

2019 North of the Bridge Team Sailing Regatta

Sunday 24 March – Tuesday 26 March 2019



SAILING INSTRUCTIONS



The Organising Authority for the Regatta is the Whangarei Cruising Club in conjunction with the Sail Northland Charitable Trust and the New Zealand Team Sailing Association.

1.0 RULES

- 1.1 The Regatta will be governed by the *Racing Rules of Sailing 2017 - 2020* including Appendix D, and the YNZ Safety Regulations Part 1.
- 1.2 All races will be umpired. The “Single-Flag Protest Procedure”, RRS D 2 applies.
- 1.3 Add new rule RRS D 1.1(i) “When a boat completes a leg of the course she is not permitted to return to that leg.”
- 1.4 In RRS D 2.4(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 D 5.2 change “red” to “yellow”. When a yellow flag is displayed while racing the umpires will usually display a “black and white” flag. When umpires display a “black and white” 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 decided on immediately or must be referred to a further hearing chaired by the Chief Umpire, either afloat or ashore. This changes RRS D5 and RRS D2.4.
- 1.6 SIs 4, 9, 10, 12, 13, 14, 17, 19 and 20 also change the *rules* and/or RRS D.

2.0 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the Notice Board located at Race Headquarters at the Whangarei Cruising Club, Parua Bay.

3.0 CHANGES TO THE SAILING INSTRUCTIONS

- 3.1 All changes to the Sailing Instructions, except changes to the schedule shall be approved by the Race Committee.
- 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 boat 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 first warning signal or any published schedule of races will be in writing and posted by 1800 hours 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.

4.0 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the flagstaff located at Race Headquarters 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 10 minutes" in RRS Race Signals "AP".

5.0 SCHEDULE FOR REGATTA

Sunday 24th March

From 1300	Boat set-up and training as required
1700	Registration and weigh in at Race Headquarters

Monday 25th March

0830	Briefing
0930	First race
	Racing to continue until approx. 1730hrs
	BBQ after racing at Race Headquarters

Tuesday 26th March

0930	First race and continue no later no later than 1500hrs, however, the race committee, after consultation with all managers/coaches, may extend this time to allow completion of a round robin.
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6.0 BOATS & EQUIPMENT

- 6.1 Competitors shall provide 420 type boats without spinnakers and trapezes. After inspection by the beachmaster competitors shall not modify the boats allocated to them, or cause them to be modified, in any way except that:
- Yarn or thread may be tied or taped anywhere on the boat below a height of 2 m above the chain plate.
 - Masthead wind pennants are prohibited.
 - Hulls, centreboards and rudders may be cleaned only with water.
 - Adhesive tape may be used anywhere above the waterline.
 - Standing rigging, including forestay tension and the main halyard, shall not be adjusted. All other fittings or equipment designed to be adjusted may be adjusted except that cunninghams may not be adjusted when the sails are reefed.
 - Mast chocks must always be used. If mast chocks fall out, the crew must replace them at the first reasonable opportunity.
- 6.2 Boats will be identified by coloured sails.

- 6.3 Fleets of boats are as near as possible equally tuned. Except as requested by the Race Committee, no changes to the schedule will be made, or redress given, for any perceived differences between pairs.
- 6.4 Two protest and one breakdown flag will be provided for each boat. The protest flags shall be permanently attached to the shrouds and the breakdown flag to the vang. Competitors are recommended to carry their own bailers.
- 6.5 Mainsails may be reefed only at the race committee's direction. On the water this will be indicated by the display of Flag AP with 5 sound signals and oral instructions to either "go to the beach for reefing," or "to reef afloat", using reefing lines fitted to the boats before the regatta. All boats mainsails must remain at the reefed dimension set by the Beach Master. Adjustment from these dimensions could lead to disqualification from all the races sailed in contravention of this sailing instruction.
- 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 and shackle keys, watches and, when required, corrector weights, shall be carried aboard. Watches shall only be used for timing.
- 6.8 Competitors shall report any damage or loss of equipment, however slight, to the Beach Master immediately after securing them ashore.
- 6.9 Malicious damage or maladjustment of equipment or boats will make the team responsible liable to disqualification from the Regatta.
- 6.10 The boats shall be left at night near the yacht club grounds under the custody of the Beach Master.

7.0 TEAM COMPOSITION

- 7.1 Weight Limitation. The two members of the crew of each boat are expected to weigh a minimum of 110 kg combined body weight. However, crews between 100 and 110kgs combined body weight may be accepted, but shall make up their weight to 110kg with approved sand filled bottles to be fixed in the boat near the mast step. These bottles shall be marked in waterproof ink with the school name, weight and crew combination requiring the weight. If a crew combination is close to or under the weight limitation, the team members will be weighed in normal dry sailing gear.
- 7.2 A Team Manager may change the composition of his crews for specified races as long as the change does not delay the race programme in any way.

8.0 RACING AREA

- 8.1 The racing area will be Parua Bay.

- 8.2 Crews shall change boats in an area to windward of the finish line, if changeovers are required. Boats returning to the holding or start areas after changing boats or after finishing a race shall do so as quickly as possible keeping clear of all boats racing or preparing to start and all umpire boats umpiring. The holding area is an area approximately 100m radius from an orange buoy anchored on the port side of the start. The penalty for infringing this sailing instruction may, at the discretion of the protest committee, be loss of points or disqualification from the race most recently sailed or about to be sailed by the infringing boat.

9.0 THE COURSE

- 9.1 The Diagram in **Attachment B** shows the course, including the approximate angles between legs, and the order and side on which marks are to be rounded.
- 9.2 The race committee may move marks of the courses at any time. RRS 33 will not apply. The moving of a mark by the race committee shall not be grounds for redress.

10.0 MARKS

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

11.0 STARTING & FINISHING LINES

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

12.0 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 boat, except as stated in Sailing Instruction 14.1 below, will be made by the sounding of five short sound signals and a verbal announcement. 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 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 may repeat hailing the offending boat(s) until they have returned to the pre-start side of the starting line, or for such time as the race committee considers 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 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 boat 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 2 minutes after her starting signal.
- 12.7 The Starting Sequence will be:

SIGNAL	SOUND	TIME BEFORE THE START
Warning	3 long	3 minutes
	2 long	2 minutes
Preparatory	1 long	1 minute
	3 short	30 seconds
	2 short	20 seconds
	1 short	10 seconds
	1 short	5 seconds
	1 short	4 seconds
	1 short	3 seconds
	1 short	2 seconds
	1 short	1 second
Start	1 long	0 seconds

- 12.8 Signals will be timed from their commencement.
- 12.9 Audible signals shall govern. This changes RRS 26.
- 12.10 Failure of a competitor to hear a signal will not be grounds for redress. This changes RRS 62.1(a).
- 13.0 TIME LIMITS & WIND STRENGTHS**
- 13.1 No race will 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 3kts and not in excess of 20kts.

- 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 will be scored "Did Not Finish". This changes RRS 35 and RRS A5.

14.0 ABANDONMENT

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

15.0 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 shore.

16.0 LAUNCHING AND RETRIEVING BOATS

- 16.1 All boats shall be launched from ramps at race headquarters, unless directed otherwise by the race committee. The race committee will advise arrangements for changeovers and periods of rest.
- 16.2 Prior to the first race each day, boats shall not leave the ramp or any other holding area specified, without the Beach Master's permission.

17.0 BREAKDOWNS

- 17.1 Competitors shall inspect a boat when they take charge of it and report any damage to the race committee 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 D 5, shall be followed.
- 17.3 Breakdown redress will 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 unseamanlike boat handling. **Attachment A** sets out the grounds under which redress may or may not be considered.
- 17.4 A boat claiming breakdown must finish the race if possible, unless the boat would be further damaged.

18.0 SUPPORT BOATS & SUPPORT PERSONS

- 18.2 Support and private boats are not permitted in the course area. They shall remain 100 metres from the course of any boat racing or sailing in the holding area. Support and spectator boats may not communicate in any way with any boat afloat, including a boat claiming breakdown, except a boat in distress not receiving assistance from Race Committee or Umpire boats.
- 18.4 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 or both in accordance with RRS 64.4.

19.0 PROTESTS

19.1

For protests by boats under D2.2, a red flag is conspicuously displayed when it is hoisted an arm's length up a shroud and it remains there until the protested boat takes a penalty or the umpires signal a decision. The flag shall then be lowered to deck level at the first reasonable opportunity. If a boat wishes to protest when the flag is already displayed it shall first be lowered to deck level and then displayed again.

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 boat or an umpire of that intent immediately on completion of that race, advising the boat number(s) being protested or the reason for 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 RRS D1.2(e).

19.4 RRS D1.2 (e), as changed in Sailing Instructions 19.2 and 19.3, will apply to all hearings.

19.5 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.

19.6 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.

19.7 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.

20.0 FORMAT & SCORING

20.1 Scoring will be in accordance with RRS Appendix D, except as changed by these Sailing Instructions.

20.2 Racing shall consist of a number of round robins. A minimum of one round robin will be necessary to gain a result. However, the Race Committee reserves the right to make adjustments to the format at their discretion.

21.0 TROPHIES

21.1 A trophy will be awarded to the top regional team.

22.0 DISCLAIMER OF LIABILITY

22.1 Competitors sail entirely at their own risk. Neither the organising authority, nor the host club, nor the sponsors, nor any of the organising bodies, nor individuals appointed or volunteering for the regatta accept any liability for damage (material or personal) suffered during the regatta or at any other time, nor are they responsible for the seaworthiness of any boat or for the adequacy of its equipment.

23.0 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 and co-operation with event sponsors.
- 23.2 Competitors shall handle the boats and equipment with proper care and seamanship.
- 23.3 The penalty for breaking SIs 23.1 and 23.2 is at the discretion of the protest committee and may include exclusion from further participation in the event, the withdrawal of any prize 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 64.4.

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 are 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 in.

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

