

## Notice of Race

Canterbury Windsports Assn: - South Island Windsurf Cup – Round one 2013	
Date	23/11/13 – 24/11/13 <b>NB: We need to receive notification by Wednesday night 20/11 to confirm if we have enough participants</b>
Host Club:	Canterbury Windsports Assn
Registration:	On the day, BBQ will be running during the afternoon, so come along even if you are not racing.
Skippers meeting:	Saturday - Skipper's meeting at 9.00 am at Scott Park at the Estuary for sailing with high tide at 10.00am
Sailing Venue:	Saturday – Scott Park at the Estuary Sunday (if needed) – CWA rigging area at Lyttelton Harbour
Discipline:	Slalom Course
Format:	Heats
Rules:	WNZ
Divisions:	Men, Open, silver and junior, Women
Entry Fee:	\$20, if a non member, then \$50. <b><u>NB:MUST BE A FINANCIAL MEMBER OF AN AFFILIATED WINDSPORT CLUB</u></b>
Contact Person:	Russell Mathieson 027 933 3777 or email <a href="mailto:racing@cwa.org.nz">racing@cwa.org.nz</a>

# **Safety Notice for Participants**

## **BEFORE ENTERING THE WATER**

Check your rigging for worn ropes, loose fittings or a cracked universal joint.

## **AT THE BEACH**

Beginners should stick to enclosed waters.

Be aware of local regulations and never sail in NO BOATING areas or areas crowded by swimmers.

All rigs present at the race site must be under control at all times. This might include, but is not limited to:

- Being attached to a board.
- Tethering of the rig to a tree or stake/screwdriver in the ground

Avoid offshore winds until very proficient as sailing back upwind once tired or overpowered becomes much more difficult.

Be sure of your self-rescue capabilities with any rig you may be using.

Dress correctly - A wetsuit must be worn as it provides buoyancy and protection from the cold.

Be aware of dehydration - drink water

Be aware of your limitations. If in doubt don't go out!

## **ON THE WATER**

Sail slowly when leaving and returning to shore to avoid running aground or colliding with others.

Never sail further from the shore than is necessary.

Avoid collisions at all costs.

Stay with your board no matter what happens, it is your largest buoyancy aid, and use the International hand distress signals if necessary (slowly and repeatedly raising and lowering arms outstretched to each side).

Be aware of hypothermia and leave the water if symptoms occur (shivering, numb extremities and poor co-ordination).

Know the "rules of the road" in relation to other water users. The rules of the road that you need to know about are included in the Race Instructions.

## **RULES OF THE ROAD**

The appropriate sections of ISAF FRR 2001, Part 2 “When Boards Meet” are reproduced herein (including reference numbers) for your reference:

**10. On Opposite Tacks** A port tack board shall keep clear of a starboard tack board.  
NB! Port Tack = Left hand closest to mast & the wind is blowing onto the LEFT hand side of the rig.

NB! Starboard Tack = Right hand closest to mast & the wind is blowing onto the RIGHT hand side of the rig

### **11. On the Same Tack**

11.1 A board clear astern shall keep clear of a board clear ahead.

11.2 When boards on different legs of a course meet, the board on a reach or a run shall keep clear of the board on a tack to windward

### **12. Room to Pass**

12.1 An overtaking board shall keep clear.

12.2 Outside board

A board on the outside gains right of way when its hull and rig are ahead of the right of way line (an imaginary line projected abeam from the nose of the board ) of the inside board

12.3 Inside board

A board on the inside gains right of way when its right of way line is ahead of the right of way line of the outside board

12.4

a) When boards are overlapped, a board required to keep clear shall give a board width right of way room to pass a mark.

b) If there is reasonable doubt that a board has gained right of way, it shall be presumed that it did not.

### **13. Changing Tacks - Tacking or Gybing.**

A board which is tacking/gybing shall keep clear of a board which is on a tack, except when gybing around a mark.

**REMEMBER – AVOID A COLLISION AT ALL COSTS. DON'T FORCE THE ISSUE JUST TO PROVE A POINT**