

2024 Secondary Schools Team Sailing

National Championships and Interdominion selection trial

Sunday 21st April 2024 – Friday 26th April 2024

Sailing Instructions

The Organising Authority for the Championships is the New Zealand Team Sailing Association (NZTSA), in association with the New Plymouth Yacht Club (NPYC).

1. Rules

- 1.1. The Championships will be governed by the 'Racing Rules of Sailing 2021-2024' including Appendix D, and the *YNZ Safety Regulations* Part 1.
- 1.2. All races will be umpired. The "Single-Flag Protest Procedure", RRS D2 applies.
- 1.3. Add new rule RRS D1.1(j); "When a boat completes a leg of the course she is not permitted to return to that leg".
- 1.4. In RRS D2.4(a) change "green and white" to "green and white or green" and in RRS D1.2(d)(1) and RRS D2.4(c) change "black and white" to "black and white or black".
- 1.5. In RRS D5.2 change "red" to "yellow". When a yellow flag is displayed while racing the umpires will usually display a "black and white" flag (Amended in SI 1.4 above). When umpires display the flag in this situation and also under RRS D2.4(c), boats are required to wait after finishing for a hearing by race umpires. This hearing will determine if an incident on the water can be judged immediately or must be referred to a further hearing with the Protest Committee, either afloat or ashore. This changes RRS D5 and RRS D2.4.

2. Notice to Competitors

- 2.1. Prior to the regatta, notices to competitors will be posted on the NPYC website.
- 2.2. Notices to competitors will be posted during the regatta on the Official Notice Board at the New Plymouth Yacht Club.

3. Changes to The Sailing Instructions

- 3.1. All changes to the Sailing Instructions, except changes to the schedule, shall be approved by the Chief Umpire.

- 3.2. Amendments to the Sailing Instructions will be in writing and posted at least 15 minutes before the start of any race affected; or will be delivered in writing or orally in accordance with SI 3.3, to teams on the water.
- 3.3. When flag “L” is displayed on the Start vessel prior to the warning signal, written or oral instructions may be given on the water by the race committee and/or the umpires. It will be the responsibility of each team to obtain any instructions given.
- 3.4. Any change to the time of the first warning signal or any published schedule of races will be in writing and posted by 1800 on the day before it will take effect. However, any rescheduling of races due to broken equipment or similar reasons will be conveyed orally to the affected teams.

4. Signals Made Ashore

- 4.1. Signals made ashore will be displayed from the flagstaff located at NPYC, between the hours of 0800 and 1800 each day.
- 4.2. Code flag “AP”, Answering Pennant, displayed ashore means: “Racing is postponed. Boats shall not launch or if afloat shall return to the launching area”. This changes RRS Race Signals.
- 4.3. When flag “AP” is displayed ashore, “1 Minute” is replaced with “Not less than 15 minutes” in RRS Race Signals “AP”.

5. Schedule for Regatta

Date	Time	Details
Sunday 21st April	1600 – 1730 1800	Registration at the NPYC Official Welcome & Briefing at the NPYC
Monday 22nd April	0815 0900 0915 0930 0957	Competitors Briefing at NPYC.. Crews to complete rigging checks under Beachmaster supervision. Final inspection by Beachmaster. Boats launch when directed by Beachmaster. Scheduled warning signal for first race of the regatta.
Tuesday 23rd April and Wednesday 24th April	0815 0845 0912	Sailor Briefing at NPYC. Boats launch when directed by Beachmaster. Scheduled first warning signal, racing to continue according to the race schedule.
Thursday 25th April	1215 1245 1257	Sailor Briefing at NPYC. Boats launch when directed by Beachmaster. Scheduled first warning signal, racing to continue according to the race schedule.
Friday 26th April	0815 0845 0912	Sailors Briefing at NPYC. Boats launch when directed by Beachmaster. Scheduled first warning signal, racing continues as per NOR, no round robin will be commenced if, in the opinion of the race committee, it is unlikely to be completed (except as provided for in RRS D4.2(b) by

	1800	1500. However, racing may continue after this time to complete a series or knockout already commenced. Prizegiving & social event to take place at NPYC.
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6. Boats & Equipment

- 6.1. The championships will be sailed in modified 420 type boats. Spinnakers and trapezes are not permitted. Competitors shall not modify the boats allocated to them, or cause them to be modified, in any way except that:
 - 6.1.1. Yarn or thread may be tied/taped anywhere on the boat below a height of 2m above the chain plate.
 - 6.1.2. Masthead wind pennants are prohibited
 - 6.1.3. Hulls, centreboards and rudders may only be cleaned with water
 - 6.1.4. Adhesive tape may be used anywhere above the waterline
 - 6.1.5. Standing rigging, including forestay tension and the main halyard, shall not be adjusted. All other fittings and equipment designed to be adjusted may be adjusted except that cunninghams must not be adjusted when the mainsails are reefed.
 - 6.1.6. Mast chocks are optional.
- 6.2. Boats will be identified with coloured sails. Boats will be allocated to each team in accordance with a draw that ensures rotation of boats between teams.
- 6.3. Fleets of boats are as near as possibly equally tuned. Except as requested by the Race Committee, no changes to the schedule shall be made, or redress given, for any perceived difference between sets of boats.
- 6.4. Mainsails may be reefed at the discretion of the Race Officer. On the water this will be indicated by flag "AP" being flown with 5 sound signals and oral instructions to either "reef afloat" or "return to shore and reef". All boats mainsails must remain at the reefed dimensions set by the Beach Master. Adjustment from these dimensions could lead to disqualification from all races sailed whilst in contravention of this instruction.
- 6.5. Protest & breakdown flags will be provided with each boat. Red protest flags are to remain attached to the shrouds and yellow breakdown flags to remain attached to the vang. All competitors bring their own bailers.
- 6.6. All equipment provided with the boat for sailing purposes shall be carried while afloat. It is not permitted to add to, remove or replace any part of the boat's gear or running rigging.
- 6.7. No tools or electrical devices other than bailers, tape, shackle keys, watches and corrector weights (if required) shall be carried aboard. Watches shall only be used for timing.
- 6.8. The handover of boats between competitors is to be completed without delay. After finishing competitors required to hand over boats, unless required for an umpire's hearing, shall sail directly to the changeover point without interfering with any race in progress. A boat shall remain the responsibility of a team until handed over to either a race committee representative or the next team to use that boat. Boats shall be handed over as empty of water as practical and in good racing trim. Competitors are reminded to be considerate of the equipment during changeovers and to do so as safely and efficiently as practical.

- 6.9. Competitors shall report any damage or loss of equipment, however slight, to the Changeover Master or changeover vessel crew when handing the boats over to another team or securing them ashore. The penalty for infringing this instruction may be less than disqualification and will apply to the race most recently sailed.
- 6.10. Malicious damage or maladjustment of equipment or boats will make the team liable to disqualification from these Championships.
- 6.11. The boats shall be left overnight on the grounds near NPYC, under the custody of the Beach Master. The team that brings the boats ashore at the end of each day are responsible for reporting the boats' condition and any work needing completing overnight. Teams shall not leave the boat storage area without the express permission of the Beachmaster.

7. Team Composition

- 7.1. The minimum combined weight of the helmsman and crew of each boat must be at least 110kg. Combinations weighing between 100kg and 110kg must carry correcting weights to ensure minimum weight is achieved. These correcting weights must always be carried and attached near the mast foot of their boat. There will be no weigh-in at the regatta, this responsibility is the Managers/Coaches to manage, however spot checks will be performed at the regatta and any teams with underweight crews may be subject to a RRS 69 hearing.
- 7.2. A team may change the composition of their crews so long as they confirm with the Changeover Master that the weight requirements (SI 7.1) are met. Only crews from their entry form will be accepted. A penalty, which may be less than disqualification, may be applied to all races sailed in contravention of this instruction.

8. Racing Area

- 8.1. The sailing area shall be the waters off NPYC.
- 8.2. Crews shall change boats adjacent to a designated vessel on the water. Boats returning to the start area after changing boats or after finishing a race shall do so as quickly as possible while keeping clear of all boats racing or preparing to start and all umpire boats umpiring. The path to do this is outlined in Attachment C. Teams not adhering to this instruction are liable to penalties, up to and including the loss of regatta points or disqualification from races sailed. This will be at the discretion of the Protest Committee. Teams may or may not receive a verbal warning from umpires or officials before a penalty is applied, if it is deemed that they have affected races on their first infringement.

9. The Course

- 9.1. The diagram in Attachment B shows the course and the order and side on which each mark is to be rounded.
- 9.2. The Race Officer may move marks of the course at any time. RRS 33 will not apply and the moving of a mark by the Race Officer shall not be grounds for redress.

10. Marks

- 10.1. Marks 1, 2, 3 & 4 will be red or white floats with coloured flags numbered 1 to 4 respectively.
- 10.2. The starting and finishing marks will be a race committee vessel at the starboard end, a red or white buoy with a red flag at the port end of the start line and a red or white buoy with a blue flag at the port end of the finish line.

10.3. Provided the flag stays attached to the buoy there shall be no penalty when a boat touches any part of a flag which does not surround the staff of the mark. This changes RRS 31.

11. Starting & Finishing Lines

11.1. The starting line will be between an orange staff on the race committee signal vessel and the course side of the port end start mark.

11.2. The finishing line will be between a staff displaying a blue flag on the race committee finish vessel and the course side of the port end finish mark.

12. Starting Procedure

12.1. A sound signal starting system will be used. RRS 26 will not apply.

12.2. After a lengthy postponement or time ashore, to alert teams that racing will begin soon, an orange flag will be displayed with one sound at least five minutes before a warning signal is displayed.

12.3. Postponement and abandonment signalled afloat by the Race Committee signal vessel, except as stated in Sailing Instruction 14.1 below, will be made by the sounding of 5 short sound signals and a verbal communication. Shortly before the start of a new start sequence a further five short sound signals will be made.

12.4. When at her starting signal a boat must comply with RRS 29.1 the race committee vessel will promptly display a coloured flag corresponding to the sail colour of the boat(s) accompanied by a short sound signal and will hail the number(s) of such boat(s). These signals will be displayed until the boat(s) have returned to start correctly, but not later than 2 minutes after the starting signal. The race committee vessel may repeat hailing the offending boat(s) until they have returned to the pre-start side of the starting line, or for such time that the race committee vessel deems appropriate. Failure of a hail, or failure of a boat to hear a hailed number, shall not be grounds for redress. **This changes RRS 29.1, RRS 30.1 and RRS 41.**

12.5. In the next race to be started the teams to compete will be indicated by two coloured flags, corresponding to the colours of the teams' sails. These will be displayed on the race committee vessel no later than the warning signal for that race and removed approximately one minute before the start.

12.6. No boat shall start more than two minutes after her starting signal. If a boat fails to start within this time, she shall be scored DNS.

12.7. If at any time in the opinion of the umpires a boat is last and may delay racing and cannot change the outcome of the race, that boat will be scored as stated in D3.1(a). The umpires may instruct that boat to sail directly to the Changeover vessel or the Starting Area as appropriate.

12.8. The *Starting Sequence* shall be:

SIGNALS	SOUND	TIME BEFORE START SIGNAL
Warning	3 Long Signals	3 Minutes
	2 Long Signals	2 Minutes
Preparatory	1 Long Signal	1 Minute
Last Warning	3 Short Signals	30 Seconds
Start Signal	1 Long Signal	0 Seconds

12.9. Signals will be timed from their commencements.

12.10. Audible signals shall govern.

12.11. Failure of a competitor to hear a signal will not be grounds for redress. **This changes RRS 62.1(a).**

13. Time Limits & Wind Strengths

13.1. No race shall be started when, in the opinion of the Race Officer, there is insufficient wind or the conditions are so adverse that sailing would be unwise. However, a race may continue in such conditions but will be abandoned if the Race Officer considers conditions to be unsafe or if boats are unlikely to finish within the time limit. Generally, races will be started, at the Race Officer's discretion, with a stable wind above approximately 3 knots and not in excess of 20 knots.

13.2. The time limit for the first boat to finish shall be 15 minutes. Boats not finishing within 10 minutes after the first boat finishes shall be scored as defined by RRS D3.1(a). **This changes RRS 35.**

14. Abandonment

14.1. The Race Officer may abandon a race for any reason. Abandonment(s) may be advised orally by the Race Officer or the umpires of that race. **This changes RRS 32 and RRS Race Signals.**

15. Scrutinising of Yachts

15.1. Team managers and coaches may be rostered to scrutinise, under the direction of the Beach Master, all boats before they leave the beach.

16. Launching & Retrieving of Boats

16.1. All boats shall be launched from NPYC, unless directed otherwise by the Race Officer.

16.2. Prior to the first race each day, boats shall not leave the beach until Code Flag D is displayed.

17. Breakdowns

17.1. Competitors shall inspect a boat when they take charge of it and report any damage at the first reasonable opportunity prior to the warning signal.

17.2. Except as expressly modified herein, when a breakdown results in material prejudice, RRS D5 shall be followed.

- 17.3. Breakdown redress shall only be considered for breakdowns that would result in material prejudice and redress will not be granted for broken tiller extensions or any damage resulting from un-seamanlike boat handling. Attachment A sets out the grounds under which redress may or may not be considered.
- 17.4. A boat claiming breakdown after the start must finish the race, if possible, unless the boat would be damaged further by continuing to compete.
- 17.5. If there have been multiple damaged boats and there are no longer any spare boats and any further breakdowns/damage prior to the start and the repairs/replacement will delay racing, then the race as scheduled will continue with the race in question being raced in a 4 boat format(2 boats v 2 boats). The team with three boats will nominate which boat with it's current crew will be withdrawn from the race. This will be decided by the Race Officer and will be communicated to the sailors by the Umpires.

18. **Support Vessels & Support Persons**

- 18.1. No support persons or reserve crews accompanying teams will be allowed on the Race Course or Changeover vessel.
- 18.2. Support and private vessels are not permitted in the course area, they shall remain 100m from the course of any boat racing or sailing in the holding area. Support and spectator vessels may not communicate in any way with a boat afloat, including boat(s) claiming breakdown, with the exception of a boat claiming distress not receiving assistance from appointed personnel.
- 18.3. Except in emergencies support persons shall not communicate directly with the Race Committee start vessel. If a team experiences a problem, it should be communicated to the Changeover Master, the Changeover vessel or an umpire.
- 18.4. For infringements of support personnel, the Protest Committee may call a hearing in accordance with RRS 60.3(d) and penalise a support person or competitor or both in accordance with RRS 64.5
- 18.5. All official and support vessels shall always have an engine safety cut-out switch (killcord) attached to the driver while the engine is running, unless prior written exemption has been provided by the Organising Authority.

19. **Protests**

- 19.1. This sailing instruction applies to protests and claims for redress other than protests under rule D2.
- 19.2. Boats intending to protest, or seek redress, for an incident during a race, (other than protests under a rule listed in RRS D2.2, or redress for a breakdown), shall display a red flag at the time of the incident and inform the finish vessel or an umpire of that intent immediately on completion of that race, advising the boat number(s) being protested or the reason for the protest or the claim for redress. This changes RRS 62.2 and RRS D1.2 (e).
- 19.3. Unless a hearing is held on the water, the boat protesting or requesting redress shall complete a protest form available from the race office and return it to the race office within 30 minutes of coming ashore. This changes rule RRS D1.2(e).
- 19.4. The protest committee shall be drawn from the umpires and any other person the Chair of the Protest Committee invites.
- 19.5. RRS D 1.2(e), as changed in Sailing Instructions 19.2 and 19.3, will apply to all hearings.

- 19.6. Breaches of Sailing Instruction 18 will not be grounds for a protest by a boat. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides.
- 19.7. For hearings ashore, the parties will be notified by notice on the official notice board no later than 30 minutes after the finish of the last race of the day.
- 19.8. Except for penalty scores specifically listed in RRS D3.1 the penalties for infringements will be at the discretion of the protest committee and a penalty may be waived when the infringement has no effect on the outcome of a race. This changes RRS D 3.1.

20. **Format & Scoring**

- 20.1. It is intended that the regatta will be split into 4 divisions dependent on the number of entries (Gold, Silver, Bronze and Development).
- 20.2. The Organising Authority will seed the entries (as per the NOR). There may not be equal numbers in each fleet. Composite teams are not eligible to be seeded or promoted into the 'Gold Fleet'.
- 20.3. It is intended that racing will consist of a series of seeded round robins, with one point awarded for each race win and will include automatic promotion/relegation of the bottom two and top two teams in each fleet for the first two round robins. However, the format may be changed at the discretion of the Race Officer.
- 20.4. Scoring will be in accordance with RRS D3 and D4 within each fleet. Should a team be involved in a promotion/relegation, their wins will score double in the second round and score treble in the third and any wins from the previous rounds shall be discarded.
- 20.5. As the "All-Women" teams may be seeded in different fleets (due to their regional performance), then at the end of the regatta (time and weather permitting) the top 4 "All-Women" single school teams may have a knockout series to finalise the top 4 places and the winning team. The format of this will be decided by the Race Officer.
- 20.6. No composite team finishing highest ranked in the Silver fleet shall be promoted to the Gold fleet but they shall maintain their place in the just finished round. Their automatic promotion will be taken by the next highest ranked non-composite team.
- 20.7. As many round robins as possible will be sailed in the time available, but no round robin will be commenced if 80% of the races are unlikely to be completed on by the end of sailing on the last day of the regatta.
- 20.8. In the event bad weather makes it unsafe for any fleet(s) to sail and this results in a significant delay to the racing schedule the Race Officer may adjust the format to provide as fair an outcome as it sees fit. Any such changes shall be approved by the Chief Umpire.

21. **Prizes & Trophies**

- 21.1. Trophies will be awarded to the top overall single school team, the team at the top of each fleet and the top 'All-Women' single school team.
- 21.2. The top three eligible 'Open' teams and top three 'All-Women' teams will be selected for an Inter-dominion series. Selected teams unable to attend will be replaced by teams

next down in the rankings to 5th place only, except in case of a special agreement by both countries.

- 21.3. All teams entering the Interdominions will be granted NZ representative team status.
- 21.4. Composite teams cannot win the 'Open' team trophy or the 'All-Women' trophy and may not represent New Zealand in the Inter-dominion Championships unless approved by both country Organising Authorities. They may however, win the 'top of fleet' trophies.

22. Risk Statement

- 22.1. 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.

23. Code of Conduct

- 23.1. Competitors and Support Persons shall comply with the terms and behaviour as outlined in RRS 69 and also with any reasonable request from any official, including attendance at official functions, health issues on the water and co-operation with event sponsors.
- 23.2. Competitors shall handle the boats and equipment with proper care and seamanship.
- 23.3. Teams cannot break the eligibility rules as stated in the NOR (section 3), unless there is dispensation from the Race Committee.
- 23.4. Competitors shall comply with the NZTSA Health and Safety plan and may be required to go ashore to receive medical attention. If this is the case and the team have no suitable reserves then they will need to sail with only two boats against the three boats of the opposition.
- 23.3. The penalty for breaking SIs 23.1, 23.2 and 23.3 is at the discretion of the Protest Committee and may include exclusion from further participation in the event, the withdrawal of any prize, the deduction of points (race wins) or the withholding of deposits.
- 23.4. For infringements by Support Persons the protest committee may call a hearing in accordance with RRS 60.3(d) and penalise a Support Person or competitor in accordance with RRS 64.5.
- 23.5. YNZ Ethical Guidelines will be followed at all times. copy can be found on YNZ Website <https://www.yachtingnz.org.nz/resources/ynz-ethical-guidelines-sailors-coaches-and-parents-volunteers>

Attachment A

Guidelines for the Protest Committee and Sailors Regarding Claims for Redress for Failure of Boat Gear at Team Sailing Regattas

1. Redress for gear failure:
 - a. Not considered if the other team has a clear winning combination at the time of the failure and the team with the breakdown has little or no chance of gaining a winning combination.
 - b. Considered when the team with the breakdown has a winning combination or a good opportunity to obtain a winning combination.
 - c. Not usually allowed for faults in the gear that a team could have checked before the race – see checklist below.
2. Redress may be given, subject to (a) or (b) above, for: main halyard head knot becoming undone if tied by another team, foils breaking through fatigue, but not capsize righting, mast breaking or bending resulting from other team's fault, significant sail tear due to the other team's fault, hull damage due solely to the other team's fault, total failure of mylar, blowout of main sheet block. Failed outhauls due to wear or inappropriately tied by another team either of which could not be easily checked.
3. Breakdown compensation will only be considered for breakdowns that would result in material prejudice and will not be granted for damage resulting from unseamanlike boat handling including capsizing.

Checklist

This is not a definitive list but gives as many examples as possible. The principles on which this list is based are that a careful and competent crew could normally have checked and corrected these possible faults when taking over a boat from another crew. It is expected that these items would be checked while the crew is sailing from the changeover point to the holding or start areas.

Rigging

1. Main stay shackles taped at stay adjusters.
2. Goose neck fittings not showing damage.
3. Vang fittings on mast and boom firmly shackled and not bent.
4. Mainsheet fittings on boom firmly shackled and not twisted.
5. Mainsheet not twisted.
6. Main sheet knot to prevent boom hitting side stay.
7. Jib sheets safely attached with stopper knots.
8. Main sheet pulleys not showing damage.
9. Protest flags and breakdown flags securely attached to shrouds and vang.

Sails

1. Main halyard securely attached.
2. Outhaul securely attached.
3. Tack properly attached whether pinned or tied.
4. Jib luff not twisted.
5. No obvious tears in sails.
6. Top batten secure in batten pocket.

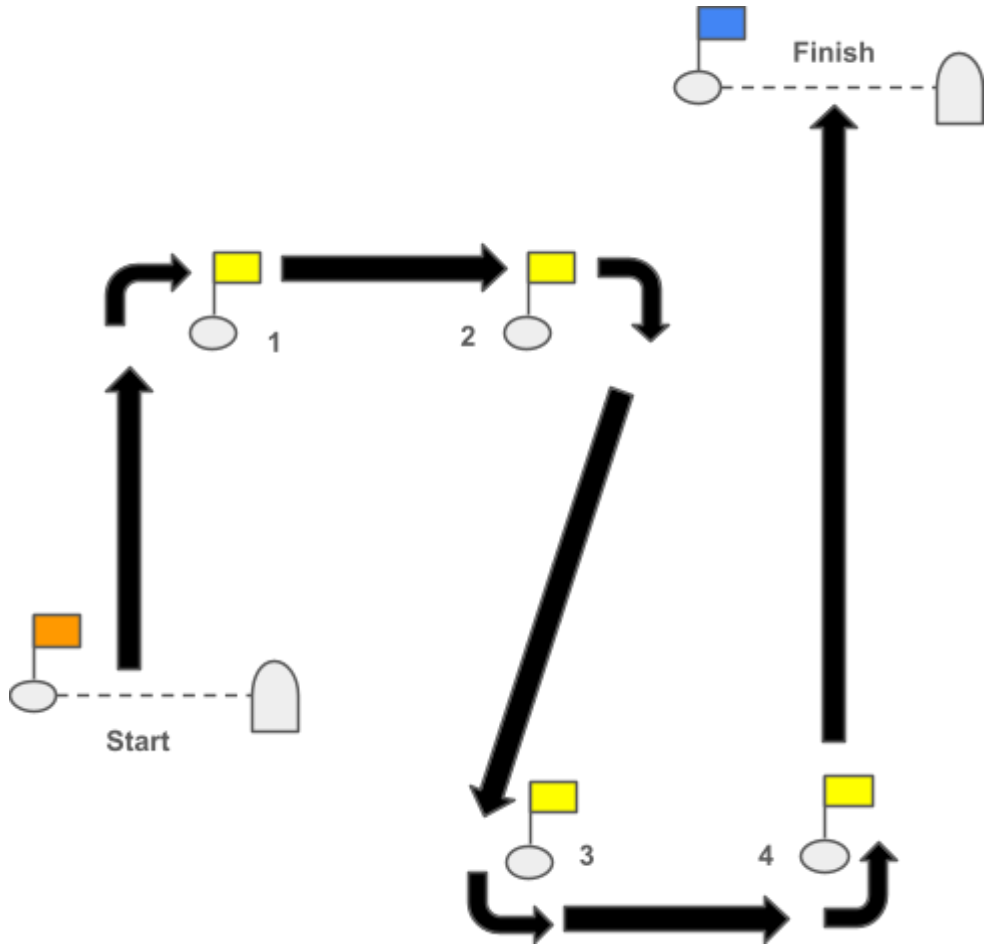
Hull and Foils

1. Centreboard moving freely.
2. Centreboard controls, including jamb cleats, working.
3. Rudder pins all present and fitting.
4. Rudder blade moving up and down and locking.
5. Tiller clearing deck at all angles.

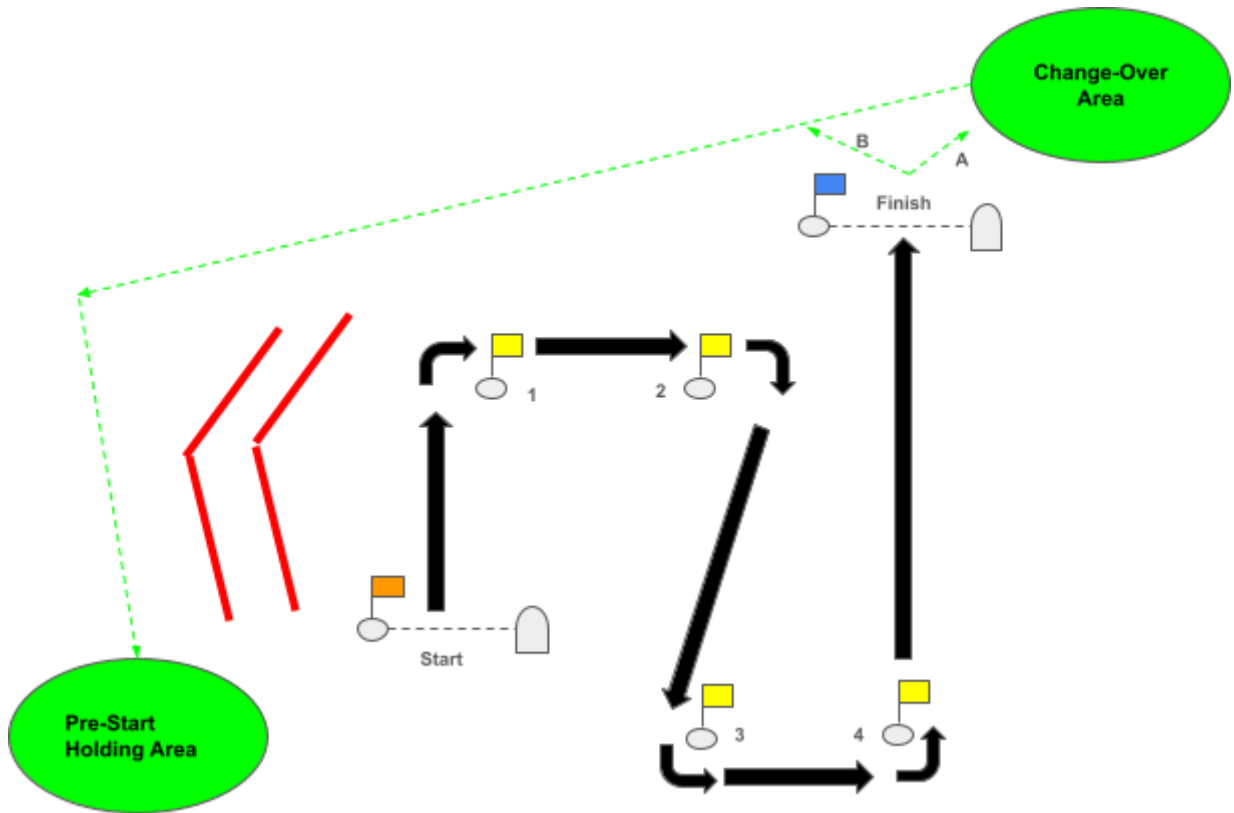
6. Tiller and rudder fastenings not too loose.
7. Tiller extension and joint not worn or broken.
8. No obvious damage to easily visible parts of gunwale or hull.
9. Hiking straps sound.
10. Bungs and flaps present.
11. Jam cleats working.
12. Mast chocks securely tied in, taped and present, **unless** the sails are reefed in which case chocks must be removed.

These are all positive checks; a failure of any of these points after the start of a race should not be considered reason for redress.

Attachment B



Attachment C



Competitors are advised to follow the below guidelines for this process, in conjunction with the above diagram, or risk being penalised under SI 8.2.

- If changing over, boats shall continue to sail upwind at full speed once finished to the changeover vessels. (Pathway A)
- If returning immediately to start area boats shall sail upwind until they can comfortably sail above the second leg of the racecourse, allowing water for umpires to travel between them and the second leg. (Pathway B)
- Boats shall then sail downwind to port (looking upwind) of the first leg of the course, aiming to stay outside of the assumed upwind lay-lines to avoid impacting other races who may be coming upwind. - Boats shall then sail directly to the pre-start holding area, far enough downwind of the start line so as not to affect any boats that may be in starting sequence.

Boats not being on the course at a given time, **does not** give the boats permission to travel through the course to return to the start area. You could be unknowingly interrupting a race or affecting the path of an umpire or official vessel. This instruction must be obeyed at all times, unless given express permission by an umpire or official.