

2018 Pacific Rim Inter-Schools Team Sailing Championships

(Incorporating 2018 Interdominion Schools Team Sailing Championships)

Saturday 29th September to Thursday 4th October 2018



Algies Bay, Warkworth, New Zealand



SAILING INSTRUCTIONS

The Organising Authority for the Championships is the New Zealand Team Sailing Association in conjunction with the Sandspit Yacht Club.

1.0 RULES

- 1.1 The Championships will be governed by the *Racing Rules of Sailing 2017-2020*, including Appendix D, the 420 Class Rules, the Notice of Race (except as any of these are changed by these Sailing Instructions), and by these Sailing Instructions.
- 1.2 All races will be umpired. The “Single-Flag Protest Procedure”, D 2.2 shall be used.
- 1.3 The 420 Class rules are changed so that, spinnakers and trapezes will not be permitted. SI 6 also changes class rules.
- 1.4 Add new rule D 1.1(i) “When a boat completes a leg of the course she is not permitted to return to that leg.”
- 1.5 In accordance with RRS 70.5(a) Yachting New Zealand has approved the denial of the right of appeal for these Championships.
- 1.6 In RRS Appendix D 2.4(a) change "green and white" to "green and white or green" and in D1.2(d)(1) and D 2.4(c) change "black and white" to "black and white, or black".
- 1.7 In RRS Appendix D 5.2 change “red” to “yellow”. When a yellow flag is displayed while racing the umpires will usually display a “black” flag. When umpires display a “black” flag in this situation and also under D 2.4 (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 Judge, either afloat or ashore. This changes D5 and D 2.4.
- 1.8 SI 9, 10, 12, 13, 14, 17, 19, and 20 also change the *rules* and/or RRS Appendix D.
- 1.9 Umpires in this regatta will penalise team personnel for any unnecessary delays, including frivolous claims for redress clearly inconsistent with **Attachment A**, at any time during the regatta. Penalties will be; 1st occurrence, a warning. 2nd occurrence 3.5 points will be added to the Race Score for the race closest to the occurrence. 3rd or subsequent occurrence, a hearing on shore which may lead to disqualification of individuals or the team involved from any appropriate number of races or the entire regatta. This action will be taken under D 2.3(g).

2.0 NOTICES TO COMPETITORS

2.1 Notices to competitors will be posted on the Official Championship Notice Board located at Race Headquarters at Sandspit Yacht Club, Algies Bay.

3.0 CHANGES TO THE SAILING INSTRUCTIONS

- 3.1 The race committee reserves the right to change the Sailing Instructions at any time during the regatta. All changes to the Sailing Instructions, except changes to the schedule, shall be approved by the Chief Judge.
- 3.2 Amendments to the Sailing Instructions will be 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 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 the Sandspit Yacht Club, Algies Bay, 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".
- 4.3 When flag "AP" is displayed ashore "1 minute" is replaced with "not less than 15 minutes" in Race Signals "AP".

5.0 SCHEDULE FOR REGATTA

Sun 30 th September	1300-1630 1700	Registration and weigh in, Sandspit Yacht Club, Algies Bay. Sailors', managers' and umpires' briefing at Snells Beach Retreat, 30 Goodall Road, Snells Beach.
Mon 1 st October – Wednesday 3 rd October	0830 0930 Following racing	Sailors' briefing, Sandspit Yacht Club, Algies Bay. Time of warning signal for first race. Umpires' debrief with competitors.
Thurs 4 th October	0830 0930 1830 tbc	Sailors' briefing, Sandspit Yacht Club, Algies Bay. Time of warning signal for first race. No Round Robin will be started if in the opinion of the Race Officer it is unlikely to be completed by 1700. However, racing may continue after this time to complete a Round Robin already commenced. Prize-giving dinner at Snells Beach Retreat, 30 Goodall Road, Snells Beach.

6.0 BOATS AND EQUIPMENT

- 6.1 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, provided the class rules are observed except that cunninghams may not be adjusted when the sails are reefed.
 - Mast chocks must always be used, unless sails are reefed, in which case, they shall be removed.
- 6.2 The boats shall be left at night near the yacht club grounds under the custody of the Beach Master. The team which sails the boats in the last race of the day is responsible for de-rigging the boats, but the team scheduled to sail the boats in the first race the following day is responsible for ensuring any work that is needed overnight, in order that the boats are ready to sail on time, is brought to the attention of the Beach Master. Failure to comply with this SI shall not be grounds for an equipment delay
- 6.3 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.
- 6.4 No tools or electrical devices other than protest and breakdown flags, bailers, tape and shackle keys may be carried aboard.
- 6.5 The penalty for infringement of the above instructions may be disqualification from all races sailed in contravention of the instructions.
- 6.6 The handover of boats between competitors is to be completed without delay. After finishing, competitors shall sail directly to the crew changeover point without interfering with any races in progress. A boat shall remain the responsibility of the team until handed over to 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 racing trim.
- 6.7 Competitors shall report any damage or loss of equipment, however slight, to the Beach Master immediately before handing the boats over to another team or after securing them ashore. The penalty for infringement of this instruction, unless the protest committee is satisfied the competitor made a determined effort to comply, will be disqualification from the race most recently sailed.
- 6.8 Malicious damage or maladjustment of equipment or boats will make the team responsible liable to disqualification from the Championship.
- 6.9 Mainsails shall be reefed at the race committee's discretion. 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 supplied by the Race Committee. All boats mainsails must remain at the reefed dimension set by the Beach Master. Adjustment from these dimensions could lead to disqualification from the races sailed by the infringing boat.

7.0 TEAM COMPOSITION

- 7.1 A Team Manager may change the composition of his crews for specified races as long as the change over does not delay the race programme in any way. The combined weights of each crew shall exceed 110kg or be made up to 110kg with sand filled bottles attached to the base of the mast. These bottles shall be marked in waterproof ink with the school name, weight and crew combination requiring the weight. If any change requires the crew combination to carry weights a team representative shall inform the changeover boat at the time.

8.0 RACING AREAS

- 8.1 The racing area will be Algies Bay/Kawau Bay.
- 8.2 Crews shall change boats in an area to windward of the finish line. Boats returning to the starting area after changing boats or after finishing a race shall keep clear of all boats racing or preparing to start and all umpire boats umpiring. The penalty for infringing sailing instruction 8.2 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. Rule 33 will not apply. The moving of a mark by the race committee shall not give grounds for redress.

10.0 MARKS

- 10.1 Marks 1, 2, 3 & 4 will be red (or white) floats with flags numbered 1 to 4.
- 10.2 The starting and finishing marks will be a race committee boat at the starboard end and a red (or white) buoy with a red flag at the port end of the start line and 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 rule 31.

11.0 STARTING AND 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 port end finish mark.

12.0 STARTING PROCEDURE

- 12.1 A sound signal starting system will be used. Rule 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 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 rule 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 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 Rule 29.1 and Rule 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
Preparatory	2 long	-2 minutes
	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 rule 26.
- 12.10 Failure of a competitor to hear a signal will not be grounds for redress. This changes Rule 62.1(a).
- 13.0 TIME LIMITS AND WIND STRENGTHS**
- 13.1 No race will be started when, in the opinion of the Race Officer, the average wind strength is in excess of 20kts, or if 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. In light winds, the Race Officer may decide on racing feasibility by testing the course with the time taken by three boats to sail round the course.
- 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 A5.
- 13.3 A race will be abandoned when the leading yacht does not reach mark 2 of the course within 10 minutes of the starting time. The race will be restarted at the first opportunity.

14.0 ABANDONMENT

14.1 The race committee may abandon a race for any reason. Abandonment(s) may be advised orally by the umpires of that race. This changes rule 32 and Race Signals. See SI 12.3.

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 ramp.

16.0 LAUNCHING AND RETRIEVING BOATS

16.1 All boats shall be launched from the Sandspit Yacht Club, 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 or after a postponement ashore, boats shall not leave the ramp or any other holding area specified by the Beach Master without his 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 Appendix D5, shall be followed.

17.3 After the warning signal a skipper intending to apply for breakdown compensation must display a yellow flag, notify an umpire or the race committee and attempt to notify the nearest competitor by hailing. This changes App D 5.2.

17.4 Breakdown compensation will only be considered for breakdowns that would result in material prejudice and compensation 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 be considered. Note also SI 1.9.

17.5 A boat claiming breakdown must finish the race if possible, unless the boat would be further damaged.

18.0 SUPPORT BOATS AND SUPPORT PERSONNEL

18.1 Coaches supporting sailors at the Championships shall register with the team. It is recommended that coaches remain on the changeover boats to communicate with their teams, between races. Team support boats will not be allowed. No form of communication shall be made with teams while racing.

18.2 Teams must not receive any outside assistance, except in a safety emergency. Communication with team members by electronic devices is not permitted.

18.3 The penalty for failing to comply with this Sailing Instruction may be disqualification of competitors associated with the infringing support personnel.

18.4 Except in emergencies, coaches and support personnel shall not communicate directly with the race committee signal boat. If a team experiences a problem, it should be communicated to the Changeover Master of the race concerned.

19.0 PROTESTS

- 19.1 This sailing instruction applies to protests and claims for redress other than protests under rule D 2.2.
- 19.2 Boats intending to protest, or seek redress, for an incident during a race, (other than protests under a rule listed in rule D 2.2, 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 rule 62.2 and D 1.2 (e).
- 19.3 Unless a hearing is held immediately on the water by the race umpires and/or Chief Judge, 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 D 1.2 (e).
- 19.4 The protest committee shall be the protest committee named in the regatta programme unless changed by the Chief Judge.
- 19.5 Rule D 1.2(e), as changed in instructions 19.2 and 19.3, will apply to all hearings.
- 19.6 Breaches of instructions 7.1 and 18 will not be grounds for a protest by a boat. This changes rule 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 45 minutes after the finish of the last race of the day.
- 19.8 Except for rules specifically listed in Rule D 3.1 the penalties for breaches 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 Rule D 3.1.

20.0 FORMAT AND SCORING

- 20.1 Scoring will be in accordance with RRS Appendix D, except as changed by these Sailing Instructions.
- 20.2 A maximum of 9 round robins will be sailed. A minimum of one round robin will be necessary to gain a result. The Race Committee reserves the right to make adjustments to suit weather conditions in consultation with the protest committee. For the purposes of D 4.3 a win in the first round robin will carry the value of half a win in the other rounds. The results from races sailed in incomplete RRs will not be counted. This changes RRS D 4.2(b), D 4.3 and D 4.5.

21.0 TROPHIES

21.1 (a) Interdoms Series

- (i) The **Interdominion Trophy** will be awarded to the winning country scored on points gained when the teams from NZ and Australia (open and all girls) race against each other.
- (ii) The **Open Team Trophy** will be awarded to the Open team that scores the most points in their division.
- (iii) The **Girls' Championship Trophy** will be awarded to the girls' team that scores the most points in their division.

Note: Composite teams are not eligible to win the Open Trophy nor Girls Trophy, but their points will be included in the Interdominion Trophy.

(b)The Pacific Rim Series

(i) The **Pacific Rim Trophy** will be awarded to the highest placed Pacific Rim country. However, when there is at least one Pacific Rim team in the Opens and also in the Girls' divisions there will be a sail off between the top Pacific Rim teams in each division. (This may be a best of 3 if time permits) (NB: Teams from Australia and New Zealand cannot win the Pacific Rim Trophy)

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 championship 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 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, 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 instruction 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.

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 teams fault, hull damage due solely to the other teams 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 start area.

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 all good

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

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

