
Yachting New Zealand Safety Regulations Part 1:

Unballasted Centreboard & Open Yachts, Sailboards and ballasted yachts not complying with Parts II – VI of the yachting New Zealand Safety Regulations.
(for Parts II - VI see separate publication or www.yachtingnz.org.nz)

These Regulations are effective from 1st January, 2017.

Preamble

Part I applies to all racing centreboard yachts, open yachts and sailboards. Part I also applies to ballasted yachts not complying with Parts II – IV of the Yachting New Zealand Safety Regulations of Sailing when these yachts are racing on inshore waters, with appropriate rescue facilities provided by the Organising Authority, and when specific provision is made in the sailing instructions for ballasted yachts to race under this part of the Safety Regulations.

Skipper's Responsibility

The safety of a yacht and her crew is the sole and inescapable responsibility of the skipper who must do his/her best to ensure that the yacht is fully found, thoroughly seaworthy and manned by an experienced crew who are physically fit to face bad weather.

These Regulations are mandatory and failure to comply with them while racing may be grounds for disqualification following a protest, or other prescribed penalties as stated in the sailing instructions.

Individual Organising Authorities or class associations may require additional safety provisions in their Notice of Race and/or Sailing Instructions or class rules in view of local conditions.

Yachting New Zealand Safety Regulations Part 1

All Regulations are relevant whether or not yachts are racing. Yachting New Zealand recommends that these Regulations be observed by all centreboard and open yacht crews and boardsailors at all times.

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1. All crew shall wear buoyancy vests or lifejackets in good repair properly secured about their persons and complying with YNZ minimum standard, SR Appendix 4 (YNZ Safety Regulations of Sailing), at all times while afloat. Yachting New Zealand may give dispensation (in writing), to specific classes or events, from this clause and specify conditions for exercising such dispensation. When dispensation is given it shall be the responsibility of the Organising Authority to ensure adequate safety provisions are made. Dispensation may be overridden by RRSs 40 or by the Notice of Race or Sailing Instructions.

Note: it is an offence under the Maritime Rules for any vessel not to have on board an approved flotation device for each person.

2. Centreboard, open yachts and sailboards shall be so constructed or fitted with reserve buoyancy so that when swamped or capsized and:-
 - a) When enclosed hulls are not divided into at least two separate compartments and the entire hull is flooded or
 - b) When the enclosed hulls are divided into two or more separate compartments and 50% of the total compartment volume is flooded or
 - c) When inflatable bag buoyancy is fitted and 50% is deflated they will support their own weight including all equipment plus 10 kg for each crew member. Buoyancy shall be so disposed so as to float the boat on an even keel when righted after a capsize. When provided in the form of inflatable air bags or closed cell plastic foam the buoyancy shall be securely held in place.

A yacht of an International Class shall be deemed to have satisfied the requirements of this rule when she meets specific buoyancy requirements of her class rules.

3. Yachts shall have permanently fitted on their centre-line a ring, closed fairlead or towing eye to which a tow line may be connected or led through to a strong point. The fitting shall be not less than 25 mm minimum internal diameter at all times unless one design class rules specify a particular alternative fitting. For monohull yachts this fitting shall be at or near the bow but not on a bowsprit. For catamarans the fitting may be at the stern for towing in reverse.

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4. Yachts shall carry a towline of adequate strength and of such length that it will extend twice the yacht's length beyond the bow when fitted as in clause 3. If the yacht's mainsheet or other running rigging are to be used as a towline they shall be so fitted as to be readily removable.
 5. Yachts shall be fitted with a quick release mechanism (not a bolt, lashing or screw shackle), or a halyard, which allows the mainsail to be lowered from both the deck and the masthead, or, in the case of a pocket luff sail or rigid aerofoil, a mechanism which allows the entire rig to be lowered quickly and easily.
 6. Hollow masts shall be either
 - i) completely sealed to prevent the entry of water, or
 - ii) fitted with a drain hole not more than 500 mm above the base and of such a size that it is capable of draining all of the water that could be contained in the mast within 30 seconds with the mast standing upright.
 7. Centreboards shall be so secured to the hull that they remain within the centrecase when the hull is inverted and they shall be sufficiently strong to support the weight of at least one crew member during the manoeuvre of righting following a capsized. This clause does not apply to windsurfers.
 8. Rudders shall be so secured to the hull in such a way that they remain in position when the hull is inverted. This clause does not apply to windsurfers.
 9. Tillers and rudder blades, if not permanently attached to the rudderstock, shall be secured to it by a pin or lashing while the yacht is on the water. This clause does not apply to windsurfers.
 10. Yachts shall carry an adequate bailer or pump attached to the hull by a lanyard of sufficient length to allow them to be operated, unless the yacht has an enclosed hull from which most of the water empties when righted, but not moving, following a capsized.
 11. Yachts shall carry their sail number on the port and starboard sides of their hull, in clearly distinctive letters and figures at least 50 mm high.
 12. Each boat trailer or cradle shall be clearly marked with the class and sail number of the yacht using it.