



Junior Sailor
Guide

SAILING JOURNEY

Welcome to Learn to Sail

Tauranga Yacht and Powerboat Club programmes are held both on the water and on land with theory and boat knowledge sessions, conducted by experienced sailing coaches, assisted by junior sailing coaches.

The lesson will normally start by preparing the boats for sailing and assessing the weather conditions. This may result in setting up your boat, but not actually getting on the water. It is all good boat rigging practice even if you stay on land; one thing you can't control is the weather.

Classes won't be cancelled due to bad weather. We might not get on the water, but we utilise the time to teach knots, techniques, tactics, etc. If it is too windy to sail but still safe to be on the water, we might also take the sailors on the RIB's to show them weather on water, teach them about the harbour, etc. It might look like a joy ride, but there is still a lot to learn.

In learning to sail your boat, at times you will capsize. This is all part of the learning experience. We teach the sailors how to safely do this and recover. Our coaches are all there to help! If you are watching on, please don't panic it is all part of sailing. Making sure they have the right equipment, life jackets, spray jackets, wet suits in winter, etc all contribute to a safe, and fun experience. So please ensure they are dressed appropriately.

At the beginning of the lesson there will be a briefing and end of the lesson there will be a de-brief.

What to Bring/Wear?

Summer (October-April) – Food to have before or after they are on the water. A large drink. Sunscreen, hat, sunglasses (if wanted), swim shorts & long-sleeve rash tops, waterproof jacket/spray jacket, reef shoes (optional), wet suit if wanted, a towel. A change of clothes to get into after their warm shower.

Winter (May-September) – Food for before or after they are on the water. A drink. Wetsuit, thermal base layers, waterproof jacket/spray jacket, reef shoes/sailing boots, hat, sunglasses, they still need sunscreen, a towel. A change of clothes to get into after their warm shower.

Sessions

Weekdays – These sessions start at 4:00pm each day. Please make sure your sailor is dressed in their sailing gear, fed and ready to go prior to this. We finish at 7pm.

Weekends – Morning sessions are generally from 9.00am – 12pm or 9:30am – 12:30pm and afternoon sessions are normally 1:00pm – 4:00pm, but please check your individual class timing. Please make sure you/your sailor are dressed in their gear, fed and ready to go prior to start time. This is when we start, not when we get ready.

School Holidays – Please make sure your sailor is dressed in their sailing gear, fed, has their lunches/drinks and a change of clothes. If your sailor is doing a school holiday Race Programme their boats also need to be ready prior to start time.

*Times are subject to change so please do check.

Finished Learn to Sail; CONGRATULATIONS!!!

But where to from here.....want to keep sailing?

Step One Join the Tauranga Yacht and Power Boat Club. Memberships are available for Junior Members, Senior Members (18+), and there are also Family Memberships. See information on our website, you can join here too.

Rainbow Race Development – Offered through the Sailing School. Paid programme.

The Sailing School offers a programme for sailors who have passed their Learn To Sail course that wish to continue honing their skills with the view to competitive sailing. This starts in the Green Race Development Programme, teaching the basic rules and skills required to enter Green Fleet (entry level) Club racing and regatta sailing. This can be booked through the Sailing School. You do need to join the Tauranga Yacht and Power Boat Club with a formal club membership, purchase or hire a boat, and attend regular training. Parent volunteer help is required for this programme. Please see the Green Race Development information in the Sailing School flyer.

Sunday Club Racing – Club event for members run by parents of the sailors competing. Series fee.

Once your sailor starts Race Development it is beneficial for them to put their newly learnt skills into practice. As a club we are very fortunate to have a few wonderful volunteers who give their time every Sunday afternoon in the Summer Series and every second Sunday afternoon in Winter Series to be Race Officers/Officials at our Club Sailing. Club sailing is from 12.00pm to approx. 3.30pm, or slightly longer in Summer. This is where your sailor builds their confidence up to a point where they want to enter Regattas, at Regional or National levels. More information page 6.

Regattas – Held by Clubs around the country. Entry fees, Club Membership, Class Membership and travel required.

Regattas are held all around the country catering to all levels/boat types. Optimists generally start in Green Fleet. At larger regattas there is sometimes a White Fleet (in the middle) and then the Open Fleet. You must progress to Open once you have completed the NZ International Dingy Association criteria. Starlings tend to have a Development Fleet at regattas for those just joining the class. See more info page 8.

Race Team – Offered through the Sailing School. Paid programme.

Once your competitive sailor has gone through the Rainbow Race Development Programme, attended regattas in the Green Fleet and is ready to progress into the White or Open Fleet they move into the Race Team Programme. This continues to develop their skills in their chosen boat, progressing through from Optimist, P-Class, Starling to Laser (depending on the size/weight of your sailor you may not progress through all boat classes, you may skip through). Please see Race Team information in the Sailing School flyer.

Keeler Boat Racing – Crew opportunities.

Once your sailor has skills and boating confidence, they will probably be looking at all the big keeler boats outside the Club and in the Sulphur Point Marina. We are very fortunate to have a wide range of opportunities for our young sailors; crewing on a larger Keeler boat is one of them. Skippers are often looking for crew, and your sailor can register their interest in being a crewing on the Wednesday Night Racing boats by contacting the TYPBC office, or using the crew finder link on the TYPBC website. This is generally done as a bonus, alongside their Race Team/Regatta sailing.

The World

Sailing can open up a lot of opportunities, and who knows where your sailor may end up. They may just sail for pleasure or turn it into a career. Who knows.....?

MEMBERSHIP

There are a number of membership options available. Youth, Senior, Family, etc. The application form is available on the TYPBC website. Once the form is completed, your application goes to the General Committee. Once approved you have access to the Club Members nights, ability to take up storage for your boat, at a charge if space is available. Discounts at some supply shops and access to other Yachting NZ Affiliated Clubs when travelling.

BOAT HIRE

Optimist /420's boats can be hired from the Bay of Plenty Sailing Academy Trust (BOPSAT). Rates are per term, and storage in the centreboard shed is additional. Contact number for BOPSAT - Roger 027 683 8466.

BUYING A BOAT

Need some advice when buying a boat or joining a crew. Contact the class representative they will be able to point you in the direction of what to look for, or who to talk to for the information you need. Representative list attached.

BOAT STORAGE

At the Tauranga Yacht and Powerboat Club we do have a limited number of Centreboard storage spaces available for our junior sailors that are members of the club. The term of storage is from 1st September to the 31st of August the following year. This is on an availability basis, and available to sailors under 18 year of age. Forms relating to the current year are attached.

BOATS AND THEIR ASSOCIATIONS

Optimist

<https://optimist.org.nz/new-to-opti/> is the best place to start when looking for information regarding Optimists. The NZ International Optimist Dinghy Association (NZIODA) is the organisation that is the central point for Optimist sailing.

This will cover most elements of Optimist sailing, but of course ask your coaches/ Optimist Club Rep or other parents who have been through the class anything you need to know.

If your sailor wants to enter ranking regattas there is an annual fee to belong to NZIODA.

Sailors of this class usually weigh between 35 and 55 kg.

These boats race in our Sunday Centreboard Series.

P – Class

<https://yacht.org.nz/sailing/p-class>

The P class is generally sailed by children from 11 to 15, 16 years is the maximum age for P Class skippers. Between 42 and 52 kg is the ideal weight. However, sailors outside these weights can also be successful with their honed techniques. Because of its short length it is difficult to sail downwind in waves, giving the boat a tendency to nose-dive. So, sailors develop advanced sailing skills at a young age. It is said, "If you learn to sail a P, you can sail anything".

We are lucky to have a wealth of knowledge in P-Class sailing with in the club. Gary Smith is one of our members and P-Class knowledge extraordinaire. If you are looking to buy a P Class or have any queries, please ask for his details.

These boats race in our Sunday Centreboard Series.

Starling

<https://www.starling.org.nz/>

The sailor weight is usually between 48 – 70 kgs. Fitted with a full set of sail controls this boat provides an excellent basis for learning the skills of rig tuning.

To be in Starling Class events you need to register with the NZ Starling Class Association. There is an annual fee for this, which can be located on their website. This entitles you to enter North Island Champs, NZ National Champs, InterIslander, South Island Champs or any other Traveller Series Events.

These boats race in our Sunday Centreboard Series.

ILCA / Laser

<https://ilca.nz/>

The sailing dinghy previously called the **Laser** is now called an **ILCA**. Both classes use the same hull, but a different sail rig.

The Laser Radial / ILCA 6...uses a smaller sail than the Standard rig and a shorter mast section. Suitable for sailors between about 55kg – 70kg.

The Laser Standard / ILCA 7...is more suitable for sailors approx. 75 – 90kg. It is suited to heavier sailors in windy conditions where weight, strength, and fitness are critical

These boats race in our Sunday Centreboard Series.

420's

<https://www.420sailing.org>

The International 420 is a great next step that teaches sailors double handed sailing with the trapeze and spinnaker and allows them to gain a solid understanding of the technical aspects of boat and rig tuning. It can sail in a wide range of conditions and provides a solid foundation for moving ahead into any senior class.

These boats are utilised by Tauranga and Mount Maunganui Colleges to learn team match racing. These can be hired from BOPSAT for racing in our Sunday Centreboard Series.

Zephyrs

<https://www.zephyr.org.nz/>

You can be competitive in a Zephyr at 65-90kg and can enjoy sailing it at anything from 50-120kg! The Zephyr yacht is a one person sailing yacht designed by New Zealander Des Townson in 1956. Zephyrs are an ideal boat for both casual and competitive sailors, with a diverse range of sailing and racing backgrounds throughout the fleet.

We have a strong fleet of Zephyr sailors in our Sunday Centreboard Series.

Paper Tiger

<https://www.papertiger.org.nz/>

This is a Box Rule boat (one design) 14ft long designed by the legendary New Zealand boat designer Ron Given. This is a single sailor boat ideally suited to a 65 - 80 kg sailor.

These can sail in the Centreboard Racing on Sundays. At a national level Paper Tiger's have a significant fleet and an annual National competition that is well attended.

Hobie Catamaran

<https://nz.hobieclass.com/>

14ft and 16ft double hull boat. This is a two person boat, helm and crew.

These can sail on Sundays with the Centreboard Sailing Group. They also have their own National competition.

Tornado

These are the ex-Olympic class catamarans. 20ft long, two person, ideal combined skipper and crew weight of 150 kg's. But in practice the weight range can vary between 120-200kgs. The Tornados race on Wednesday nights and have their own harbour series, raid (navigation race), and Nationals.

SUNDAY CLUB RACING

Sunday racing is run by the parents of the club sailors; along with a few very kind volunteers who give up their weekends to allow our kids/sailors to race.

This is not a drop and leave event. A parent is required to stay and assist in the running of the racing and be available to assist their child, should your sailor decide to retire and not continue to race. You don't need to go on the water if you are not comfortable being out there, there are land based volunteer roles that you can fill.

The TYPBC runs RIB courses, for a small fee, that covers the RIB use and safety boat guidelines. This is run a couple of times a year to give parents the skills to build up to being a RIB skipper. By undergoing the course you are able to go out for Sunday racing and under guidance with an experienced skipper spend time on the water building your skipper skills. The more parents that can skipper the RIB's the more chance our sailors have of getting out on the water. Without parent volunteers in safety boats, sailing does not proceed. Jobs are allocated once everyone arrives.

In order to run Sunday Centreboard Series racing we require;

Race Officers – Harry Highet	Controls all elements of the race. Course plotting, decides whether racing proceeds/continues, race start sequences, takes finishing places down as sailors cross the line for results, registers protest requests on water and is ultimately responsible for the racing overall.
Mark Boat – White Patrol	Sets the marks that the sailors use for the course, under the guidance of the Race Officers. Adjusts throughout the course of the day as required due to tide, wind shift, etc.
T1 – Safety boat	Is on course with two crew minimum to assist with rescue and sailor support. Skipper must have completed the RIB course and be confident controlling the RIB on the water. Assistant can be a parent who has not yet completed the course, but is prepared to learn and assist sailors. If the assisting parent has completed the course but needs more time on the water this is your chance to build hours.
Alan G – Safety Boat	Is on course with two crew minimum to assist with rescue and sailor support.
Bill Mitchinson – Safety Boat	Is on course with two crew minimum to assist with rescue and sailor support.
Trailer Assist	Parents not going out on RIBs are required to help launch boats and pull their trailers up to shore. And to also take the trailers down to the returning boats. The more parents on shore that help with this, the safer it is for the boats and sailors coming into shore.
RIB Launching / Retrieval	RIBs and White Patrol need to be launched and retrieve from the Club ramp. This is done using the Club tractor. When they are returned to shore they need to be washed down, motors run/rinsed, and put back in the shed. Any issues/maintenance requirements need to be reported to the office on office@yacht.org.nz . Even if you think the office has already been advised, please do send an email.
Results into Sailwave	Results are entered into the Sailwave programme for CentreBoard Series points.
Kitchen	Should there be enough parent helpers; croissants, sausage sizzle, drinks and ice creams etc can be sold to raise money for the club.
Lock up	The rubbish needs to go up to the large waste bin in the carpark, cardboard/bottles in recycling, the showers need to be checked to ensure they are turned off, lights off, and lost property put up on the racks. Kitchen locked, keys returned upstairs, and the sheds / barrier arm checked to make sure they are locked.
<p>The number of safety/support boats required, depends on the number of sailors. The Race Officers advise if there are enough RIB support boats to race.</p>	

<p>BeachMaster</p>	<p>Beachmaster assists the Race Officers from shore, using a radio for communication with the water, channel 77 unless otherwise advised by the Race Officers.</p> <p>The main role of the BeachMaster is to make sure that all sailors are accounted for. And Race Officers are informed of sailor movements back to shore.</p> <p>This is carried out by a “sign on / off” process. The form for this is found in the kitchen. You write the date, and class at the top of the sheet. Opti/P-Class together, Starlings and Lasers together and Zephyrs on a separate sheet. This is then taped to the sign on table with a pen for sailors to use.</p> <p>Do not allow the sailors to ‘tick’ the form, they must SIGN, otherwise there is no track of who said the sailor was safe if the form is not signed.</p> <p>Once the boats have left shore, the Beachmaster needs to count the number of boats on the sign on sheet and radio this through to Harry Highet. If the number of boats don’t match Harry Highets count, you may need to break down the boats into number per class, and then use the difference in numbers to identify the variance. Once identified the BeachMaster can sign them on as afloat and speak to them when they come off the water about their non-signing on. In some cases (repeat offenders) the Race Officers may decide not to award points for their days sailing.</p> <p>As RIB skippers pick up sailors struggling they may send/bring them back in to shore, they would usually radio the number of the boat through to Harry Highet/BeachMaster. The BeachMaster should make a note of those numbers as they come in. They should also advise Harry Highet they have returned to shore safely.</p> <p>If a sailor comes ashore early they should be signed off (preferably by BeachMaster) and a note made as to the reason they came ashore ie retired due to breakage, retired too windy, retired tired, etc. Otherwise the results team could waste a lot of time looking for the missing boats in their data entry, only to find they never did finish. Referencing back to the sign off sheet helps with this. It also helps the Race Officers work out a pattern for junior sailors that may need extra support.</p> <p>As the main body of the fleet comes ashore they should be reminded frequently to sign off. Any gaps must be examined with urgency. If there really is an emergency this is the critical time to go looking. It should NEVER be ‘assumed’ a sailor is safe. If in any doubt radio Harry Highet and they will get rescue boats out on the course starting to look, while you sort it out. A quick look at the beach trailers still empty is a very good first check.</p> <p>Once all sailors are signed as returned advise Harry Highet via radio.</p> <p>Don’t hesitate to message the Race Officers with any queries. They may not answer immediately if in a start sequence, or race finish.</p> <p>It is good for the BeachMaster to mark the form as “all returned” when the group has all returned to shore and the sign off sheet is complete. Sign on/off sheets and results passed to Sailwave entry person, or taken up to the office.</p>
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REGATTAS

You generally start your racing career in the Optimist Green Fleet. The NZIODA website has a list of events being run around the country. This is a great place to decide where you would like to travel to and sail.

If you are starting in a Starling, starling.org.nz is a great place to start for an event listing.

The other all class website is <https://www.yachtingnz.org.nz/racing/regatta-calendar> this has a great calendar of regattas as well.

These will direct you to the Club that hosts the regatta, and on their website, you should find their Notice of Race (NOR), and the entry forms. A Notice of Race is generally put out in advance of entries being open. Also be aware that regattas have close off dates for entries, normally a week before but it does vary. You may not be able to enter on the day.

You do need to be a Yachting NZ Affiliated Member to enter regattas. This is where your TYPBC Membership comes into play.

Sailing instructions will generally be posted a short time after the NOR, this gives you all the information regarding the regatta, rules, etc. It pays to check the NOR/Sailing Instructions for start times each day, as these do vary. Quite often the second day will start earlier.

Sometimes a hosting club will request TYPBC sailors provide a RIB as a safety boat. TYPBC provides the RIB but attending sailors need to contribute to the fuel for the RIB being on the water, this is split between all attending sailors. A donation to the club for usage of the RIB, towards wear and tear and maintenance, is also appreciated.

If parents are wishing to take the club RIB as a support boat, the parent/skipper needs to have been through the TYPBC RIB Programme. This ensures the safety of sailors and other boats on the course, and also complies with our insurance requirements.

You need to check the availability of a RIB with the club, by contacting the office to put in a request. Putting this request in does not guarantee a RIB, but it does mean the club is aware you would like to use it. The request will be confirmed or denied. Depending on what else is on at the club and boats already booked out a RIB might not be available. Allocation is at the Club's discretion.

If you attend a regatta and a club RIB is not taken, you need to contact the hosting club and have your child allocated to a support boat. Children should not go on the water without a support boat assigned to them. This is for your sailors safety, and the hosting clubs management of liability. There is no such thing as an independent sailor in the junior grades.

At National level/larger scale regattas (ie. Optimist Nationals / Sir Peter Blake Regatta) it is not uncommon for Clubs to take a coach for their Green Fleet and sometimes Open Fleet Optimist Sailors. The cost for this is shared between all Optimist club sailors attending the regatta. Occasionally classes above Optimists may also wish to employ a coach, but this is on a case-by-case basis. Classes can be run on separate courses, so priority is given to junior sailors.

FOR YOUR SAILOR

On the day bring your lunch and a drink in a named dry bag, pass it to the skipper of the support boat. They will take it with them out on the rib. Between the races, if there is time and space and the skippers give you the ok, you can pull up beside them. They will pass you some of your food if required or just check in with you, if possible.

Another thing to do is have a drink on board your boat, and perhaps a muesli bar or something to keep you going in the front of your life jacket just in case you don't get the opportunity between races to get up to the RIB. It is always a really good idea to have a good breakfast and something quite substantial to eat before you launch, so that you have something to go on, as it is not always easy to access food on the water, and quite often with race tummies you don't want to eat when you are out there busy and excited. But remember to stay hydrated!!! A small zinc stick or sunscreen to reapply in your front pocket is also handy.

It is advisable to be at the regatta and have your boat rigged before any briefing.

And most of all HAVE FUN.

WHO TO GO TO FOR HELP

The TYPBC office deals with memberships, centreboard storage, accounts and general enquiries. Positive or constructive feedback regarding the Club, Sailing School, etc is also always welcome. We are always looking to improve, and your feedback assists us with this. We always love passing on positive comments too.

Outside of your sailing lessons, your class representative is your first port of call with sailing/boat queries. Coaches are employed to teach your children to sail, your representatives are there to help with the other stuff. Questions around Sunday sailing, regattas, etc should be directed to them; and don't forget other parents that have been in the Club longer, they are also always willing to help. We are a Club and ultimately work together as parents and members to provide our sailors the best opportunities.

CENTREBOARD COMMITTEE

As the CentreBoard Division of TYPBC we are represented by a group of volunteers. Parents and sailors that give up their time to be our CentreBoard Committee. The committee meets monthly to discuss / organise / deal with any events/issues around the CentreBoard Division. Our Chairperson then represent the CentreBoard Division at the General Committee Meeting of the Club. New volunteers are always welcomed and if you have an interest in being involved in the committee, please let the CentreBoard Chairman know.

COMMUNICATION

Communication once your sailor reaches Club Racing and Development/Team fleet, is primarily through the Whatsapp Groups. There are multiple groups. The TYPBC Centreboard Group is for all sailors that sail in the CB division. The Race Group is for those in the Race Development/Race Team. Classes may also have separate groups. Please check with your

We have a Club Newsletter that is emailed.

CLUB NIGHTS

Club nights are generally held the first Friday of the month (subject to change). Members are able to purchase beverages from the bar and a meal at members pricing. The bar opens from 5.00pm and a buffet meal is served from 6.00pm. RSVP to the office by Thursday midday to allow for catering numbers.

HELPFUL NUMBERS / CONTACTS

Centreboard Chairman	Nik Burfoot	nikburfoot@gmail.com	0276 941 959
Optimist Green Rep	Jess McDowell	smyth.jessica@gmail.com	021 373 206
Optimist Rep	Grace Bollen	g.yarrow@xtra.co.nz	021 868 404
P-Class Rep	Glen Strang	glen.strang@mtf.co.nz	021 542 215
Starling Rep	Simon Gard	simon.gard@heb.co.nz	0272 927 516
Laser Rep	Nik Burfoot	nikburfoot@gmail.com	0276 941 959
Zephyr Rep	Andy Knowles	andy@knowles.co.nz	07 576 9857
420 Rep	Nik Burfoot	nikburfoot@gmail.com	027 694 1959
Multihull Chairman	Mike Brown	pxmikeb@gmail.com	
Paper Tiger Rep	Phil Olds	phil.shell@xtra.co.nz	021 380 070
Keeler Chairman	Roger Rushton	keelers@gmail.com	07 576 3999
Trailer Boat Chairman	Ross Mahon	rablmahon@gmail.com	021 874 071
Women on Water	Jackie Kelly		021 188 1182
TYPBC Office	07 578 5122 ext 1		
TYPBC Sailing School	07 578 5122 ext 3		
RIB Bookings	0274 875 106		
BOPSAT Boat Hire	027 683 8466		