



2025 New Zealand Open Team Sailing National Championships



Friday 20th June to Sunday 22nd June 2025

Royal Akarana Yacht Club, Orakei

Sailing Instructions

The Organising Authority is the Royal Akarana Yacht Club in association with the New Zealand Open Team Sailing Association Inc.

Notation The notation [NP] in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a). The notation [DP] signifies a discretionary penalty (the protest committee may choose a penalty less than disqualification, depending on the circumstances).

1.0 RULES

- 1.1 The Championships will be governed by the 'Racing Rules of Sailing 2025-2028' including Appendix D.
- 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(b)(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.

2.0 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the Official Championship Notice Board located at Race Headquarters in the Hyundai Marine Sports Centre (Joyce Fisher Room).

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 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 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 as soon as practicable.

4.0 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the flagstaffs on the foreshore by the clubhouse, 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".

5.0 SCHEDULE

Fri 20 th June	0830	Registration & Weight Declaration at RAYC.
	0900	Welcome, briefing and notification of launching time.
	0945	Scheduled time of first warning signal.
	After Racing	
Sat 21 st June	0930	Time of first warning signal.
	After Racing	Teams Dinner at Akarana Eatery (approx. 18:00)
Sun 22 nd June	0930	Time of first warning signal. RRs will be finished in time for a final series to be completed.
	After Racing	Prize giving 30 minutes after last boat gets ashore.

6.0 BOATS & 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.
 - Mast chocks may or may not be used, this will be verbally confirmed at briefing.
- 6.2 Boats will be identified by coloured sails. Boats shall be drawn prior to the commencement of the Championships and allocated to each team in accordance with a draw that ensures a rotation of boats between teams. As a matter of course, in each round robin, the colour of a boat sailed by a team will alternate. For example, in round robin one, red v dark blue, if team A sails in Red, in round robin two, it will sail in Dark Blue.
- 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 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.
- 6.5 No tools or electrical devices other than protest flags and breakdown flags, bailers, tape, shackle keys, watches and, when required, corrector weights, shall be carried aboard. Watches shall only be used for timing.
- 6.6 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.
- 6.7 [NP][DP] Competitors shall report any damage or loss of equipment, however slight, to the Beach Master immediately after handing the boats over to another team or after securing them ashore. The penalty for infringement of this instruction may be less than disqualification and will apply to the race most recently sailed.
- 6.8 [NP][DP] Malicious damage or maladjustment of equipment or boats will make the team responsible liable to disqualification from the Championships.
- 6.9 The boats shall be left at night in The Landing space, east of the yacht club. The team that sails the boats in the last race of the day is responsible for de-rigging the boats & reporting any repairs that are required to be completed overnight, in order that the boats are ready to sail on time. Failure to comply with this Sailing Instruction shall not be grounds for delaying a race start.

7.0 TEAM COMPOSITION [NP][DP]

- 7.1 Weight Limitation. The two members of the crew of each boat are required to weigh a minimum of 130 kg combined body weight. However, crews between 110kg and 130kgs body combined weight may be accepted but shall make up their weight to 130kg 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 team's 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.
Teams are required to declare their weights at registration and declare any required weights at the time, scales will be available but are not required to be used.

Teams may be subject to spot checks if race officials believe them to be racing in breach of SI 7.1.

8.0 RACING AREA

- 8.1 The racing area will be in Okahu Bay.

9.0 THE COURSE [NP][DP]

- 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 course at any time. RRS 33 will not apply.

10.0 MARKS

- 10.1 Marks 1, 2, 3 & 4 will be red floats with red coloured flags numbered 1, 2, 3 & 4.
- 10.2 The starting and finishing marks will be a race committee vessel at the starboard end and an orange buoy displaying an orange flag at the port end of the start line and a blue buoy displaying 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 flag on a 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 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 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.
- 12.3 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.
- 12.4 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.
- 12.5 A boat starting more than 2 minutes after her starting signal shall be scored DNS.
- 12.6 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 |
| Start | 1 long | 0 seconds |
- 12.7 Signals will be timed from their commencement.
- 12.8 Audible signals shall govern. This changes RRS 26.
- 12.9 Failure of a competitor to hear a signal will not be grounds for redress. This changes RRS 61.1.

13.0 TIME LIMITS

- 13.1 The time limit for the first boat to finish shall be 12 minutes. Boats not finishing within 6 minutes after the first boat finishes shall be scored as defined by RRS D3.1(a). This changes RRS 35.

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 Regatta officials may be rostered to scrutinise, under the direction of the Beach Master, all boats before they leave the beach.

16.0 [NP][DP] LAUNCHING & RETRIEVING BOATS

- 16.1 All boats shall be launched from The Landing, RAYC unless directed otherwise by the race committee. The race committee will advise arrangements for changeovers at the initial briefing.

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 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 must finish the race, if possible, unless the boat would be further damaged.
- 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.

18.0 SUPPORT BOATS & SUPPORT PERSONS [NP][DP]

- 18.1 No form of communication shall be made with teams while racing, except a boat in distress requiring assistance.

19.0 PROTESTS

- 19.1 This sailing instruction applies to protests and claims for redress other than protests under rule D2. It is intended that all hearings are held on the water, at the time of the incident.
- 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 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 60.2, 61.2 and D1.2(a)(3).
- 19.3 The intent is to have all hearings on the water, however in special circumstances where this does not occur 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 61.2.
- 19.4 The protest committee shall be drawn from the umpires and any other person the Chair of the Protest Committee invites.
- 19.5 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.
- 19.6 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 D3.1.

20.0 FORMAT & SCORING [NP]

- 20.1 The event will consist of as many round robins as possible whilst allowing time for a finals series to be completed. However, one round robin must be completed before commencing a finals series.
- 20.2 The format of the final series will be determined by the number of teams entered. The intention is for all teams to be included in the final series. For example, if 12 teams are entered in the event the finals series will consist of several knockout series including a repechage knockout series, semi-finals, petit final & final. The repechage knockout will include a number of teams from the round robin series. The two winners from the repechage knockouts will progress to the semi-finals with the top two teams from the round robin series. The two losing teams from the semi-finals will progress to the petit final and the two winning teams from the semi-final will progress to the final.
- 20.3 For each knockout series, the highest place team in that series shall select their opponent with the next highest ranked team if not already chosen choosing next and so on until all teams are matched. The winner of each knockout will be the first team to win three races. The Race Officer will determine which fleet of boats each team is to sail in for each knockout series. Teams will have the option on the odd numbered races during a knockout series to swap boats with their opposition, if one team would like to swap

and one not then the swap must happen. If both teams decide not to swap after race one, they must remain in their boats for the remainder of that knockout series.

21.0 PRIZES AND TROPHIES

21.1 The winning team will be awarded the New Zealand Open Team Racing National Championship Trophy.

22.0 DISCLAIMER OF LIABILITY

22.1 Competitors sail entirely at their own risk. Neither of the organising authorities accept any liability for damage, loss or injury.

23.0 CODE OF CONDUCT [NP][DP]

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 Competitors shall comply with the RAYC 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. Please note this YNZ concussion protocol

https://www.acc.co.nz/assets/injury-prevention/ACC_CIS-Guidelines_Jan2024.pdf

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 capsizing, 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 are secure.

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 optional.

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

The Course

