

9th to 13th November, 2022

The Organising Authority is the Royal New Zealand Yacht Squadron in conjunction with World Sailing
181 Westhaven Drive, Westhaven
PO Box 46 182 Herne Bay, Auckland
Telephone 360 6800: Email raceoffice@rnzy.org.nz

SAILING INSTRUCTIONS

I RULES

- 1.1 The event is governed by the rules as detailed in the Notice of Race ('NoR') I.
- 1.2 When the umpires proceed under RRS C8.6 they will follow the guidelines in SI Addendum D : Damages Penalties.
- 1.3 Further to NoR I: the RRS is changed as follows:
 - (a) When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the Race Signals AP.
 - (b) RRS 32 is deleted and replaced with; 'After the starting signal, the Race Committee ('RC') may abandon or shorten any match for any reason, after consulting with the match umpires when practical.'
 - (c) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only. This changes the Race Signals.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the SI's will be posted on the WMRWC Official Noticeboard WhatsApp group before 0900 on the day it will take effect, except that any change to the schedule of races will be posted before 2000 on the day before it will take effect.
- 2.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore on the day it will take effect until the boats have departed for the race course.
- 2.3 Changes to the SI may be made on the water. These will be signalled by the display of flag 3rd substitute with three sound signals from the Race Committee Vessel ('RCV'). An umpire may communicate these Race Committee changes either verbally or in writing.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Further to NoR 3, when on the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 17.

4 BOATS AND SAILS

- 4.1 Boats will be identified by boat name and hull number.
- 4.2 The sail combination to be used will be signalled from the RCV with or before the attention signal. The signals will have the following meanings:
 - NO flag - Mainsail, Jib, Asymmetric Spinnaker
 - Z flag - Mainsail, Jib, (no spinnaker)

- 4.3 Boats will be exchanged in accordance with the pairing list and race schedule.

5 FLIGHTS AND MATCHES

Further to NoR 8:

- 5.1 The eligible skippers are listed in SI Addendum A. A list of match pairings will be provided at the briefing on Wednesday 9th November.
- 5.2 The next flight and matches to be sailed in that flight will be displayed in order of starting on the RC vessel.
- 5.3 The RC may change the order of matches within a flight to allow starts to be brought forward to eliminate blank starts or to add a delayed match start to the end of a flight. The RC, or an umpire on behalf of the RC, will advise competitors of any such change verbally.

6 COURSES

- 6.1 The courses to be sailed, the order in which the marks are to be passed, are shown in Addendum E – Courses.
- 6.2 No later than the warning signal the race committee will display the side on which mark W is to be passed by flying a coloured flag from the bow of the RC signal vessel,
- RED flag - mark W shall be rounded to Port,
 - GREEN flag - mark W shall be rounded to Starboard.
- 6.3 In the event that a gate mark is missing and has not been replaced with an object displaying flag M, the remaining gate mark shall be rounded in the same direction as mark W, in accordance with SI 6.2.
- 6.4 At the Preparatory signal the RC signal vessel will signal the mark to be used for mark W by flying a flag near the stern of the RC signal vessel, the same colour as the mark,
- GREEN flag = GREEN buoy,
 - BLACK & WHITE flag = BLACK & WHITE buoy,
 - YELLOW & BLACK flag = YELLOW & BLACK buoy,
 - PINK flag = PINK buoy
- 6.5 When an offset mark is to be rounded, it will be signaled by the flying of code flag E below the mark W flag near the stern of the RC vessel. Boats shall round mark W and then the next mark to either port or starboard of mark W according to the flag flown in accordance with SI 6.2.

7 MARKS / STARTING AND FINISHING LINE

- 7.1 The description of the marks is in the table in Addendum E: Courses.
- 7.2 When looking up the course, the starting and finishing line is between a staff displaying an orange flag on the RC vessel at the starboard end and the course side of the blue start/finish mark at the port end.

8 STARTING SIGNALS

8.1 The signals for starting a match shall be as follows.

<i>Time in Minutes</i>	<i>Visual Signal</i>	<i>Sound Signal</i>	<i>Meaning</i>
7	Flag F displayed	One	Attention signal
6	Flag F removed	none	
5	Numeral pennant displayed *	One	Warning signal
4	Flag P and GREEN, BLACK & WHITE, YELLOW & BLACK or PINK flag*** displayed	One	Preparatory signal
2	Blue or Yellow or both flags displayed **	One **	End of pre-start entry time
1	Flag P removed	One long	
0	Warning signal removed, and GREEN, BLACK/WHITE, YELLOW/BLACK or PINK flag removed	One	Starting signal

This changes RRS 27.1 and RRS C3.1, except preamble, (*) and (**).

***These coloured flags describe the windward mark to round.

9 CHANGE OF THE POSITION OF THE WINDWARD MARK

9.1 While boats are racing, the race committee may change the position of the windward mark and will signal all boats before they begin the leg. The replacement windward mark need not be in position at that time.

RRS 33 (a) and (b) and Race Signals are changed as follows:

- Flag C with repetitive sounds and a coloured flag or board means: 'The windward mark has been moved. Sail to a mark the same colour as the flag or board as per SI 9.2.'
- When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.

9.2 Mark W will be replaced by the mark corresponding to the coloured flag, as follows:

- GREEN flag = GREEN buoy,
- BLACK & WHITE flag = BLACK & WHITE buoy,
- YELLOW & BLACK flag = YELLOW & BLACK buoy,
- PINK flag = PINK buoy.

9.3 If an offset mark is to be rounded, it will be signaled by the flying of code flag E below the mark W flag on RC vessel signaling the course change. Boats shall round the new mark W and then the next mark to either port or starboard of mark W according to the flag flown in accordance with SI 6.2.

10 OBSTRUCTIONS

10.1 If a boat racing:

- Sails within an area designated in Addendum F as Restricted Area A, Restricted Area B or Restricted Area C; and
- Passes in one direction between two permanently moored craft who are both inside that same restricted area –

She shall pass between the same two craft in the opposite direction before she leaves that restricted area.

- 10.2 a) While racing, boats shall not sail inside the area known as the Westhaven Boat Harbour, the limit of which is defined by a line representing the extension of the seaward side of the breakwater rock wall. The approx. location of this area is shown in Addendum F.
b) This area ranks as an obstruction and is the limit of safe pilotage for the purposes of Part 2 of the RRS.
- 10.3 A buoy may be attached to the RC vessel anchor line at just below keel depth. Boats shall not pass between this buoy and the RC vessel at any time. This area is designated as an obstruction. As part of the anchor line, this buoy is not part of the starting mark.
- 10.4 A breach of SI 10 is not open to protest by boats but is subject to action by umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

11 BREAKDOWN and TIME FOR REPAIRS

- 11.1 Before the attention signal of a flight or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display a Green flag to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to a position just to leeward of the RC vessel and remain there, unless otherwise directed.
- 11.2 The time allowed for repairs will be at the discretion of the RC.
- 11.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1.
- 11.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

12 TIME LIMIT

- 12.1 A boat that does not finish within 5 minutes after her opponent has sailed the course will be scored zero points. This changes RRS 35.

13 RISK STATEMENT

- 13.1 Refer to NoR 14.

14 DISCLAIMER

- 14.1 Refer to NoR 16.

Addendum A - List of Eligible Skippers

	Skipper	Country	WS Sailor Id	WS Ranking
1	Pauline Courtois	FRA	FRAPC14	1
2	Anna Oestling	SWE	SWEAO15	2
3	Nicole Breault	USA	USANB20	3
4	Johanna Bergqvist	SWE	SWEJB32	6
5	Celia Willison	NZL	NZLCW9	7
6	Margot Riou	FRA	FRAMR36	8
7	Margot Vennin	FRA	FRAMV15	10
8	Octavia Owen	GBR	GBROO6	12
9	Ali Morrish	GBR	GBRAM116	17
10	Janel Zakowsky	USA	USAJZ20	18
11	Megan Thomson	NZL	NZLMT18	21
12	Juliet Costanzo	AUS	AUSJC92	25
13	Samantha Osborne	NZL	NZLSO1	69
14	Chelsea Williams	AUS	AUSCW45	135

Addendum B - Handling of Boats

I. GENERAL

[NP] Other restrictions or instructions may be given to the boats verbally by the RC or via an umpire. Flag 3rd substitute is not required.

2. [NP] PROHIBITED ITEMS AND ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited:

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while "AP" is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Marking directly on the hull or deck with permanent ink, use of duct tape, or using any tape that leaves a residue.
- 2.10 Using a flattener as a reef or using a reef line as an outhaul.
- 2.11 Cross winching headsail sheets.
- 2.12 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.13 Adjusting or altering the tension of standing rigging.
- 2.14 Using a winch to adjust the mainsheet or vang.
- 2.15 Attaching lines to the fabric of spinnakers.
- 2.16 Perforating sails, even to attach tell tales.
- 2.17 Radio transmission (including mobile phones), except to report damage or in response to a request from the RC.
- 2.18 The use of electronic instruments, unless permitted by SI Addendum B 3.1.
- 2.19 Adjusting the Hiking Straps.
- 2.20 Changing the number of mainsheet purchases.
- 2.21 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing or to aid the projection of a crew member outboard is prohibited.
- 2.22 Having the bowsprit extended, except when in the process of setting, flying or taking down the spinnaker. The bowsprit shall be fully retracted at the first reasonable opportunity after taking down the spinnaker. A boat that does not retract the bowsprit fully may be warned and given an opportunity to correct the error.
- 2.23 Holding onto the spinnaker pole holders or spinnaker pole itself to either help gybe the boom, back the mainsail or any other reason.
- 2.24 Sailing in or out of the marina.
- 2.25 No part of a penalty may be taken on a leg between mark W and an offset mark.
- 2.26 A breach of SI Addendum B 2.21, 2.22, 2.23, or 2.24 is subject to action by the Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

- 3. PERMITTED ITEMS and ACTIONS – the following are permitted:**
- 3.1 Taking on board the following equipment:
- (a) basic hand tools
 - (b) adhesive tape
 - (c) line (elastic or otherwise of 4mm diameter or less)
 - (d) marking pens
 - (e) tell-tale material
 - (f) handheld compasses, watches, timers and small personal video devices such as GoPro
 - (g) shackles and clevis pins
 - (h) velcro tape
 - (i) spare flags
- 3.2 Using the items in 3.1 to:
- (a) prevent fouling of lines, sails and sheets
 - (b) attach tell tails
 - (c) prevent sails being damaged or falling overboard
 - (d) mark control settings
 - (e) make minor repairs and permitted adjustments
 - (f) make signals as per Appendix C6
 - (g) record and/or transmit moving or still images for coaching purposes
- 4. MANDATORY ITEMS and ACTIONS: - the following are permitted:**
- 4.1 The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches. When boat swaps are carried out on the water, the report should be made verbally to the RC as soon as possible. Reports are to be returned to the sailing office.
- 4.2 At the end of each sailing day:
- (a) folding, bagging and placement of the sails as directed.
 - (b) leaving the boat in the same state of cleanliness as when first boarded that day.
 - (c) remove any bilge water from the boat.
- 4.3 At the end of each day the crew shall clean the boat, remove all rubbish and remove all tape and marks.
- 4.4 Any request to alter, in any way, the equipment on a boat, shall be in writing and worded to permit a yes/no answer.
- 4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth.
- 4.6 A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

Addendum C - Equipment List

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

SAILS and SAILING EQUIPMENT

- Mainsail and set of battens
- Headsail
- Assymetric spinnaker
- One winch handle
- Two spinnaker sheets
- Two headsail sheets
- Tiller extension
- Headsail cars

SAFETY GEAR

- Bucket
- Paddle

MOORING and TOWING LINES

- Tow line, permanently attached to bow

FLAGS

- 2 * Yellow
- 2 * Blue
- 1 * Green
- 1 * Red
- 1 * Y flag

Addendum D - Damage Penalties

Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.6 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels as shown in the following table:

Level	Extent	Effect
Level A - Minor Damage	Does not significantly affect the value, general appearance, or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
Level B - Damage	Affects the value and/or general appearance of the boat.	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C - Major Damage	The normal operation of the boat is compromised, and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

Point Penalties - to be applied without a hearing (this amends RRS C8.6);

Level	Round Robin	Knock Out
A	None	None
B	Half point	Three quarters of a point
C	One point	One point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing after a points penalty has been imposed, the protest committee may decide (in the hearing) to give a greater penalty.

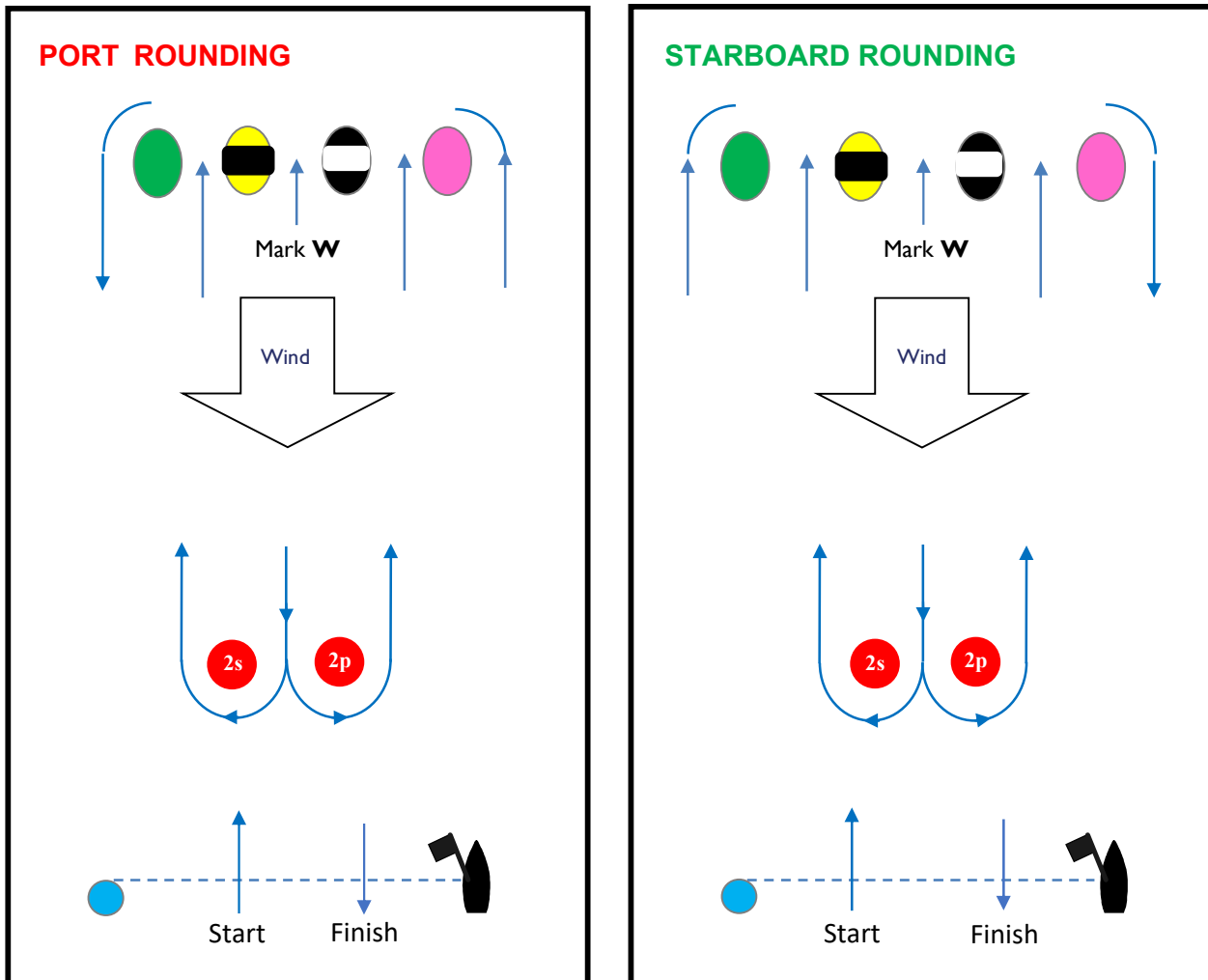
Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties and is not linked to any deductions from the competitor's damage deposits.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.

Addendum E - Courses

Course Illustration – Windward / Leeward



NOTE: Mark W may not be in the same sequence as shown

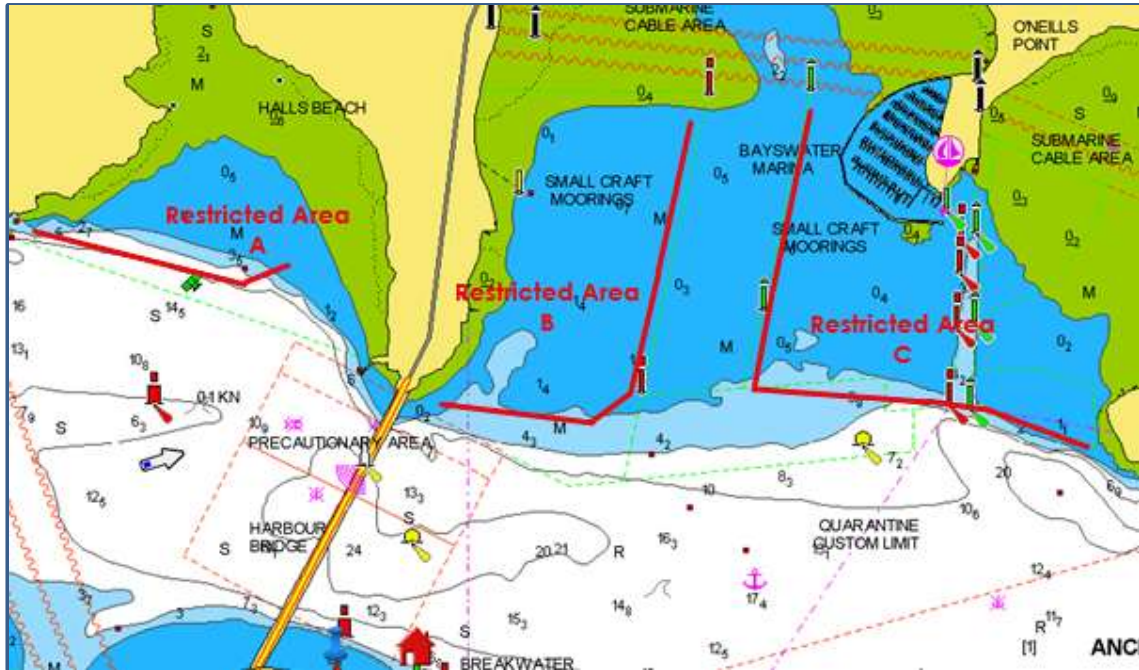
Rounding	Signal	Mark Rounding Order
Port	Red	Start – W – 2s/2p – W – Finish
Starboard	Green	Start – W – 2s/2p – W – Finish

Mark	Description
W	Green, Yellow/Black, Black/White or Pink inflatable tetrahedral
2s, 2p	Red inflatable tetrahedral buoy
Starting mark starboard end	Race committee boat
Starting mark port end	Blue inflatable tetrahedral buoy
Finishing mark starboard end	Blue inflatable tetrahedral buoy
Finishing mark port end	Race committee boat

Addendum F - Course Restrictions

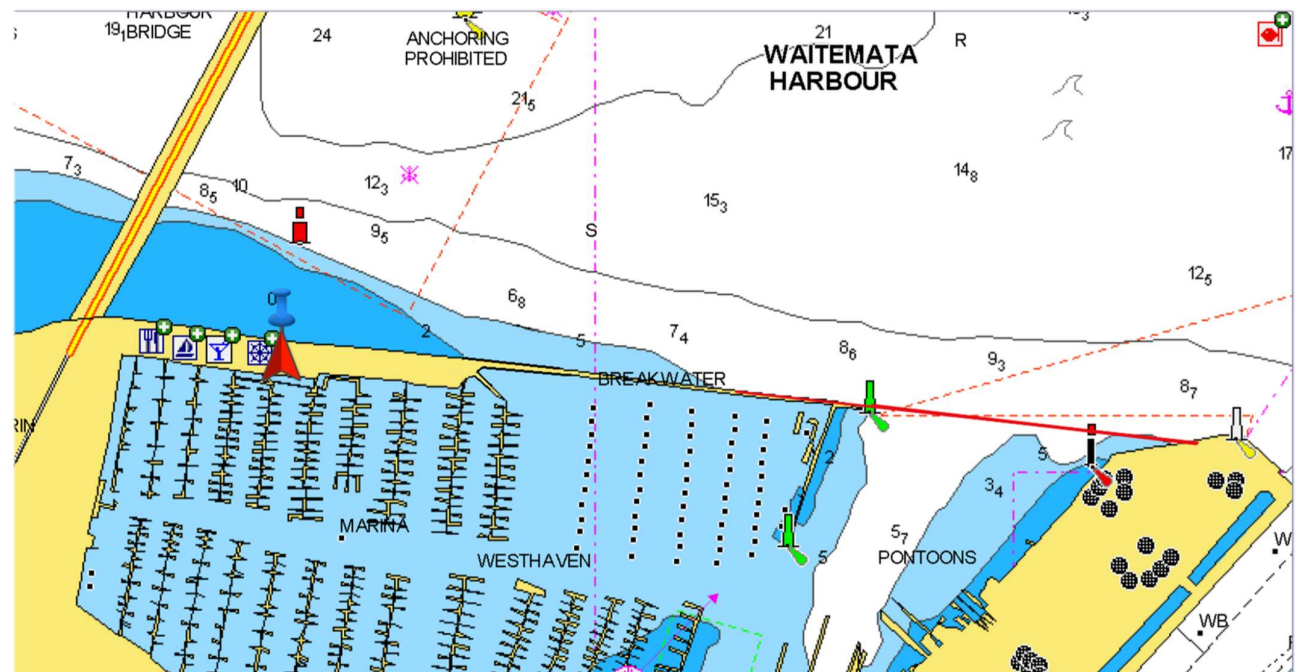
This diagram is for guidance only. Please refer to SI 10.

North side of harbour;



— - approx edge restricted areas in the small craft mooring area. Refer to SI 10.1.

South side of harbour;



— - extension of rock wall. Refer to SI 10.2.