



ROYAL NEW ZEALAND YACHT SQUADRON

# ROYAL NEW ZEALAND YACHT SQUADRON

3<sup>rd</sup> December, 2021 to 30<sup>th</sup> September, 2022

The Organising Authority is the Royal New Zealand Yacht Squadron  
181 Westhaven Drive, Westhaven, Auckland 1011  
Tel: 09 360 6800 | [www.rnzys.org.nz](http://www.rnzys.org.nz) | [raceoffice@rnzys.org.nz](mailto:raceoffice@rnzys.org.nz)

## STANDARD SAILING INSTRUCTIONS

### 1 RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 The rules of RRS Part II will be replaced with the right-of-way rules of the International Regulations for Preventing Collisions at Sea (IRPCAS) between sunset and sunrise.
- 1.3 The Yachting New Zealand Safety Regulations shall apply as follows:
  - a) Part II Category 5 shall apply for keel boats (excl Young 88) and multihulls,
  - b) Part II Category 4 shall apply for Young 88 boats,
  - c) Part V Category B shall apply for trailer yachts,
  - d) Part VI Category B shall apply for sports boats,
  - e) Part VII shall apply for sport multihulls.Refer - <http://www.yachtingnz.org.nz/racing/safety-regulations>
- 1.4 Under RRS 42.3 (i), *Propulsion*, the use of an engine is permitted to avoid collision with another vessel or object, or to prevent or get clear after grounding or colliding with a vessel or object, or to prevent a vessel from entering a prohibited area; provided the boat does not gain a significant advantage in the race.
- 1.5 Boats shall be nominated with “Non-Moveable Ballast” or with “A Canting Keel” or “Water Ballast Tanks.” Lifting keels shall be locked in the down position and may not be moved whilst racing.
  - a) A boat nominated with non-moveable ballast or a lifting keel shall comply with RRS 51, *Moveable Ballast*,
  - b) Boats with moveable or variable ballast, in the form of a canting keel or water ballast, may move that ballast to increase or decrease weight, or to adjust trim or stability. This changes RRS 51, *Moveable Ballast*,
  - c) Boats with moveable or variable ballast shall comply with World Sailing Offshore Special Regulations – Appendix A  
[https://www.sailing.org/tools/documents/OSRAAppendixAMoveableandVariableBallast-\[26964\].pdf](https://www.sailing.org/tools/documents/OSRAAppendixAMoveableandVariableBallast-[26964].pdf)
  - d) Boats with moveable or variable ballast shall comply with Yachting New Zealand Safety Regulations Part II Clause 6.
- 1.6 RRS 52, *Manual Power* shall not apply.
- 1.7 For boats sailing in non-spinnaker divisions or events, no spinnakers or extras may be set. Extras are defined as sails normally used to advantage to windward. Headsails may be boomed out using spinnaker poles but shall only be carried on a permanent load bearing forestay with only one headsail per forestay.
- 1.8 Appendix T, *Arbitration* will apply unless stated differently in the SSI's.



## 2 NOTICES TO COMPETITORS

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- 2.1 Notices to competitors will be posted on the official notice board located on the club website at [www.rnzys.org.nz](http://www.rnzys.org.nz) and on the notice board in the main foyer of the RNZYS clubrooms.
- 2.2 Supplementary Sailing Instructions (SSI's) will be posted online on the RNZYS website at [www.rnzys.org.nz](http://www.rnzys.org.nz).
- 2.3 Boats (and support vessels) shall maintain a listening watch on VHF channel 17 for all harbour racing and on VHF channel 77 for the Commodores Cup Series. The failure to receive a radio message from the race committee will not be grounds for redress. This changes RRS 62.1 (a).

## 3 CHANGES TO SAILING INSTRUCTIONS

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- 3.1 Any change to the Sailing Instructions will be posted before 0900 on the day it will take effect unless this time is changed in the Supplementary Sailing Instructions. Any change to the schedule of races will be posted by 2000 on the day before it will take effect.

## 4 SIGNALS MADE ASHORE

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- 4.1 Signals made ashore will be displayed from the RNZYS flagpole located to the north of the RNZYS clubrooms.

## 5 SCHEDULE OF RACES

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- 5.1 The SSI's will include a table showing the days, dates, number of races scheduled, the scheduled time of the first warning signal each day, and the latest time for a warning signal on the last scheduled day of racing.
- 5.2 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least one (1) minute before a warning signal is made.

## 6 CLASS FLAGS

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- 6.1 Unless otherwise stated in the SSI's, the class flags will be:

Division	Class Flag
A	Blue / Yellow
B	White
R	Pink
C	Green / Yellow
F	Purple
Q	Y88 Insignia on White background
G	Green / Black
E	Black / White
M	Green
S	Yellow
K	CYA Burgee

- 6.2 [DP] All boats shall display their class flag from the backstay of the boat, at least 1m above the deck line while racing so that it is clearly visible to other boats. Boats without a backstay shall fly their class flag from the port shrouds. Failure to clearly display the class flag may result in the boat being scored Did Not Start without a hearing, unless dispensation is given in the event NOR or SSI. This changes RRS 35, A5.1 and A5.2.



## 7 THE COURSES

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7.1 No later than the warning signal the race committee will designate the course by displaying the course number.

### 7.2 **Harbour courses:**

The courses are shown in the RNZYS Course Addendum A, B, or C online at the RNZYS website at [www.rnzys.org.nz](http://www.rnzys.org.nz) and in the RNZYS handbook. They show the courses, the order in which rounding marks are to be passed, and the side on which each mark is to be left.

R division will sail the same course as A division.

### 7.3 **Windward Leeward courses:**

The courses will be included in the SSI's. They show the courses, the order in which rounding marks are to be passed, and the side on which each mark is to be left.

## 8 MARKS

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### 8.1 **Harbour courses:**

All marks will be Auckland Council Harbour Racing Buoys, unless the mark is missing and may be replaced with an inflatable buoy, or an official boat displaying code flag 'M.' The buoy locations, including GPS positions are online under **Race Documents and Courses** on the RNZYS website at [www.rnzys.org.nz](http://www.rnzys.org.nz) and in the RNZYS handbook.

### 8.2 **Windward Leeward courses:**

A list of the marks that will be used, including a description of each one, will be included in the event SSI's.

### 8.3 **Fairway Marks:**

Boats racing shall pass on the main channel side of the following fairway marks:

1. Rangitoto Beacon,
2. Iliomama Rock Beacon,
3. Browns Island Beacon,
4. Beacon on Emu Rock (off Motutapu),
5. Bean Rock Light and Doris Rock Beacon (approx. 25m north),
6. Red buoys on eastern side of Motuihe Channel,
7. Beacon on Sewer Outlet (Orakei),
8. Cable beacons east of Devonport Wharf,
9. Green Sandspit marker stake (SW of Torpedo Wharf),
10. All moored vessels in or adjacent to the designated Small Craft Moorings areas shown on Chart NZ 5322,
11. The Okahu Bay wave break and all moored vessels in the Okahu Bay mooring area,
12. The harbour bridge main navigational span pylons.

## 9 OBSTRUCTIONS

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### 9.1 **Prohibited Racing Areas:**

The following areas (shown in Attachment A) are designated as Obstructions for the purposes of the RRS Definitions and RRS 19 and 20.

1. The Westhaven Boat Harbour area defined by a line representing an extension of the breakwater to the most northern point of Wynyard Point – (diagram A),
2. The Commercial Harbour area defined by a straight line drawn between the most northern point of Wynyard Point and the north-western point of the Fergusson Container Terminal – (diagram B),



3. The Defence area marked on Chart NZ 5322 around the Naval Dock, Calliope Wharves, Devonport – (diagram C).

## 9.2 Large Vessel Moving Prohibited Zones:

At all times boats shall comply with the Auckland Council Navigation Safety Bylaw 2021 Part 2, Subpart 10, clause 54 – “Moving Prohibited Zone” as described below. Moving Prohibited Zones are designated as Obstructions for the purposes of the RRS Definitions and RRS 19 and 20.

Auckland Council Navigation Safety Bylaw 2021 – Part 2, Subpart 10 –

### **54 - Vessels Must Not Impede a Large Vessel In A Pilotage Area,**

1. *The person in charge of a vessel under 500 gross tonnage in a pilotage area must not allow that vessel to impede the navigation of any vessel of 500 gross tonnage or more.*
2. *The person in charge of a vessel must not navigate the vessel within the moving prohibited zone of a large vessel that is in a pilotage area.*
3. *A moving prohibited zone is an area of navigable water around a large vessel that –*
  - a. *extends 100 metres to each side or the width of the marked channel, whichever is the lesser distance; and*
  - b. *continues at the width in (a) to 100 metres astern and 500 metres ahead of the vessel; and*
  - c. *follows the line of the marked or buoyed channel when changing course.*
4. *However, (2) does not apply to the pilotage area within the Tamaki River.*

## 10 THE START

- 10.1 Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal, unless changed by the NOR or SSI's.
- 10.2 The starting line is between a staff displaying an orange flag on the race committee vessel and the course side of the starting mark.
- 10.3 [DP] When a starting sequence is in progress, boats whose warning signal has not been made shall avoid the starting area. The starting area is defined as the area 50m from the starting line in all directions.
- 10.4 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to broadcast her name and/or sail number on VHF channel 17. Failure to make a broadcast, failure of her to hear such a broadcast, or the order in which boats are broadcast will not be grounds for a request for redress. This changes RRS 62.1 (a).
- 10.5 **General Recalls:** In the event of a General Recall then the warning signal for the recalled division will be made with the starting signal for the last scheduled start. If more than one division is recalled, the recalled divisions will start at 5 minute intervals in the same sequence in which they were recalled. The “First Substitute” will be lowered at the same time as the preparatory signal is lowered 1 minute before the start of the next division. This changes RRS 29.2.  
  
In the event that the last scheduled division to start is recalled and no other division has been recalled previously, the new warning signal shall be made no less than 5 minutes after the previous starting signal. The “First Substitute” will be lowered at the same time as the new warning signal is displayed. This changes RRS 29.2.
- 10.6 Unless stated differently in the SSI's, boats failing to start within 4 minutes of their starting signal for Windward Leeward racing, or within 10 minutes of their starting signal for Harbour or Passage racing, shall be scored Did Not Start without a hearing. This changes RRS 35, A5.1 and A5.2.



## 11 CHANGE OF THE NEXT LEG OF THE COURSE

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### 11.1 **Windward Leeward Courses:**

To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. A description of the new mark will be in the SSI's. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

11.2 When Mark I has been replaced, Mark Ia is no longer a mark of the course. It will be removed as soon as practicable. This changes RRS 33(c).

11.3 A Change of Course will be signalled by the display of flag 'C' only with repetitive sounds. This changes RRS 33(a) and RRS 33(b).

### 11.4 **Harbour Courses:**

Legs of the course will not be changed. This changes RRS 33.

## 12 THE FINISH

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12.1 The finishing line is between a staff displaying a blue flag on the race committee vessel and the course side of the finishing mark, unless changed by the SSI's.

## 13 PENALTY SYSTEM

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13.1 The Two-Turns Penalty as per RRS 44.1 shall apply, unless changed by the NOR or SSI's.

## 14 TIME LIMITS

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14.1 The SSI's will state which of the following time limits, if any will apply and, for each, the time limit.

- Mark I Time Limit Time limit for the first boat to pass Mark I.
- Race Time Limit Time limit for the first boat to start, sail the course and finish.
- Finishing Window Time limit for boats to finish after the first boat starts, sails the course and finishes.

14.2 Unless stated in the event SSI's there is no Mark I Time Limit.

14.3 Boats failing to finish within the Finishing Window after the first boat starts, sails the course and finishes shall be scored Did Not Finish without a hearing. This changes RRS 35, A5.1 and A5.2.

## 15 PROTESTS AND REQUESTS FOR REDRESS

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15.1 Hearing request forms are available on the RNZYS website [www.rnzys.org.nz](http://www.rnzys.org.nz) and at the Race Office. Protests and requests for redress or reopening shall be delivered to the Race Office within the appropriate time limit.

15.2 For each division or class, the protest time limit is 90 minutes after the last boat has finished the last race of the day or the Race Committee signals no more racing today, whichever is the later.

15.3 Notices will be posted to inform competitors of hearings in which they are parties or named as witnesses and when and where the hearings will be held.

15.4 Notices of protests by the race committee, technical committee or protest committee will be posted to inform boats under RRS 61.1 (b).

15.5 An arbitration meeting may be held prior to the hearing and may be held by teleconference (eg. Zoom).



## 16 SAFETY REGULATIONS

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- 16.1 A boat that retires from a race shall notify the race committee at the first reasonable opportunity, either via VHF channel 17 or VHF channel 77 as indicated in SI 2.3, by telephone or in person.
- 16.2 All boats must maintain a listening watch on deck on VHF channel 17 or VHF channel 77 as indicated in SI 2.3, and on VHF channel 16 at all times while racing. Emergency communication must be made on VHF channel 16.

## 17 SUPPORT VESSELS

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- 17.1 [DP] Except when requested to participate in rescue operations, team leaders, coaches, and other support persons shall stay outside areas where boats are racing and are restricted to a 5 knot speed limit, from the time of the preparatory signal for the first start of a sequence of starts until all boats have finished racing or the race committee signals a postponement or abandonment of all races. The areas the boats are racing in is defined as the area inside the course and within 100m of any mark, lay line, starting line, finishing line or any area where any boat that is racing is sailing or may sail.
- 17.3 [DP] All support and coach boats must have VHF communications and be available to assist the race committee if required.
- 17.2 [DP] All support and coach boats shall have an engine safety cut out switch (kill cord) attached to the driver at all times while the engine is running, unless prior written exemption has been provided by the Organising Authority.

## 18 RIGHTS TO USE NAME AND LIKENESS

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- 18.1 By participating in a RNZYS event, competitors automatically grant to the Organising Authority and the event sponsors the right, in perpetuity, to make, use, and show, at their discretion, any photography, audio and video recordings, and other reproductions of them made at the venue or on the water from the time of their arrival at the venue, until their final departure, without compensation.
- 18.2 All those who take part in any event as competitors, as well as support crew, spectators and officials agree to be overflowed by a drone during the duration of the event. This includes your person and your property (boats).

## 19 RISK STATEMENT

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- 19.1 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.**
- 19.2 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.



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## 20 INSURANCE

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- 20.1 Each participating boat shall be insured with valid third-party insurance with a minimum cover of \$5,000,000 per incident or the equivalent.

## 21 COVID-19

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- 21.1 Decision making on the event in relation to Covid-19 Alert Levels will be made according to the local Auckland status as follows.

- Level 4 - Race-day will be cancelled,
- Level 3 - Race-day will be cancelled,
- Level 2 - Race-day may proceed with precautions / limitations,
- Level 1 - Race-day will proceed with precautions.

If any region that a competitor is from is at a higher Alert Level than Auckland, all competitors and families from that region will be required to consider themselves still under that Alert Level, and precautions will be taken to ensure the segregation and physical distancing of those competitors and families.

## 22 FURTHER INFORMATION

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- 22.1 For further information please contact;

Web-site	<a href="http://www.rnzys.org.nz">www.rnzys.org.nz</a>
Address	181 Westhaven Drive Westhaven Auckland 1011
Phone	09 360 6800

**Date:** 8 December 2021







**ATTACHMENT A** (continued)

**Diagram C**

Defence Area

