



# Royal Port Nicholson Yacht Club

## 2023-2024 Racing Season

### Barton Marine Offshore Series Sailing Instructions

The Organising Authority is the Royal Port Nicholson Yacht Club Incorporated (RPNYC)  
103 Oriental Parade Wellington | PO Box 9674, Wellington | sailing@rpnyc.org.nz

#### 1 Rules

- 1.1 All racing will be governed by the rules as defined in the Racing Rules of Sailing (RRS).
- 1.2 All yachts shall comply with Part II category 3 of the Yachting New Zealand (YNZ) safety regulations as specified in the schedule of races NoR 6.2/SI 5.2.
- 1.3 For category 3 modified races, the Part II category 3 requirements are modified, all yachts must carry all additional items as detailed in the Notice of Race.
- 1.4 SAFETY and LIFE-SAVING EQUIPMENT  
For all Offshore Races: Competitors' attention is drawn to RRS 1.2 life-saving equipment: "Each competitor is individually responsible for wearing a personal flotation device adequate for the conditions." However, in Offshore Races a combined Lifejacket and Harness with tether shall be worn when on deck:
  - Between the hours of sunset and sunrise
  - When alone on deck
  - When reefed
  - When true windspeed is 25 knots or above
  - When visibility is less than 1 nautical mileSee also YNZ Safety Regulations Part II, items 17.5 to 17.9.
- 1.5 Safety Checks of any yacht may be made at any time.
- 1.6 If there is a conflict between this document and the Notice of Race, then this document will take precedence.
- 1.7 In areas where the Regional Bylaws and Controls apply:
  - (a) There shall be a moving prohibited zone extending to 100m astern and 100m to each side, and continuing at such width to 500m ahead, of every vessel larger than 500 GRT.
  - (b) A boat shall be disqualified without a hearing if a vessel larger than 500 GRT reports to the organising authority, to the harbour master, or to Maritime New Zealand, that the boat has either:
    - (i) entered her moving prohibition zone; or
    - (ii) impeded her navigation (including but not limited to requiring her to take avoiding action).
- 1.8 **Racing rules will be changed as follows:**
  - (a) Yachts with lifting keels shall have keels locked in the down position and not moved whilst racing. This changes RRS 51.
  - (b) Yachts with movable ballast, in the form of a canting keel or water ballast, may move that ballast to increase or decrease weight, or to change trim or stability. This changes rule 51.

- (c) Movement of sails not in use while racing is allowed; however, sails not being flown must remain within the boat's lifelines. This modifies RRS 51 only as to the movement of sails.
- (d) Rule 52 shall not apply to the adjustment of a canting keel or water ballast.
- (e) Two Handed yachts only, may use an autopilot or other self-steering device. This changes rule 52.
- (f) Between the hours of sunset and sunrise, Part 22 of the Maritime Rules (Collision Prevention Rule, (International Regulations for preventing collisions at Sea)) shall apply. This changes RRS Part 2.
- (g) Suspension of racing: (changes RRS 41 and RRS 47.1.)
  - (i) A yacht may suspend racing for safety and seamanship reasons (e.g. to make repairs) provided that she marks her position where the suspension commences and informs RPNYC at the first reasonable opportunity. This shall not be used to gain tactical advantage (e.g. to get out of adverse tide etc.)
  - (ii) A yacht that has suspended racing may use a propulsion engine, haul out, or make fast, until she resumes racing.
  - (iii) A yacht that has suspended racing, may, before resuming racing, remove garbage, use any equipment or receive help to effect repairs but shall not take on food or other provisions, or replace equipment, without the prior permission of RPNYC.
  - (iv) Before resuming racing, a yacht shall return to the position where she suspended racing and inform RPNYC at her first reasonable opportunity.
- (h) Outside Assistance: (Changes RRS 41I)
  - (i) Whilst racing, boats may utilise weather information that is routinely available throughout the year to the general public, and whose availability is publicly indexed. (e.g. searchable by Google).
  - (ii) Boats shall not arrange for weather routers or meteorologists or other individuals to provide them with advice, custom data or compilations of public data during the race, including screenshots of public data no matter how that information is communicated.
  - (iii) Boats may receive regularly scheduled weather broadcasts, GRIB data, weather fax transmissions or other internet based forecast information including weather routing functions within an application, whether subscription based or free of charge. (e.g. Metservice or Predictwind)
  - (iv) Prior to the Warning Signal for a leg, there is no limitation on private services or any other source of data or consulting.

1.9 Yachts shall report the following incidents which occur while racing to the race committee as soon as possible:

- (a) Man overboard.
- (b) An injury requiring treatment from a doctor, nurse, ambulance, or in a hospital.
- (c) Contact with another yacht during a race causing serious damage.
- (d) Loss of a keel, rudder or mast, or damage which materially adversely affects the seaworthiness of the yacht.
- (e) An inrush of water into the yacht.

## 2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted on the RPNYC website at least one hour prior to it taking effect on the day it takes effect, except that any change to the schedule of races will be posted by 1900 hours on the day before it takes effect.

## 3 COMMUNICATION WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the RPNYC website noticeboard.

## 4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the RPNYC flagpole. The existence of signals having been made ashore may also be broadcast periodically on VHF channel 62.

## 5 SCHEDULE OF RACES

- 5.1 Unless excused by the race committee, a representative of each yacht must attend the race briefing for each race entered. All race briefings will be held at the RPNYC clubhouse.

- 5.2 Briefing and warning signal:

Race	Briefing	Warning signal	Approximate Distance	Safety Category	Alternative Day Warning Signal
Brothers Island (championship)	30 Nov 2023 1800 hours	2 Dec 2023 0710 hours	67 nm	3	3 Dec 2023 0825 hours
Cook Strait Classic (championship)	7 Dec 2023 1800 hours	9 Dec 2023 1225 hours	34 nm	3	10 Dec 2023 Time TBC
Nelson Race (championship)	18 Jan 2024 1800 hours	19 Jan 2024 0955 hours	117 nm	3 Modified	N/A
Catherine Cove (championship)	15 Feb 2024 1800 hours	17 Feb 2024 0955 hours	64 nm	3 Modified	N/A
Kapiti Chetwodes Ship Cove (championship)	29 Feb 2024 1800 hours	1 March 2024 0755 hours	136 nm	3 Modified	N/A
Return to Wellington Race Setters Cup (championship)	29 Feb 2024 1800 hours	3 Mar 2024 TBC	TBC	3 Modified	N/A
Two Handed Offshore Trophy Race (non-championship)	11 April 2024 1800 hours	14 April 2024 0755 hours	67nm	3	N/A
Port Underwood (championship)	18 April 2024 1800 hours	20 April 2024 1025 hours	60nm	3	N/A
Reserve Day	17 May 2024 1800 hours	18 May 2024 TBC hours	TBC	3	

## **6 CLASS FLAG**

6.1 The class flag will be flag T.

## **7 COURSES**

7.1 The course options for each race will be specified in the race appendix.

## **8 MARKS**

8.1 Unless otherwise specified, all marks are geographic features or navigational marks, buoys, lighthouses and the like.

## **9 OBSTRUCTIONS**

9.1 The following areas are designated as obstructions:

- (a) A line between Point Jerningham light and the nearest point of land at Point Jerningham.
- (b) A line between the Steeple Rock/Te Aroaro-o-Kupe light and Steeple Rock/ Te Aroaro-o-Kupe.
- (c) A line between Thoms Rock and the nearest point of land.
- (d) Other obstructions listed in the race appendix for each race.

## **10 THE START**

10.1 During daylight hours, races shall be started in accordance with RRS 26.

10.2 In darkness or reduced visibility (as assessed by the race committee), race signals shall be amended to become:

- (a) Warning signal: One green light
- (b) Preparatory signal: Two green lights
- (c) One minute signal: One green light extinguished.
- (d) Start: Second green light extinguished
- (e) Individual recall: One red light
- (f) General recall: Two red lights.

10.3 The start line for each race will be specified in the race appendix.

10.4 If any part of a yacht's hull is on the course side of the starting line at the start signal, the race committee may attempt to broadcast her name and/or sail number on VHF channel 62. Failure to make a broadcast will not be grounds for a request for redress. This changes RRS 62.1(a).

## **11 RACE POSTPONEMENTS**

11.1 The Race Officer may postpone by any amount of time that they see fit.

11.2 The Race Officer may also make a postponement whereby the start will not take place before a certain time.

11.3 The race committee may postpone a race prior to the starting signal by posting a notice on the RPNYC website and will be notified on VHF channel 62. This changes RRS 27.3.

## **12 THE FINISH**

12.1 The finish line for each race will be specified in the race appendix.

12.2 A yacht recording their own finishing time using GPS as the time source

### **13 RADIO INSTRUCTIONS**

13.1 Each yacht shall, no less than 15 minutes prior to its warning signal, contact Port Nicholson Sports Radio on VHF channel 62 advising of her intention to race and the number of people on board.

13.2 If directed to do so by the race committee, all yachts must lodge a trip report with Maritime Radio on VHF channel 16 prior to the warning signal. The race committee will likely give this direction if six or fewer boats register for the race.

13.3 Refer to the race appendix for the timing of the radio schedule with Maritime Radio and the radio schedule procedures.

13.4 A yacht that fails to make a report as per the sailing instructions or the race appendix shall either:

(a) Incur a 1% elapsed time penalty (without a hearing) for every missed report.

(b) Be protested by the race committee.

13.5 This changes RRS 63.1.

13.6 For the avoidance of doubt, the penalty in sailing instruction 12.4(a) does not bind a protest committee.

13.7 Radio watch:

(a) Prior to the start, yachts shall maintain a listening watch on VHF channel 62.

(b) After the start once the yacht has exited the harbour, and while racing, yachts shall maintain a listening watch on VHF channel 16.

### **14 YACHT UNABLE TO CONTACT RACE OFFICER OR MARITIME OPERATIONS**

14.1 If a yacht is unable to contact Maritime Operations by VHF, cell phone or any other means, then the yacht shall attempt to contact other vessels (either other race yachts or third parties) to relay a message to Maritime Operations.

14.2 If a yacht overhears a failed attempt by another yacht to contact the Race Officer or Maritime Operations, then that yacht shall attempt to relay the message on their behalf.

### **15 GPS TRACKING SERVICE**

15.1 Each yacht is expected use the GPS tracking service specified in the race appendix.

15.2 Prior to the start, each yacht should:

(a) Test that the GPS tracking service is operating.

(b) Check that the battery level is sufficient to power the tracking device for the duration of the race.

### **16 DECLARATION FORMS**

16.1 Pre-Start Declaration Form

(a) Competitors are required to submit a declaration form signed by Skipper at the briefing of each race, as provided by the race committee at or prior to the race briefing.

(b) The declaration shall cover details of the following items:

(i) The yacht complies in all respects with its current safety certificate

- (ii) The yacht complies in all respects with the safety requirements of the Notice of Race, Sailing Instructions, that the crew are physically fit and healthy to complete the race and any further amendments that may be posted by the organising authority.

#### 16.2 Race Finish Declaration Form

- (a) Skippers are required to submit a declaration form at the end of each race, as provided at the race briefing or by emailing [sailing@rpnyc.org.nz](mailto:sailing@rpnyc.org.nz) within 48 hours of finishing the race.
- (b) The declaration shall include the time they cross the finish line for the race using local GPS time.
- (c) The declaration shall cover details of any of the following events:
  - (i) Suspension of racing for any reason
  - (ii) Breach of Racing Rules of Sailing and any penalty already taken.
  - (iii) Breach of the Notice of Race
  - (iv) Breach of the Sailing Instructions
  - (v) Breach of Harbour Bylaws
  - (vi) Use of the engine for propulsion for any reason
  - (vii) All missed position reports
- (d) The declaration should include a full account of the circumstances surrounding the breach, and influence if any, of the yachts progress towards the finish of the Race.
- (e) Failure to submit a declaration to the race committee 48 hours after finishing shall result in the yacht being protested by the race committee.

### 17 TIME LIMITS

- 17.1 There are no race time limits.

### 18 PROTESTS AND HEARING REQUESTS

- 18.1 For protests where only a rule of Part 2 is alleged to have been broken, an arbitration hearing may be offered prior to any formal hearing. YNZ regulation 4.5.5 will apply. This changes RRS 44.1.
- 18.2 Protests and requests for redress shall be submitted to the race office in person or via [protest@rpnyc.org.nz](mailto:protest@rpnyc.org.nz) within the appropriate time limit. This changes RRS 61.3 and 62.2.
- 18.3 Protests and requests for redress or reopening shall be delivered to a race official within the protest time limit.
- 18.4 The protest time limit is 48 hours after the last yacht has finished the race. The same protest time limit applies to all protests by the race committee and protest committee about incidents they observe in the racing area and to requests for redress. This changes RRS 61.3 and 62.2.
- 18.5 Protest hearings will be held as soon as possible after the conclusion of racing. Protests will normally be held in the Noel Manthel Boardroom at the RPNYC clubhouse at 1800 hours on the first Tuesday after the race unless otherwise notified. If the hearing is to be held at an alternative time and place, the parties will be advised of the changes as early as possible.
- 18.6 The protest committee may apply an alternative penalty to that of disqualification as provided for in RRS 64.1(a). The alternative penalty may be a warning, a scoring penalty or an elapsed time penalty. The quantum of a scoring penalty or elapsed time penalty shall be determined by the protest committee. The scoring abbreviation for a discretionary penalty imposed under this instruction will be DPI. This changes rule A11.

- 18.7 Breaches of instructions 1.5 (a) and (b), 15, and 19 shall not be grounds for protest by a yacht. Further restrictions on the grounds for protest by a yacht may be imposed in the race appendices. This changes RRS 60.1(a).

## **19 SAFETY REGULATIONS**

- 19.1 At the start of each race, yachts shall carry sufficient food and water appropriate for the race.
- 19.2 Any yacht withdrawing from the race for any reason must advise Maritime Radio as soon as possible by any means available.

## **20 EQUIPMENT AND MEASUREMENT CHECKS**

- 20.1 Any yacht or equipment may be inspected at any time for compliance with safety requirements, safety certificates, Notice of Race and/or the Sailing Instructions.
- 20.2 A yacht required by the race committee to conduct compliance checks on another yacht is deemed to be a race committee measurer.
- 20.3 A yacht that is racing in a measurement configuration that is at variance to the issued PHRF certificate or the notice of race and sailing instructions will be subject to protest.

## **21 BERTHING**

- 21.1 All yachts are responsible for arranging their own berthage prior to any race start and after finishing a race.

## **22 HULL CLEANING**

- 22.1 All yachts are reminded of their obligations regarding bio-security requirements from MPI to have clean hulls. Yachts are recommended to carry a six and one certificate or the invoice/receipt from the pre-race hull clean on board. Marinas usually require evidence of hull cleaning prior to entry.

## **23 RISK STATEMENT**

- 23.1 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 the RPNYC Offshore Series 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.**
- 23.2 Competitors who participate in any RPNYC event do so entirely at their own risk. RPNYC will not accept any liability for material damage, personal injury or death sustained in conjunction with or prior to, during or after the event.
- 23.3 RPNYC will make starting signals unless in the race committees' opinion it is manifestly unsafe for yachts to race. Each yacht shall exercise her responsibility under RRS Fundamental Rule 3 and decide whether or not to start or continue to race.
- 23.4 RPNYC is not responsible for the seaworthiness of a yacht whose entry is accepted and/or the sufficiency / adequacy of its equipment or the competence of its skipper and crew.

## **24 INSURANCE**

- 24.1 Each yacht shall be insured with valid third-party liability insurance with a minimum cover of five million dollars (\$5m) and a recommended cover of ten million dollars (\$10m) for the race.

24.2 Evidence of insurance shall be provided by the scheduled briefing time of the race the yacht intends to compete in if requested by the organising authority.

## **25 FURTHER INFORMATION**

25.1 For further information, please contact [sailing@rpnyc.org.nz](mailto:sailing@rpnyc.org.nz) or visit [www.rpnyc.org.nz](http://www.rpnyc.org.nz).