations Part 1 shall apply.
- 1.4 [NP] The *Rules for the Handling of Boats* (included in the Sailing Instructions) shall apply, and shall also apply to any practice sailing.
- 1.5 The *Rules for the Starling Match Racing Championship* shall apply (see <http://www.starling.org.nz/>). RRS C8.5 and C10 are changed by the *Rules for the Starling Match Racing Championship* when a competitor is unable to race.
- 1.6 The Starling Class rules do not apply.

2 SAILING INSTRUCTIONS

- 2.1 The Sailing Instructions will be emailed to each competitor upon nomination (see NOR 4).

3 [NP] ADVERTISING

- 3.1 World Sailing Regulation 20 applies. Competitors may not apply advertising to boats or remove advertising from boats.

4 ELIGIBILITY AND ENTRY

- 4.1 To be eligible to compete, each competitor must be nominated by a Regional Nominator.
- 4.2 To be eligible to compete, each competitor must be under 19 years of age on 16 April 2024.
- 4.3 To be eligible to compete, each competitor shall be a financial member of a club recognised by the competitor's national authority.
- 4.4 There is no entry form. Regional Nominator shall provide the name and contact details of the nominated competitor via email to paul.webber@wedgewoodwhite.com. Nominations must be made by 5pm on 24 March 2024, unless extended by the organising authority.
- 4.5 Trial details and Regional Nominators are set out in the table below:

| Region | Regional Nominator | Trial Details |
|--------------------|--|-------------------------|
| Northland | Paul Stringer pmstringer17@gmail.com | Date TBC BOIYC |
| North Harbour | Philippa and Steve Hall philstevehall@yahoo.com | Sat 2 Mar 2024 MBSC |
| Auckland | Paul Webber paul.webber@wedgewoodwhite.com | Sat 2 Mar 2024 GBC |
| Waikato | Sheridan Raynes sheridan.raynes1@gmail.com | Sat 16 Mar 2024 CYPC |
| Bay of Plenty | Braedyn Denney learntosail@yacht.org.nz | Date TBC TYPBC |
| East | Philipp Otto potto@nghs.school.nz | Date TBC NSC |
| Taranaki | Wayne Holdt wayne@yachtingnz.org.nz | Date TBC NPYC |
| Wellington | Wayne Holdt wayne@yachtingnz.org.nz | Date TBC WBBC |
| Upper South Island | Kate Overend coach@qcyc.org.nz | Date TBC QCYC |
| Canterbury | Wayne Keen | Sat 2 Mar 2024 |

| Region | Regional Nominator | Trial Details |
|--------|---|---|
| | keenclan@outlook.co.nz | NPCL |
| South | Paul Webber paul.webber@wedgewoodwhite.com | No trial. Contact Paul Webber to lodge an expression of interest. |

5 ENTRY FEE

A non-refundable entry fee of \$200 shall be paid by 5pm on 24 March 2024 unless extended by the organising authority. The fee shall be paid by direct deposit into the Glendowie Boating Club bank account: 03-0195-0234682-00. Please include "SMR Entry" and the region name in the reference fields.

6 DAMAGE DEPOSIT

- 6.1** An initial damage deposit of \$500 shall be paid at, or before, 16 April 2024 unless extended by the organising authority. The damage deposit shall be paid by direct deposit into the Glendowie Boating Club bank account: 03-0195-0234682-00. Please include "SMR Damage" and the region name in the reference fields.
- 6.2** Each skipper is responsible for the damage or loss to a boat they are sailing unless responsibility is otherwise assigned by the umpires or protest committee. The damage deposit is the limit of liability of each skipper for each incident.
- 6.3** The organising authority may make a deduction from a competitor's damage deposit if the competitor damages provided equipment. If the competitor responsible for damage cannot be determined, the organising authority may make deductions from all competitors' damage deposits.
- 6.4** If the organising authority makes a deduction from a competitor's damage deposit, the organising authority may require that the deposit be restored to the initial amount before the competitor is permitted to continue in the event.
- 6.5** Any remaining damage deposit after the event will be refunded within 5 working days after the event.

7 EQUIPMENT

- 7.1** The event will be sailed in Starling Class boats. Boats and sails will be supplied by the organising authority.
- 7.2** Boats will be allocated by the race committee. The race committee may require boats to be exchanged in the knock-out stages.
- 7.3** While reasonable steps are taken to equalise the boats variations will not be grounds for redress. This changes RRS 62.

8 EVENT FORMAT

- 8.1 The event will consist of a single round robin followed by knock-out stages.
- 8.2 The course will be windward/leeward with starboard roundings.
- 8.3 The racing area is waters near the Glendowie Boating Club but may be changed at the discretion of the race committee to suit the conditions.

9 EVENT SCHEDULE

- 9.1 The target programme is set out in the table below:

| Day | Target Programme |
|---------------------------------|--|
| Tue 16 April 2024 | Welcome at 0900 Match Racing Clinic, including practice racing for competitors |
| Race Day 1 Wed 17 April 2024 | Round-Robin Regatta and Umpire Briefing at 0830 First Warning Signal at 1000 |
| Race Day 2 Thu 18 April 2024 | Knock-out series Daily Briefing at 0830 First Warning Signal at 0930 |

- 9.2 The organising authority may change the format or terminate or eliminate any round when conditions or the remaining time scheduled do not permit the completion of the target programme. If the weather forecast for Wed 17 April 2024 or Thu 18 April 2024 makes sailing on either of those days unlikely, Tue 16 April 2024 may be used as a race day.
- 9.3 A competitor briefing will be held at 0830 each race day. Unless excused by the organising authority, attendance at the briefings is mandatory for competitors.
- 9.4 The number of matches to be sailed each day will be determined by the race committee. Each flight will start as soon as practicable after the previous flight.
- 9.5 On the last scheduled day of racing, the latest time for the warning signal of the first match of a flight will be 1600.
- 9.6 Prize giving will follow the end of racing on 18 April 2024.

10 VENUE

The regatta venue is the Glendowie Boating Club, Glendowie Rd, Auckland.

11 [NP] RADIO COMMUNICATION

Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. This restriction also applies to mobile telephones.

12 [NP] CODE OF CONDUCT

- 12.1 Competitors and support persons shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall behave so to not bring the event into disrepute.
- 12.2 Competitors and support persons shall handle any equipment provided by the organising authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

13 MEDIA, IMAGES AND SOUND

By participating in the event, a competitor automatically grants to the organising authority and the sponsors of the event, the right in perpetuity, to make, use and show, from time to time and at their discretion, any motion pictures, still pictures and live, taped or film television and other reproductions of him/her during the period of the competition for said event in which the competitor participated and in all material related to the event without compensation.

14 PRIZES

The winner will be awarded the Caltex Cup.

15 RISK STATEMENT

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.**

16 FURTHER INFORMATION

For further information please contact: Paul Webber on 021 996 394 or paul.webber@wedgewoodwhite.com