

# 2023 Auckland Cup Secondary Schools Team Sailing Regatta

Royal Akarana Yacht Club

Thursday 30<sup>th</sup> & Friday 31<sup>st</sup> March 2023

## SAILING INSTRUCTIONS



The organising authority for the regatta is the New Zealand Team Sailing Association, in conjunction with the Royal Akarana Yacht Club.

### 1.0 RULES

- 1.1 The regatta 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(i); “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 whilst race the umpires will usually display a “black and white” flag. When umpires display the flag in this situation and also under RRS D2.4(c) boats are required to wait until after the racing 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 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 and 20 also change the ***rules*** and/or RRS D.

### 2.0 NOTICES TO COMPETITORS

Notices to competitors will be posted on of the official noticeboard at the Hyundai Marine Sports Centre building.

### 3.0 CHANGES TO THE SAILING INSTRUCTIONS

- 3.1 All changes to the sailing instructions are to be approved by the chief umpire, except for changes to the schedule.

- 3.2 Amendments to the SIs 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 teams to obtain any information 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 hours the day before it will take effect. However, the rescheduling of races due to broken equipment or similar 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 in front of the Hyundai Marine Sports Centre building, between the hours of 0800 and 1800 each day.
- 4.2 Code Flag AP, displayed ashore, means *“Racing 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 RRS Race Signals “AP”.

#### 5.0 REGATTA SCHEDULE

Date	Time	Details
30/03/2023	0800	Registration and weigh-in at the Auckland Sailing Club building. Followed by rigging of 420 yachts.
	0900	Competitors Briefing
	0930	Sailors to launch when directed by the beachmaster.
	1000	Time of first warning signal.
		Racing may continue until 1800, condition dependent.
31/03/2023	0830	Teams to launch at the direction of the beachmaster.
	0900	Time of first warning signal.
	1600	Racing may continue until 1600 or earlier should racing conclude earlier.
		Medal ceremony to follow sailing shortly after the conclusion of racing.

## 6.0 BOATS AND EQUIPMENT

- 6.1 Competitors shall be provided with 420 type boats without spinnakers and trapezes. 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 with 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 boats.
- 6.4 Two protest and one breakdown flag will be provided with each boat. The protest flags shall be attached to the shrouds and the breakdown flag to the vang. ***Competitors are recommended to bring their own bailers.***
- 6.5 Mainsails may be reefed at the race committee's discretion. On water this will be indicated by the display of AP with 5 sound signals and oral instructions to either go ashore to reef, or reef afloat. Once sails have been reefed, they are not to be adjusted, adjusting reefs after launching/reefing could lead to disqualification.
- 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, when required, corrector weights, 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 umpires hearing, 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.
- 6.9 Competitors shall report any damage or loss of equipment, however slight, to the Race Committee and/or Umpires immediately after the completion of a race where a collision has occurred. The penalty for infringement of 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 responsible liable to disqualification from the Championships.
- 6.11 The boats shall be left at night near the yacht club grounds under the custody of the Beach Master. The team that sails the boats in the last race of the day is responsible for de-rigging the boats and

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 Sailing Instruction shall not be grounds for delaying a race start.

## **7.0 TEAM COMPOSITION**

- 7.1 The two members of the crew are expected to weigh a minimum of 110kg combined body weight. However, crews between 105kg and 110kg are permitted to make up their weight to 110kg with sand filled bottles. These need to be fixed near the mast step and marked with the school name and sailors names who require the extra weight. If a crew combination is close to or under the limitation, they can be weighed in dry sailing gear.
- 7.2 A team manager may change the composition of crews for races provided that the changeover does not delay racing in any way. The team manager and/or captain must advise the crew of the changeover boat before the changes take place and provide the weight of the changed crew.

## **8.0 RACING AREA**

- 8.1 The primary racing area will be Okahu Bay, Auckland Harbour.
- 8.2 Crews shall make their changeovers in an area to windward of the finish line, teams are expected to make changes as efficiently as possible. Boats returning to the starting area shall sail around the top of marks 1 and 2 in order to pass to windward of the racecourse, including allowing space for umpire boats.
- 8.3 Teams are expected to be ready to board changeover RIBs on the pontoons at the Hyundai Marine Sports Centre in good time for their races. Team managers and teams are solely responsible for ensuring that they are on-time for their changeovers. Teams choosing to manage their own changeovers on a RIB are responsible for ensuring this does not delay racing. Missing or being late to the starting area due to teams not conducting themselves in a timely manner will not be grounds for redress.

## **9.0 THE COURSE**

- 9.1 The course will be a starboard-hand S course.
- 9.2 The race committee may move the marks of the course at any time, RRS 33 will not apply. The moving of a mark by the race committee will not be grounds for redress.

## **10.0 MARKS**

- 10.1 Marks 1 to 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 boat at the starboard end and a red or white float with a red flag at the port end of the start line and a blue flag at the finish line.

- 10.3 Provided that the flag stays attached to the buoy there shall be no penalty for hitting the flag which does not surround the staff of the mark.

## **11.0 STARTING & FINISHING LINES**

- 11.1 The starting line will be between an orange staff on the race committee 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 **may** 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:

<b>SIGNAL SOUND</b>		<b>TIME BEFORE THE START</b>
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 AND 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 limits.

13.2 The time limit for the first boat to finish shall be 15 minutes. Boats not finishing within 10 minutes of the lead boat will be scored "Did Not Finish". This changes RRS 35 and RRS A5.

### **14.0 ABANDONMENT**

The race committee may abandon a race for any reason. Abandonments 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**

Team managers/coaches may be rostered to scrutinise, under the discretion of the beachmaster, all boats before they leave the shore.

### **16.0 LAUNCHING AND RETRIEVING OF BOATS**

16.1 All boats shall be launched from the ramp in front of the Auckland Sailing Club building.

16.2 Prior to the first race each day, boats shall not leave the beach or any other holding area specified, without the beachmasters' permission.

## **17.0 BREAKDOWNS**

- 17.1 Competitors shall inspect a boat when they take charge of it and report damage to 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 D5, 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 damage that results 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 must finish the race, if possible, unless the boat would be further damaged as a consequence.
- 17.5 Following a breakdown, which in the sole opinion of the umpires, leaves a boat unable to effectively race, races for that flight may be completed using a 2 boat versus 2 boat format, until the repairs have been completed, in order to facilitate the schedule continuing onwards.

## **18.0 SUPPORT BOATS AND SUPPORT PERSONS**

- 18.1 With the exception of rostered Race Committee appointed personnel, support persons accompanying teams will not be allowed on the race course, pontoons or crew change-over boats except that a coach or manager is allowed to accompany their sailing team from the shore to, and on, the crew change-over boat. In addition, up to two reserves may accompany umpires and may be temporarily on the crew change-over boat whilst replacing a sailing crew member.  
  
No form of communication shall be made with teams while racing.
- 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.
- 18.3 Except in emergencies support persons shall not communicate directly with the race committee start boat. If a team experiences a problem, it should be communicated to the Changeover Master of the race concerned.
- 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 rule RRS D1.2(e).
- 19.4 The protest committee shall be the protest committee named in the regatta programme unless changed by the Chief Judge.
- 19.5 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.

## **20.0 FORMAT AND SCORING**

- 20.1 **Round Robin Series:** Teams will be seeded into ranked flights prior to the regatta that will contest a round robin series. Teams will be scored based on race wins and ties will be broken in accordance with Appendix D. At the conclusion of a round, the top ranked team from the 'Silver' flight will promote to the 'Gold Flight' and the lowest ranked team in the 'Gold' flight will relegate to the 'Silver' flight.
- A team that changes flights at the conclusion of round robin 1 will see their wins reset to 0 and will score 2 wins for every race win achieved in round robin 2.
- 20.2 **Final Series:** It is the intention that the highest ranked four teams from the 'Gold' flight will contest a final series, consisting of semi-finals and finals. There will also be a female final contested between the highest ranked two female teams from the round-robin series.
- 20.3 The Race Committee may change the format, terminate any series or stage or event when, in its opinion, it is impractical to complete the remainder of matches under existing conditions or in the remaining time available. Early stages may be terminated in favour of later stages.



## **21.0 PRIZES AND TROPHIES**

The Auckland Cup Trophy will be awarded to the top one-school team, other prizes and certificates may be awarded.

## **22.0 DISCLAIMER OF LIABILITY**

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 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, 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 un-seamanlike 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.

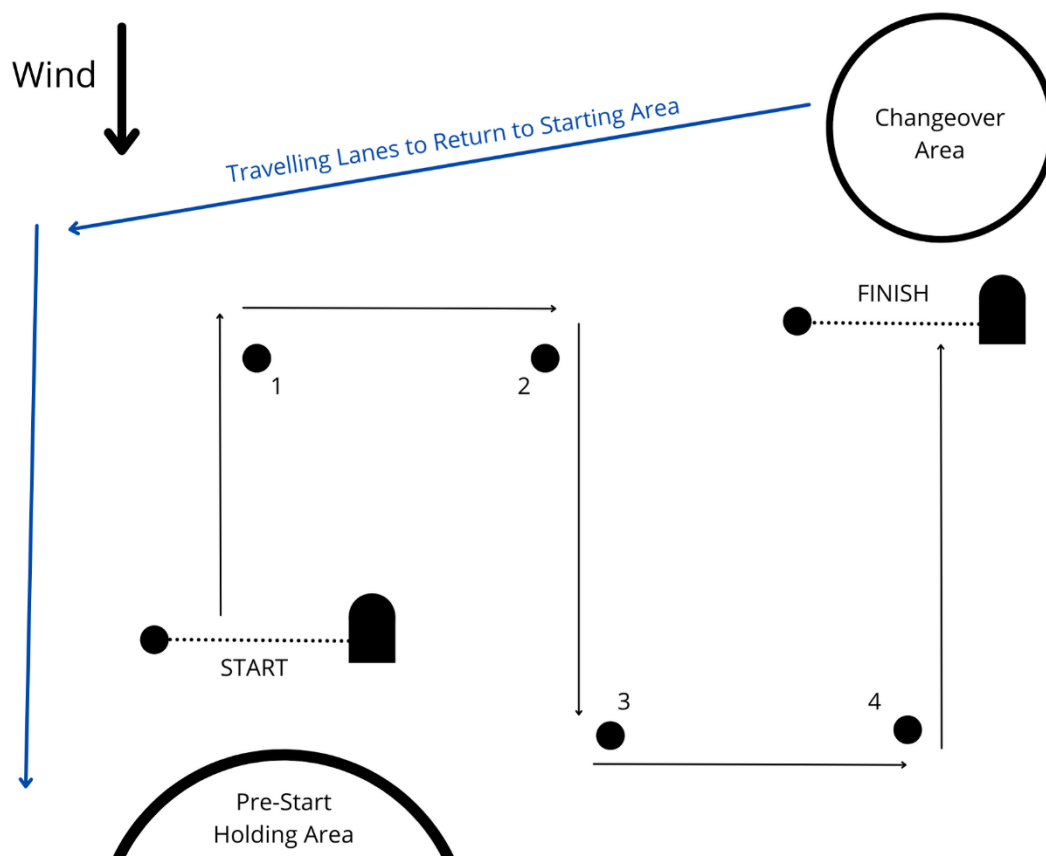
## Hull and foils

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

Course Diagram:



Competitors are reminded that when returning to the starting area, they are to:

- Sail around the course, to windward of marks 1 and 2
- Far enough above the course so as not to interfere with any races, regardless of where they are on the course
- Far enough away also that they do not interfere with umpire RIBs that are officiating races

***Failure to adhere to this guidance will result in penalties from the race officials, up to and including docking of race wins, depending on the severity of interfering with races already running.***