



ROYAL NEW ZEALAND YACHT SQUADRON STANDARD SAILING INSTRUCTIONS

for all RNZYS Club Racing from
1st October 2020 to 30th September 2021

The Organising Authority:
Royal New Zealand Yacht Squadron (RNZYS)
181 Westhaven Drive, Westhaven, Auckland 1011
Tel: 09 360 6800 | www.rnzys.org.nz | raceoffice@rnzys.org.nz

1. RULES

- 1.1 The regatta or series will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 The International Rules for Prevention of Collision at Sea, 1976, apply in all races between sunset and sunrise replacing the relevant parts of Rules Part 2.
- 1.3 Keels and Ballast - Rule 51 is changed so that boats shall be nominated with "non-moveable ballast" or with "A Canting Keel" or "Water Ballast Tanks". A boat nominated with non-moveable ballast and a boat with a lifting keel shall comply with Rule 51. Lifting Keels shall be locked in the down position and may not be moved whilst racing. Rules 51 & 52 are modified to allow boats with movable/variable ballast systems to compete. Boats must comply with World Sailing Appendix K (www.sailing.org) and Yachting New Zealand Safety Regulations Part II Clause 6 (www.yachtingnz.org.nz). PHS's may be altered accordingly.
- 1.4 The Yachting New Zealand (YNZ) Safety Regulations Part II Category 5 shall apply for keel boats and multihulls. Unless changed in the SSI.
- 1.5 The YNZ Safety Regulations Part V Category B shall apply for trailer yachts.
- 1.6 The YNZ Safety Regulations Part VII shall apply for sport multihulls.
- 1.7 Rule 52 'Manual Power' shall not apply.
- 1.8 For boats sailing in non-spinnaker divisions or events. No spinnakers or extras may be set. Extras are defined as sails not normally used to advantage to windward. Headsails may be boomed out using spinnaker booms but shall only be carried on a permanent load bearing forestay with only one headsail per forestay.
- 1.9 Under rule 42.3(i) 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.
- 1.10 Appendix T Arbitration will apply unless stated differently in the NOR or SSI.

2. NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board located in the main foyer of the RNZYS, and on the website www.rnzys.org.nz.
- 2.2 Supplementary Sailing Instructions (SSI) will be posted online at www.rnzys.org.nz.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the Sailing Instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.



4. SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed from the Squadron flag pole.

5. SCHEDULE OF RACES

5.1 The SSI will include a table showing the days, dates, number of races scheduled, the scheduled times of the first warning signal each day, and the latest time for a warning signal on the last scheduled day of racing.

6. CLASS FLAGS

6.1 Each class flag will be, unless otherwise stated in the NOR or SSI:

| Division | Class Flag |
|-------------|--|
| A | BLUE/YELLOW |
| B | WHITE |
| E | BLACK/WHITE |
| Q | Young 88 class flag (White with blue logo) |
| C Light | GREEN/YELLOW |
| C Heavy (F) | PURPLE |
| G | GREEN/BLACK |
| S | YELLOW |
| K | CYA burgee |
| M | GREEN |
| N | 8.5 class flag |

6.2 All boats shall display the appropriate class flag approximately 2m above the deck line from the backstay of the boat whilst racing. Boats without a backstay shall fly their class flag from the port shrouds. Failure to clearly exhibit the class flag may mean the boat is recorded as not starting in the event. Unless dispensation is given in the NOR or SSI.

7. THE COURSES

7.1 Harbour courses:

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

The courses to be sailed, the order in which the marks are to be passed, and the side on which each mark is to be left are shown in the RNZYS Addendum A, B or C, as described in the RNZYS handbook and online at www.rnzys.org.nz.

7.2 Windward Leeward Courses:

The course number of the W/L course to be sailed will be displayed from the committee boat prior to the first warning signal. The description of the courses will be outlined and shown in SSI.

8. MARKS

8.1 Harbour Courses:

All marks will be Auckland Harbour Racing buoys, unless the mark is missing and may be replaced with an inflatable buoy, or an official boat displaying Code Flag M. Locations of the marks are in the RNZYS handbook and online at www.rnzys.org.nz.

8.2 Windward Leeward Course:

All marks will be inflatable buoys, with the description of the marks and course will be outlined in the SSI.

8.3 Fairway Marks:

Boats racing shall pass on the main channel side of the fairway marks listed below

1. Rangitoto Beacon
2. Iliomama Rock Beacon
3. Browns Island Beacon



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4. Beacon on Emu Rock (off Motutapu)
5. Bean Rock Light and Doris Rock Beacon (approx. 25 metres 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 and moorings in or adjacent to the designated Small Craft mooring areas shown on Chart NZ 5322.
11. The Okahu Bay wave break and all vessels and moorings in the Okahu Bay mooring area.
12. The harbour bridge main navigation span pylons.

8.4 **Prohibited Racing Areas:**

Boats racing shall not sail in the prohibited racing areas listed below. These prohibited racing areas are designated obstructions for the purposes of RRS 19 & 20.

1. The Westhaven Boat Harbour area defined by the line representing an extension of the breakwater to the most northern point of Wynyard Point. (diagram A)
2. The Commercial Harbour area defined by straight line drawn between the most northern point of Wynyard Point and the north western point of the Fergusson Terminal. (diagram B)
3. The Defence Area marked on the Chart NZ 5322 around the Naval Dock, Calliope Wharves, Devonport (diagram C)

8.5 **Large Vessel Moving Prohibited Zones:**

At all times boats shall comply with the Auckland Council Navigation Safety Bylaw 2014 Part 8, clause 55 – “Moving Prohibited Zone” as detailed below. Moving Prohibited Zones are designated obstructions for the purposes of RRS 19 & 20.

Auckland Council Navigation Safety Bylaw 2014 - Part 8, clause 55 - Moving Prohibited Zone,

1. *“A moving prohibited zone extending 100m astern and 100m to each side of a vessel, and continued at such width to 500m ahead, following the line of the buoyed channel when changing course is reserved around a large vessel, when that vessel is underway within the pilotage areas of Auckland (excluding Tamaki River) and Manukau.*
2. *When navigating within a marked channel, the moving prohibited zone to the side of the vessel may be reduced to the width of the marked channel and the zone ahead of the vessel shall follow the line of the marked channel.”*
3. *The owner or person in charge of a vessel must not navigate the vessel within the moving prohibited zone of a large vessel, within the pilotage areas of Auckland (excluding Tamaki River) and Manukau.*

For the purpose of this clause, a tug and barge is considered a composite unit.

9. **THE START**

- 9.1 Races will be started using RRS 26, unless changed in the NOR or SSI.
- 9.2 The starting line will be between a staff displaying an orange flag on the race committee vessel the course side of the starting mark.
- 9.3 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 50 metres from the starting line in all directions.
- 9.4 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 five minutes before a warning signal is made.
- 9.5 **General Recalls:** In the event of a General Recall the recalled division will be restarted 5 minutes after the last scheduled start. If more than one division is recalled these divisions will start at 5 minute intervals after the last scheduled start in the sequence in which they were recalled. In the event that the last scheduled division to start is recalled and no other division has been recalled previously the new warning signal will be given no less than 5 minutes after the previous



starting signal. “First Substitute” will be lowered at the same time as the new warning signal is flown (This changes Rule 29.2). In all other cases “First Substitute” will be lowered at the same time as the preparatory signal is lowered 1 minute before the start of the next division.

10. CHANGE OF THE NEXT LEG OF THE COURSE

- 10.1 In Windward Leeward racing; 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. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
- 10.2 Change of course will be signalled from the race committee or mark boat by sounding repetitive sounds and displaying Code Flag C only. This changes RRS 33 A and B.

11. THE FINISH

- 11.1 The finishing line will be between a staff displaying an orange flag on the race committee vessel and the course side of the finishing mark.

12. TIME LIMITS

- 12.1 The SSI 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 sail the course and finish.
 - Finishing Window: Time limit for boats to finish after the first boat sails the course and finishes.
- 12.2 If no boat has passed Mark I within the Mark I Time Limit, the race shall be abandoned.
- 12.3 Boats failing to finish within the Finishing Window shall be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5.
- 12.4 Unless specified differently in the SSI, boats failing to start within 5 minutes of their start signal for Windward Leeward racing or within 10 minutes of their start signal for Harbour or Passage racing, shall be scored a Did Not Start without a hearing. This changes RRS 35, A4 and A5.

13. PROTEST AND REQUEST FOR REDRESS

- 13.1 Protest forms are available on the RNZYS website www.rnzys.org.nz and at the race office. Protest and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 13.2 For each 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 later.
- 13.3 Parties will be notified by the race office as to where and when the hearing will be held.
- 13.4 If appropriate an arbitration meeting may be held prior to the hearing, and may be held by teleconference (eg zoom).
- 13.5 Notices of protests by the race committee, technical committee or protest committee will be posted to inform boats under RRS 61.1(b).

14. PENALTY SYSTEM

- 14.1 The Two-Turns Penalty as per RRS 44.1 will apply, unless changed in the NOR or SSI.

15. RADIO COMMUNICATION

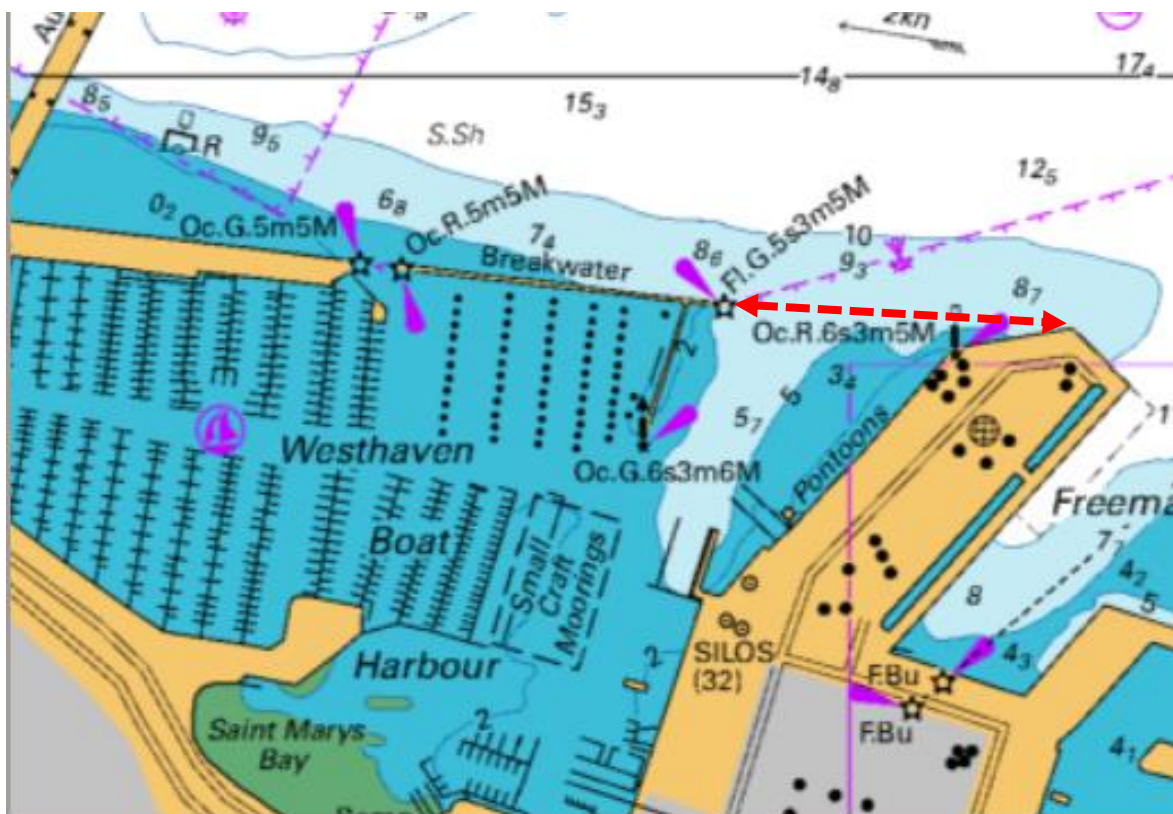
- 15.1 Yachts (and support boats) shall maintain a listening watch on VHF Channel 17 for all harbour racing and 77 for the Commodores Cup Series. The failure to receive a radio message from the Race Committee will not be grounds for redress. This changes RRS 62.1(a).
- 15.2 Yachts must communicate with the Race Committee if withdrawing from the race either via VHF Channel 17, telephone or in person.



16. DISCLAIMER OF LIABILITY

- 16.1 Competitors participate in the regatta entirely at their own risk. See RRS rule 4, Decision to Race. The Organising Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta. Owners shall accept full responsibility for the sea worthiness and safe navigation of their boats and the competence of their crews.
- 16.2 As all owners are aware competitive racing inevitably carries with it an increased risk of collision between boats and resultant damage and expense. The Organising Authority urges all owners to carry full racing insurance and believes that at the very least third-party insurance should be required. It is not, however the responsibility of the Organising Authority to police or enforce insurance; it is a matter of choice for individual owners and skippers. The Organising Authority will not be responsible for losses arising during the regatta (insured or otherwise). All owners and skippers are advised that it is the responsibility of owners and/or skippers to ensure that they carry the relevant insurance. Boats race at their own risk.

Diagram A





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Diagram B

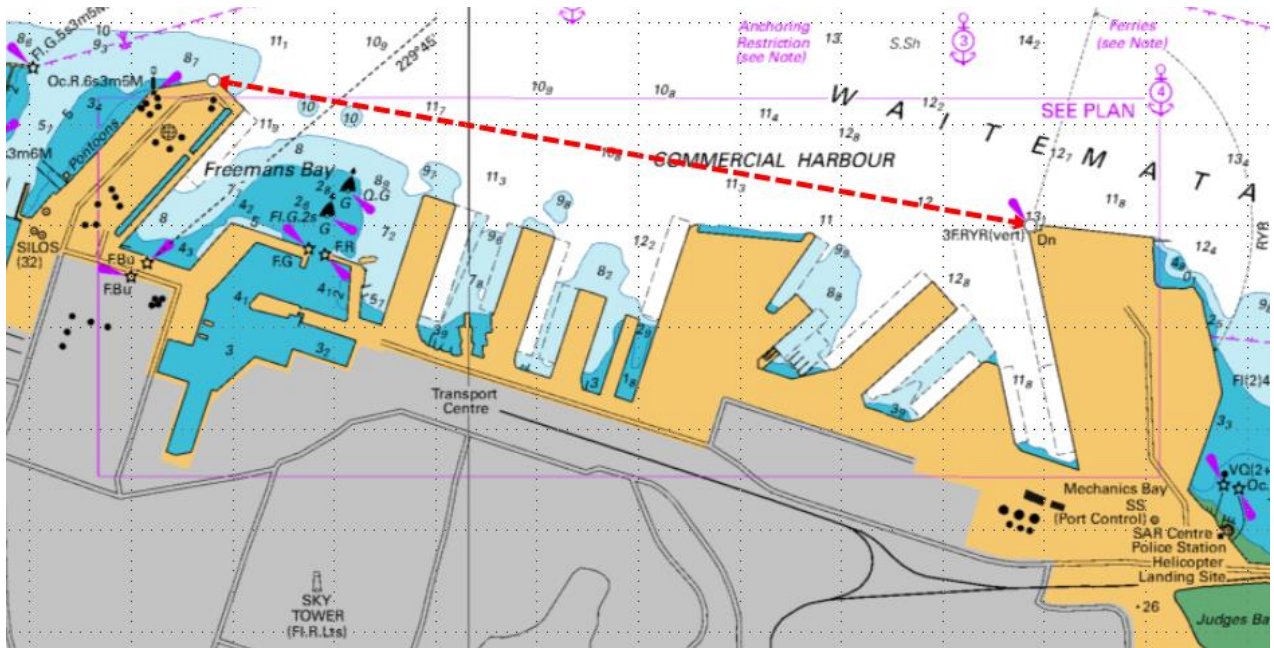


Diagram C

