



2024 YOUTH INTERNATIONAL MATCH RACING CUP

6th – 10th March 2024

The Organising Authority is the Royal New Zealand Yacht Squadron
181 Westhaven Drive, Westhaven, Auckland 1011
New Zealand

NOTICE OF RACE (NoR) V2

AMENDMENTS

Change Log – Changes from the previous version are marked in red.

2.1 Date amended to the 6th Match

4.5 Age eligibility changed from 10th March to 31st December.

7.5 Weight limit changed to 350kg

9.1 Event dates corrected from November to March.

RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing (RRS)*, including RRS Appendix C.
- 1.2 [NP] The Yachting New Zealand Safety Regulations Part 1 shall apply.
- 1.3 The rules for the handling of boats and the equipment list, detailed as part of the Sailing Instructions, will apply, and will also apply to any practice sailing and sponsor races.
- 1.4 The Elliott 7m class rules will not apply.
- 1.5 The notation '[NP]' in a rule of the Notice of Race or Sailing Instructions means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).
- 1.6 If there is a conflict between languages the English text takes precedence.
- 1.7 The event has applied to World Sailing for a World Sailing Grade 3 ranking. This grading is subject to review by the World Sailing Match Racing Rankings Sub-Committee. The event may be re-graded when there is clear reason to do so.



2 SAILING INSTRUCTIONS

- 2.1 The Sailing Instructions will be available on the online official notice board after 1800 on Wednesday ~~7th Match~~ 6th March 2024.

3 COMMUNICATION

- 3.1 The online official notice board is located at www.rnzys.org.nz. Notices to competitors will be posted on the event Whats App group “2024 Youth International.”
- 3.2 Signals made ashore will be displayed from the RNZYS flagpole located to the north of the RNZYS clubrooms.
- 3.3 On the water, the race committee may make courtesy broadcasts to competitors on VHF radio. The channel will be stated in the SI’s. Failure to receive a radio message from the Race Committee will not be grounds for redress. This changes RRS 62.1(a).
- 3.4 [DP] All boats shall maintain a listening watch on VHF radio on deck at all times while racing.
- 3.5 [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. This does not include any communication with the race committee over the designated race channel.

4 SKIPPER’S ELIGIBILITY

- 4.1 Up to fourteen (14) skippers will be invited.
- 4.2 Skippers wishing to receive an invite may register their request with the OA by completing the Expression of Interest online form [online here](#).
- 4.3 Only skippers invited by the OA, and who confirm acceptance of the invitation in writing or e- mail to be received by the date specified on the letter of invitation, will be eligible to enter this event.
- 4.4 The registered skipper shall helm the boat at all times while racing, except in an emergency.
- 4.5 All competitors shall be under 23 years of age as of 31th ~~March~~ 2024.
- 4.6 All competitors shall meet the eligibility requirements of World Sailing regulation 19.4.
- 4.7 All competitors shall obtain a World Sailing Sailor ID by registering online at <https://www.sailing.org/inside-world-sailing/organisation/our-family/world-sailing-profile/#> Skippers shall inform the OA of their World Sailing Sailor ID at registration.
- 4.8 To be eligible to compete in this event each entrant and crew members shall be a financial member of a club recognised by the entrant’s and crew member’s Member National Authority (MNA).



5 ENTRY

5.1 Entering

To be considered an entry in the event, a boat shall complete all registration requirements, crew weighing and pay all fees and deposits. All payments shall be made as specified in the Letter of Invitation.

5.2 Entry Fee

A non-refundable entry fee of NZD \$1600 shall be paid by 1700 hrs on 28th February 2024, as specified in the Letter of Invitation.

5.3 Withdrawal

When a skipper accepts an invitation and later withdraws within two months of the event or leaves the event before the end without written approval from the OA, a zero score may be applied to their Ranking points for that event by World Sailing. (World Sailing Regulation 27.2.2(d)).

6 DAMAGE / DAMAGE DEPOSIT

6.1 Each supplied boat is insured by the OA for third-party liability insurance with a minimum cover of \$5,000,000 per incident.

6.2 An initial damage deposit of NZD \$1,000 shall be paid at registration, unless extended by the OA.

- 6.3
- a. Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC. The damage deposit is the limit of liability of each skipper for each incident.
 - b. If a deduction from the damage deposit is decided by the OA, it may require that the deposit be restored to its original amount before the skipper will be permitted to continue in the event.

6.4 The OA will refund any remaining damage deposit within 10 days after the event.

7 CREW (INCLUDING SKIPPER)

7.1 The total number of crew (including the skipper but excluding persons placed on board by the OA) shall be 4 or 5. All registered crew shall sail all races and shall meet the age criteria in 4.5.

7.2 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.

7.3 When a registered skipper is unable to continue in the event the OA may authorise an original crew member to substitute.



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- 7.4 When a registered crew member is unable to continue in the event the OA may authorise a substitute, a temporary substitute or other adjustment.
- 7.5 The total weight of the crew, including the skipper, wearing a minimum of shorts and tee shirt shall not exceed 350kg ~~340kg~~, determined at the time of registration or such time as required by the RC.
- 7.6 Crew weight may be checked during the event. When crew weight was checked prior to racing, at any re-weighing the total weight limit is increased by 10kg.
Any crew weighing in excess of this increased limit shall not be penalised, but they shall reduce their weight to the increased weight limit before racing again.
- 7.7 The OA may place a person on each boat as either a guest, cameraman or umpire observer.

8 EVENT FORMAT

- 8.1 The OA intends to provide 10 * Elliot 7m type boats for racing in the event. Each boat will have the following sails: Mainsail, Jib, Symmetric Spinnaker.
- 8.2 Boats will be allocated as decided by the RC. The intention of the RC will be to allocate boats by draw, either daily or for each round. The RC may also require boats to be exchanged in a knock-out stage.
- 8.3 The sails to be used will be allocated by the RC. Competitors may be asked to exchange sails during a series to satisfy sponsorship commitments.
- 8.4 While all reasonable steps will be taken to equalise boats variations will not be grounds for redress. This changes RRS 62.
- 8.5 The number of matches to be sailed each day will be determined by the RC with the intention of the RC to start each subsequent flight as soon as practicable after the previous flight.
- 8.6 The course will be windward/leeward with optional offset legs in the event of cross course current, resulting in either port or starboard rounding, and finishing downwind.
- 8.7 The intended racing area is the Waitemata Harbour, near the RNZYS clubrooms, but may be changed at the discretion of the RC to suit the conditions. The location of the event venue is shown in Addendum A, and the approximate location of the racing area is shown in Addendum B.



- 8.8
- a. Skippers will be seeded into a round robin based on World Sailing ranking list 30 days prior to the event.
 - b. After the First Stage the following will apply:
 1. Skippers will be paired based on ranking in the First Stage with the highest ranked skipper paired with the lowest and the other skippers paired accordingly, unless the stage specifies a different arrangement.
 2. In reference to RRS C4.1, the highest ranked skipper from the first stage shall choose their end for the first match and boats shall alternate every odd match.
 3. Crews will exchange boats after odd matches of their series, unless otherwise agreed by both skippers.
 4. Further matches in a series will not be sailed once the first skipper scores the points required for that stage.
- 8.9 The event will consist of the following stages:
- a. First Stage – Round Robin
 1. All skippers will sail a round robin.
 2. The eight highest scoring skippers shall qualify for the next stage.
 - b. Second Stage – Knock-Out Quarter-finals
 1. The highest placed skipper from Stage One shall select their opponent when requested by the RC to do so, followed by the next highest placed skipper, and so on.
 2. The first skipper of each series to score at least 3 points shall proceed to the semi- finals.
 - c. Third Stage – Knock-Out Semi-Finals
 1. The highest placed skipper from Stage One shall select their opponent when requested by the RC to do so. The remaining two skippers shall race each other.
 2. The first skipper of each series to score at least 3 points shall proceed to the Final Stage, the losing skippers shall proceed to the Third and Fourth Place Stage.
 - d. Fourth Stage – Knock-Out Third and Fourth Place
 1. The losing semi-finalists shall race to determine third and fourth place.
 2. The first skipper to score at least 2 points shall be awarded third place, the losing skipper awarded fourth place.
 - e. Fifth Stage – Knock-Out Final
 1. The first skipper to score at least 3 points shall be awarded first place, the losing skipper awarded second place.



- 8.10 The RC may change the format, terminate any stage or the event when, in its opinion, it is impracticable to attempt to hold the remainder of the matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.

9 PROVISIONAL PROGRAMME

- 9.1 The event will be held from Wednesday 6th March to Sunday 10th March 2024
~~Thursday 16th November to Sunday 19th November~~

Wednesday 7th 6th March 2024

0900 – 1200 hrs	Registration and Crew Weigh-in
1000 – 1300 hrs	Practice Session One
1330 – 1630 hrs	Practice Session Two
1800 hrs	Welcome Function & First Briefing, meeting with the umpires

Thursday 8th 7th – Saturday 9th March 2024

0800 hrs	Breakfast
0830 hrs	Daily Briefings
0915 hrs	Dock out
1000 hrs	First race each day
Post racing	Competitor debrief

Sunday 10th March 2024

0800 hrs	Breakfast
0830 hrs	Briefing
0915 hrs	Dock out
1000 hrs	First race
1730	Approx Prizegiving Ceremony, at the conclusion of racing.

- 9.2 The latest time for an attention signal on the last day of racing will be 1700 hrs.
- 9.3 Unless excused by the OA, attendance at the following is mandatory:
- Initial briefing for all skippers and crews.
 - Daily briefings, for all skippers.
 - Prize giving for all skippers and crews.

10 ADVERTISING

- 10.1 [DP] Boats may be required to display advertising chosen and supplied by the organizing authority in accordance with World Sailing Regulation 20.

11 [NP] CODE OF CONDUCT

- 11.1 Competitors and Support Persons shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall behave so to not bring the event into disrepute.



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- 11.2 Competitors and Support Persons shall handle any equipment provided by the OA with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

12 [NP] SUPPORT PERSON

- 12.1 Support person vessels shall conspicuously display identification of the team being coached.
- 12.2 Support person vessels shall stay approximately 100m from the racing area while boats are racing or comply with reasonable requests from officials
- 12.3 Support person vessels may be required to assist with boat transfers under the direction of the RC.
- 12.4 The OA will not provide support vessels or berths for support vessels.
- 12.5 Any interference by a support vessel or crew with the racing or event organisation may result in a penalty applied at the discretion of the PC to the associated skipper or team.
- 12.6 All support person vessels shall always have an engine safety cut out switch (kill cord) attached to the driver while the engine is running unless prior written exemption has been provided by the OA.

13 [NP] MEDIA, IMAGES and SOUND

- 13.1 If required by the OA:
- a. Television personnel and equipment (or dummies) supplied by the OA shall be carried on board while racing.
 - b. Competitors shall wear microphones supplied by the OA during racing and be available for interviews when advised by the OA or RC.
 - c. Registered skippers shall wear communications equipment supplied by the OA that will allow commentators to communicate with them whilst racing.
- 13.2 Competitors shall not interfere with the normal working of the OA supplied media equipment.
- 13.3 All those who take part in the event as competitors as well as support persons or spectators agree to be overflown by a drone during the duration of the event, this includes your person and your property (boats).
- 13.4 By participating in the event, a competitor automatically grants to the OA and the sponsors of the event, the right in perpetuity, to make, use and show, from time to time and at the discretion, any motion pictures, still pictures and live, taped or film television and other reproductions of him/her during the period of the competition for said event in which the competitor participated and in all material related to the said event without compensation

14 RISK STATEMENT

- 14.1 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**

15 PRIZES

- 15.1 The first placed skipper in the final results will be declared the 2024 Youth International Winner.
Winner and crew will be presented with the Youth International Match Race Cup.
- 15.3 The OA may reduce a prize in the case of misconduct or refusal to comply with any reasonable request, including attendance at official functions.

16 DISCLAIMER OF LIABILITY

- 16.1 All those taking part in RNZYS races or any other sailing events controlled by the RNZYS, as between the RNZYS and each of those so taking part, do so at their own risk and responsibility and the RNZYS and any sponsor associated with this event has no liability for any damage, loss or any penalty suffered by any boat crew or any other person taking part in such events. The RNZYS and any sponsor associated with this event shall not be responsible for the seaworthiness of a boat whose entry is accepted and/or the sufficiency and/or adequacy of its equipment or the competence of its skipper or crew. The RNZYS reserves the right in its sole and uncontrolled discretion to refuse entry.

17 INSURANCE

- 17.1 It is recommended that each entrant and crew member have sufficient personal medical and liability insurance.

18 FURTHER INFORMATION



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18.1

For further information please contact;

RNZYS Sailing Office,

Phone 0225762965

Email raceoffice@rnzys.org.nz

Website www.rnzys.org.nz

Address: 181 Westhaven Drive, Westhaven, Auckland 1011

Date: 13 December 2023

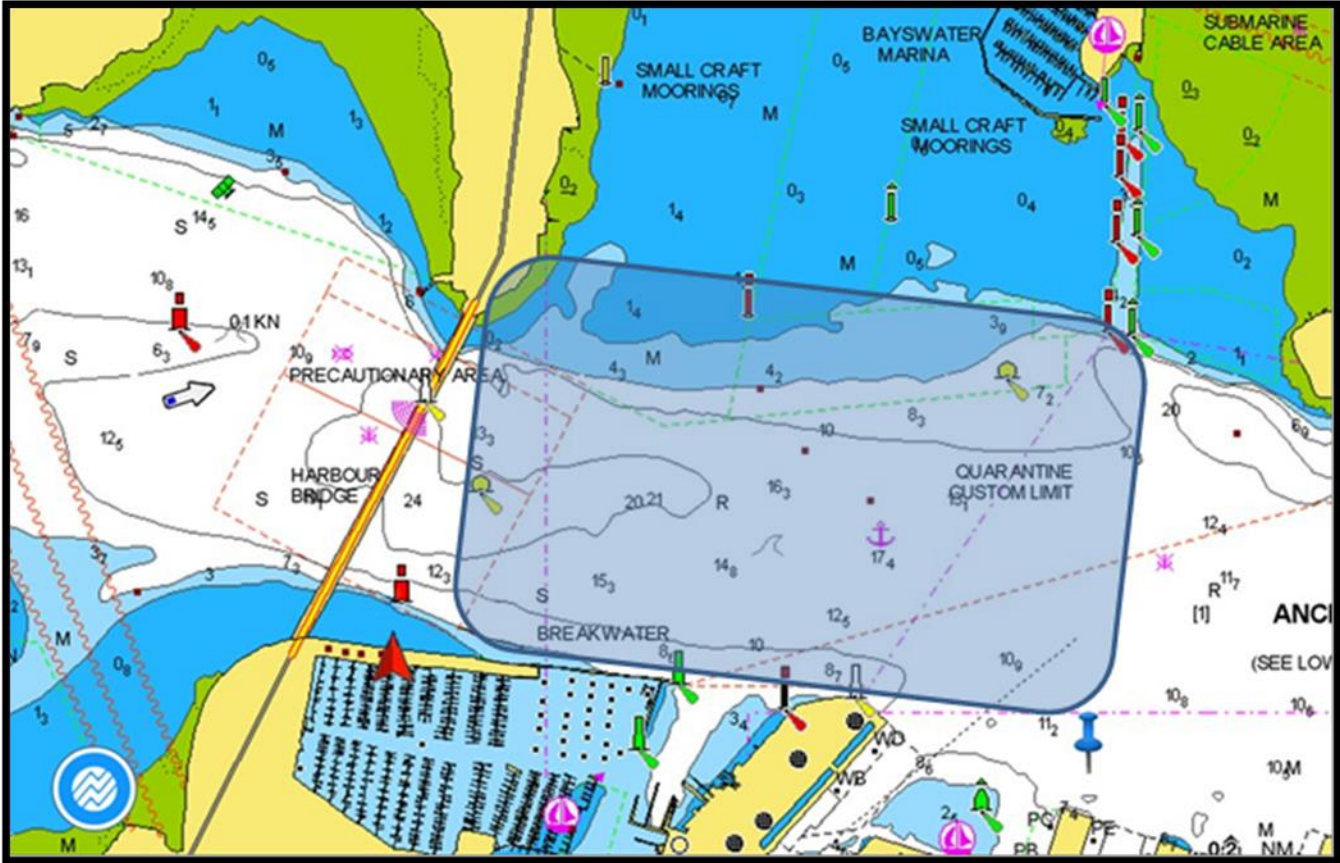
ADDENDUM A

APPROXIMATE LOCATION OF EVENT VENUE



ADDENDUM B

APPROXIMATE LOCATION OF THE INTENDED RACING AREA



- Approximate intended racing area

Note: While this is the intended racing area, the RC may race in other areas of Auckland Harbour if conditions impact the intended racing area.