ROYAL NEW ZEALAND YACHT SQUADRON

ROYAL NEW ZEALAND YACHT SQUADRON

27th September 2025 to 25th September 2026

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

STANDARD SAILING INSTRUCTIONS -V3

AMENDMENTS

Changes from the previous version are marked in red.

A1 – Title change from "Obstructions" to "Exclusion Zones" *(9.0)* and clarity added to descriptions of prohibited racing areas *(9.1)* and associated diagrams updated *(Appendix A.)* 10/09/25.

A2 – Change 9.1.2 Corrected 500m to 50m. 09/10/2025.

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 2 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 III Category B shall apply for trailer yachts and sports trailer yachts,
d) Part IV Category B shall apply for sports boats,
e) Part V shall apply for sport multihulls and foiling yachts.

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 a 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://d7qh6ksdplczd.cloudfront.net/sailing/wp-content/uploads/2024/01/15104515/OSR-Appendix-A-24v1.pdf

d) Boats with moveable or variable ballast shall comply with Yachting New Zealand Safety Regulations Part II Clause 6.

1.6 An RNZYS Summer Series Briefing will be on Wednesday 24th of September 2025 at 18:30. A representative from each boat shall attend. If a representative cannot attend in person, the briefing will be live-streamed and recorded.

1.7 RRS 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 that are not 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.

1.9 Appendix T, *Arbitration* will apply unless stated differently in the SSI's.

1.10 If there is a conflict between the NOR and SI's the SI's will take precedence.

1.11 For Elliott 7 (Division Y) RRS 40.1, Personal Flotation Devices, shall apply at all times while afloat.

2 COMMUNICATIONS WITH COMPETITORS

2.1 Notices to competitors will be posted on the official notice board located on the club website at www.rnzys.org.nz.

2.2 Supplementary Sailing Instructions (SSI's) will be posted online on the RNZYS website at www.rnzys.org.nz.

2.3 Boats (and support vessels) shall maintain a listening watch on VHF channel 77 on deck unless stated differently in the event Supplementary Sailing Instructions. The failure to receive a radio message from the race committee will not be grounds for redress. This changes RRS 61.4 (b)(1).

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 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

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

5 SCHEDULE OF RACES

5.1 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 (5) minutes before a warning signal is made, unless changed in the event SSI.

6 CLASS FLAGS

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

Division	Class	Class Flag
R	Open Racing	Pink
M	Open Multi-hull	Green
A	A division	Blue/Yellow
B	B division	White
C	C division	Green / Yellow
Q	Young 88	Y88 insignia on White background
G	Farr MRX	MRX
E	Non-spinnaker	Black / White
S	Sports boats	Yellow
K	Classics	CYA Burgee
Y	Elliott 7's	'E' echo or E7 insignia.

6.2 [DP] All boats, except Young 88, Farr MRX, Elliott 7's and Multi-hull boats when racing in Q, G, Y or M division respectively, shall display their class flag from the backstay of the boat, at least 1 metre 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

7.1 No later than the warning signal the race committee will designate the course by displaying the course number. The race committee may also notify boats of the course via txt message and/or VHF radio. The failure to send a course message or a boat's failure to receive a course message will not be grounds for redress. This changes RRS 61.4 (b)(1).

7.2 **Harbour courses:**

The courses are shown in the RNZYS Course Addendum A, B, or C online at the RNZYS website here. 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.

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

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 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.

ROYAL NEW ZEALAND YACHT SQUADRON

9 EXCLUSION ZONES

9.1 Prohibited Racing Areas:

The following areas (shown in Appendix A) are designated as exclusion zones for all races:

1. The Westhaven Boat Harbour area defined as south of a line representing an extensionof the breakwater to the most northern point of Wynyard Point – (diagram A),
2. The Auckland Ferry Terminal Basin defined by Auckland Council Navigation Bylaw (Specific Areas and Conditions of Use) Control 2021. Described as; The area between Princess and Queens Wharves and a line extending ~~500m~~ **50m** beyond the end of these two wharves - (diagram B),
3. The Commercial Harbour area defined by Auckland Council Navigation Bylaw (Specific Areas and Conditions of Use) Control 2021. Described as; south of a straight line drawn between the end of princess wharf and the north-western point of the Fergusson Container Terminal – (diagram C),
4. The Defence area marked on Chart NZ 5322 around the Naval Dock, Calliope Wharves, Devonport – (diagram D).

10 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 lessor 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.*

11 THE START

11.1 Races will be started using RRS 26, unless changed by the event NOR or SSI's.

11.2 The starting line is between a staff displaying an orange flag on the race committee vessel or the Westhaven Start Tower and the course side of the starting mark.

11.3 [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.

11.4 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 VHFchannel 77. 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 61.4 (b)(1).

11.5 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.

11.6 Unless stated differently in the SSI's, boats failing to start within 4 minutes of their starting signal for Windward Leeward racing, or within 9 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.

12 CHANGE OF THE NEXT LEG OF THE COURSE

12.1 **Harbour Courses:**

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

12.2 **Windward Leeward Courses:**

a) 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.
b) When Mark 1 has been replaced, Mark 1a is no longer a mark of the course. It will be removed as soon as practicable. This changes RRS 33(c).
c) 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).

13 THE FINISH

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

14 PENALTY SYSTEM

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

15 TIME LIMITS

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

- Mark 1 Time Limit — Time limit for the first boat to pass Mark 1.
- 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.

15.2 Unless stated in the event SSI's there is no Mark 1 Time Limit.

15.3 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.

16 PROTESTS AND REQUESTS FOR REDRESS

16.1 Hearing request forms are available on the RNZYS website here and at the Race Office. Protests and requests for redress or reopening shall be delivered to the Race Office within the appropriate time limit.

16.2 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. This changes RRS 60.3 (b).

16.3 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.

16.4 Notices of protests by the race committee, technical committee or protest committee will be posted to inform boats under RRS 60.2 (d) .

17 SAFETY REGULATIONS

17.1 A boat that retires from a race shall notify the race committee at the first reasonable opportunity, either via VHF channel 77 as indicated in SI 2.3, by telephone or in person.

17.2 All boats must maintain a listening watch on deck on 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.

18 SUPPORT VESSELS

18.1 [DP] Except when requested to participate in rescue operations or as a support vessel for a sport multihull, 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.

18.2 [DP] All support and coach boats must have VHF communications and be available to assist the race committee if required.

18.3 [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.

19 RIGHTS TO USE NAME AND LIKENESS

19.1 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.

19.2 All those who take part in any event as competitors, as well as support crew, spectators and officials agree to be overflown by a drone during the duration of the event. This includes your person and your property (boats).

20 RISK STATEMENT

20.1 RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue racing 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.**

20.2 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. 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.

21 INSURANCE

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

22 FURTHER INFORMATION

22.1 For further information please contact the Sailing Office;

Email	raceoffice@rnzys.org.nz
Website	www.rnzys.org.nz
Address	181 Westhaven DriveWesthaven Auckland 1011
Phone	09 360 6800

Date: 9th October 2025.

Appendix A

The following areas are designated as exclusion zones for all races:
- refer to RNZYS Standard SI 9.1.

Diagram A – Westhaven Boat Harbour

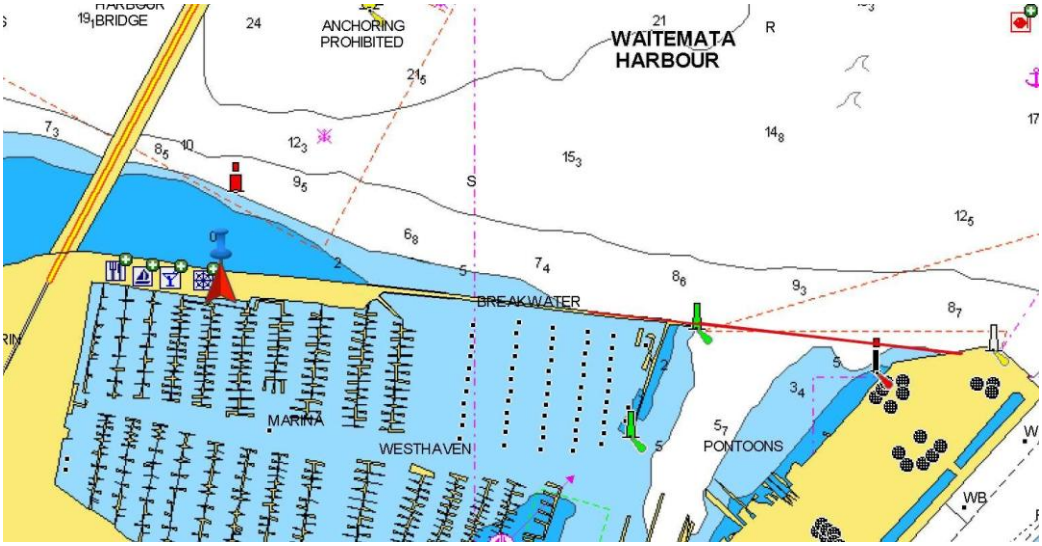
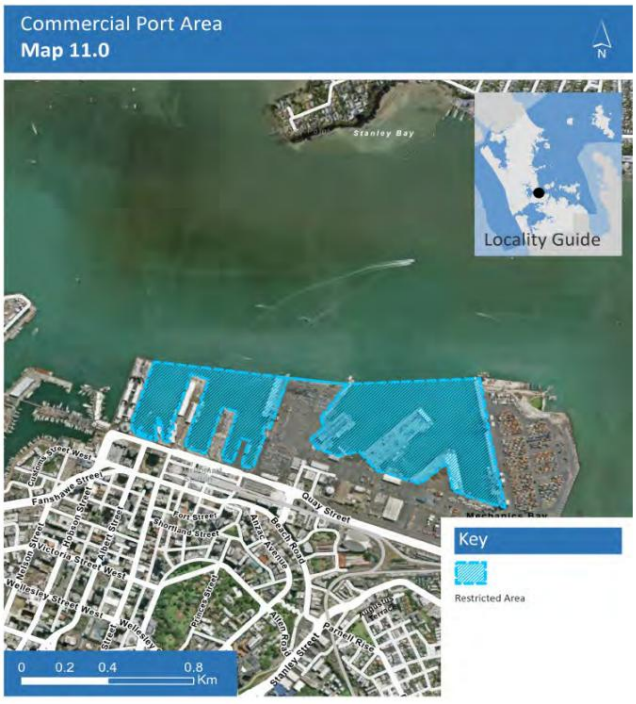
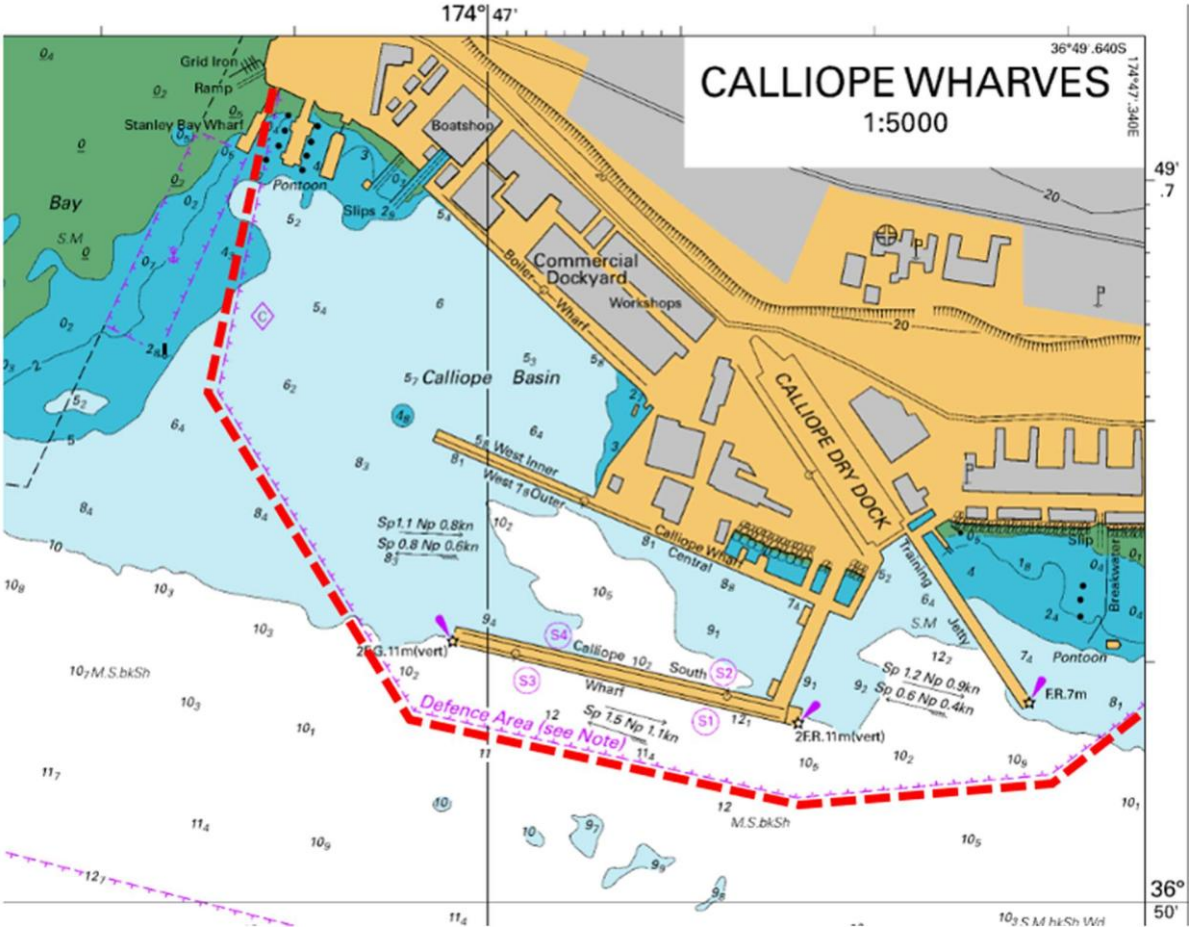


Diagram B - Auckland Ferry Terminal Basin

Diagram C – Commercial Port Area



Appendix A (continued)

Diagram D

Defence Area