



Summary of changes to Safety Regulations for 2025 - 2028

This is a summary of the significant changes to be made to the 2025-28 Yachting New Zealand Safety Regulations.

Where possible it is highlighted what the change being made is from and to.

Pg. 10/16/85 Change from:

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.

Change to:

Responsibility of the person in charge

The safety of a yacht and her crew is the sole and inescapable responsibility of the person in charge who must do their best to ensure that the yacht is fully found, thoroughly seaworthy and manned by an experienced crew who have undergone appropriate training and are physically fit to face bad weather.

Ref: www.sailing.org

This is a significant change in wording with the title skipper/owner title being replaced by the "responsibility of the person in charge" and the addition of "appropriate training" which puts responsibility on this person to ensure that crew are trained on all relevant aspects of the operation of the vessel including risk assessment, emergency procedures and safety briefings.



Part I Centreboard, Open Yachts and Sailboards

Change from:

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.

Change to:

1. All crew shall wear a positive buoyancy vest or lifejacket (not inflatable) in good condition, fit for purpose, no tears in fabric, size to fit weight of user, buckles and straps all working properly secured about their persons at all times while afloat and complying with YNZ minimum standard, see SR Appendix 4 (YNZ Safety Regulations of Sailing). 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.



Part II Offshore & Coastal Racing

Change from:

4.03 Category 2

Race of extended duration along or not far removed from shorelines or in large unprotected bays or lakes, where a high degree of self-sufficiency is required but with the reasonable probability that outside assistance could be called upon for aid in the event of serious emergencies.

4.04 Category 3

Races across open water, most of which is relatively protected or close to shorelines.

Change to:

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Races across open water, most of which is relatively protected or close to shorelines but with the reasonable probability that outside assistance could be called upon for aid in the event of serious emergencies.



Change from:

SAILS

- 15.14 All storm sails are recommended to be air/ sea rescue orange in colour. All new storm sails built after January 1, 2005 shall be air/sea rescue orange in colour.
- 15.15 The following sails must be carried and rigged and hoisted at the time of inspection. These specifications give maximum areas; smaller areas may well suit some yachts. It is imperative that all vessels have sufficient storm sails to work off a lee shore in severe conditions.

STORM SAILS

Skippers should consult their sailmaker and designer to arrive at the best sizes. The sizes given below are maximum suggested sizes only and should be followed only after due consultation.

- (a) One **storm trysail** not larger than 12% of the mainsail luff length x mainsail foot length. It shall be sheeted independently of the boom and shall have neither a headboard nor battens and be of cloth weight of suitable strength for the purpose. The yacht's sail number and letter(s) shall be placed on both sides of the trysail OR rotating wing mast in as large a size as is practicable. Rotating wing masts may be used in lieu of a trysail. Aromatic polyamides, carbon fibres and other high modulus fibres shall not be used in the storm trysail. All slides must be of strong metal construction and compatible with track being used.

OR if it is not practical to fit a trysail then the deep reefed mainsail shall have the luff reduced to 35 percent or less. The mainsail and reefing equipment must be in excellent condition and be specifically designed and constructed to withstand storm conditions.



Change to:

15.14

STORM SAILS

Skippers should consult their sailmaker and designer to arrive at the best sizes. The sizes given below are maximum suggested sizes only and should be followed only after due consultation.

- the material of the body of a storm sail purchased after 2013 shall have a highly visible colour (e.g. dayglo pink, orange or yellow),
- aromatic polyamides, carbon and similar fibres shall not be used in a trysail or storm jib, but HMPE and similar materials are permitted,
- sheeting positions on deck for each storm and heavy-weather sail,
- sheeting positions for the trysail independent of the boom, and
- the maximum area of storm and heavy weather sails shall be lesser of the areas below or as specified by the boat designer or sailmaker.
- the primary purpose of any storm sail or heavy weather sail shall be to provide propulsion and steerage in storm & heavy weather conditions, and they shall be designed, manufactured, and maintained as such. Storm sails shall be designed to provide propulsion and steerage in Beaufort scale 8 and on all points of sail. Heavy weather sails shall be designed to provide propulsion and steerage in Beaufort scale 6 and on all points of sail.

- 15.15 One **storm trysail** not larger than 17.5% of the mainsail luff length x mainsail foot length. It shall be sheeted independently of the boom and shall have neither a headboard nor battens and be of a cloth weight suitable strength for the purpose. The yacht's sail number and letters shall be placed on both sides of the trysail OR rotating wing mast in as large a size as is practicable. Rotating wing masts may be used in lieu of a trysail. All slides must be of strong metal construction and compatible with track being used. OR if it is not practical to fit a trysail then a deep reefed mainsail shall have the luff reduced to 35 percent or less. The mainsail and reefing equipment must be in excellent condition and be specifically designed and constructed to withstand storm conditions.



If a separate trysail track is fitted, a stop is to be fitted to the top of the trysail track.

A spare main halyard is recommended.

- 15.16 One storm jib of not larger than 5 percent of the square of the luff of the largest headsail ($0.05 IG^2$) in area, the luff of which does not exceed 65 percent of the luff of the largest headsail ($0.65 IG$) and of suitable strength for the purpose. A means of attaching the luff to the stay/foil, independent of any luff groove device.

For new **storm jibs** made after January 1, 2010: One storm jib not larger than 3.5 percent height of the foretriangle squared, with luff maximum length 50 percent height of the foretriangle.

Storm sails designed for a luff-groove device shall have an alternative method of attachment to the stay.

Note: Sheets must be permanently attached.

- 15.17 One heavy weather jib of 70 percent of the fore triangle area.

- 15.18 Mainsails:

- a. All mainsails should be capable of being reefed. (Cat 1,2,3)
Recommended for Cat 4 and 5
- b. Mainsails shall have a set of reef points capable of reducing the effective luff length by a minimum of 50 percent. (Category 1&2)
- c. Mainsails shall have a set of reef points capable of reducing the effective luff by a minimum of 50 percent or a trysail. (Category 3)
- d. All yachts equipped with an in-boom or in-mast furling systems shall be equipped with a trysail. (recommended)



LIFELINES

17.17 All yachts shall be fitted with lifelines.

If yachts are racing under Category 5 without lifelines, all crew should wear life jackets.

Wire lifelines

The minimum diameter lifeline **wire** shall be: Yachts under 8.5m (LOA)- 3mm, Yachts 8.5m to 13m- 4mm, Yachts over 13m- 5mm

Wire manufactured with a plastic coating shall not be used.

Grade 316 1x19 Stainless wire is recommended. The wire shall show no significant signs of corrosion or weathering. When plastic tubing has been used, as a loose cover of the wire, it should be cut at its lowest point to allow any water to drain.

Fibre lifelines

If a **high strength low stretch fibre** (UHMWPE) is used instead of wire e.g. braided dyneema, spectra or similar, there can be no tolerance for wear or chafe (Vectran is not an acceptable material for lifelines). Material must be protected from U.V. with either a sheath or suitable UV coating. The material must be also protected from chafe where it passes through stanchions and at the terminations. The terminations must be spliced or terminated to a professional standard (knots not acceptable). Fibre lifelines should be replaced if there is any signs of chafe or UV degradation.

Sheath can be taken as an over braided cover over the main load member. The minimum diameter for **fibre** (UHMWPE) lifelines excluding any cover shall be:

Yachts under 8.5m (LOA)- 4mm, Yachts 8.5m to 13m- 5mm, Yachts over 13m- 6mm



Change from:

Part III Pleasure yachts departing New Zealand for overseas

Section 21 of the Maritime Transport Act 1994 (the MTA) requires masters of pleasure craft departing from any port in New Zealand for overseas to notify the Director of Maritime New Zealand (the Director, Maritime NZ) of their proposed voyage. The Director must be satisfied that the pleasure craft and its safety equipment and crew are adequate for the proposed voyage. A certificate of clearance from Customs is also a pre-requisite for departure under section 21.

In practice, the Director has delegated this statutory power to Yachting NZ. Sub-delegation from Yachting NZ to Yacht Inspectors mean that the Yacht Inspectors carry out these inspections to Category 1 standards. The standard is intended to ensure that the vessel and its crew are fit to safely undertake a planned voyage. It considers design, condition of vessel, equipment and crewing requirements.

REQUIREMENTS BEFORE DEPARTING NEW ZEALAND FOR ANY PLACE OUTSIDE NEW ZEALAND

- (1) All vessels must be registered as a New Zealand ship with the Registrar of Ships Maritime New Zealand
- (2) Yachting New Zealand Inspection certificate (MNZ 12409)
- (3) Notify the Director of Maritime New Zealand by completing an intention to depart notification form
- (4) Completed Outward Yacht Report form (Customs Form 9a (MNZ12411))

Change to:

SR Appendix 8

Racing Yachts departing on an international Yacht Race

All vessels travelling internationally must be registered in a flag state such as with the Registrar of Ships, Maritime New Zealand. www.maritimenz.govt.nz

All vessels registered as a New Zealand ship must follow the below requirements:

If you are participating in a yacht race overseas (and your craft's voyage starts in New Zealand), you will still need to meet the requirements under Section 21 of the Maritime Transport Act 1994, and apply for an International Voyage Certificate (Pleasure Craft). You will also still need a Cat 1 Certificate from Yachting NZ.

Section 21 of the Maritime Transport Act 1994 (the MTA) requires that a skipper (masters) of a recreational craft departing for overseas must:



- Satisfy the Director of Maritime New Zealand that the vessel and its safety equipment are adequate for the voyage and
- Satisfy the Director of Maritime NZ that the vessel is adequately crewed for the voyage; and
- Observe any other relevant maritime rules

It also requires the skipper of a recreational craft to notify the Director of Maritime NZ of their intention to depart New Zealand before they leave. Please note that before New Zealand Customs gives clearance under the Customs and Excise Act, they will need to see evidence that the requirements under section 21 of the Maritime Transport Act have been met.

For enquiries skippers and crew can contact Maritime NZ directly at RecreationalInternationalVoyage@maritimenz.govt.nz

1.0 YACHTING NEW ZEALAND REGISTRATION

Please note: Registration as a New Zealand ship is not the same as a Yachting New Zealand registration which is required for all NZ registered vessels wishing to race within and from New Zealand. For more information contact Yachting New Zealand or see www.yachtingnz.org.nz

2.0 CATEGORY 1 SAFETY INSPECTION CERTIFICATE

Yachting New Zealand Category 1 Safety Certificates are valid from the day they are signed, for a period of 60 days, provided that there are no crew changes, the safety equipment onboard remains in date until the estimated destination arrival date and no significant alteration or damage has occurred to the yacht (including the hull, rig or equipment).

Skippers can apply for a 30 day extension directly to the Yachting New Zealand Safety and Technical Officer stating the reasons for requesting an extension, provided there are no changes to the vessel, its equipment or crew as originally inspected.

Beyond this timeframe, the Yachting New Zealand Category 1 Safety Certificate is considered expired (invalid). The following could be reasons for needing re-issue of the certificate:

If any changes occur, please contact the Safety and Technical Officer at Yachting NZ.



Changed from:

Part VII Sport Multihull Yachts

Changed to:

Part V Sport Multihull & Foiling Yachts

Appendix 1 Medical Stores

Medical kits simplified and standardized into three kits. Inshore, coastal and offshore.
Upgrade to contents. Requirements are clear on level of First Aid certification.

Appendix 6 Advanced Sea Survival Training

Renamed to Offshore personal Safety course in line with World sailing terminology.