



Royal Port Nicholson Yacht Club

2016 Moore Wilson Winter Series

18 June – 13 August 2016

Two Handed PHRF and Classic Yacht Sailing Instructions

The Organising Authority is the Royal Port Nicholson Yacht Club Incorporated (RPNYC)

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1. Rules

General and Safety Rules

- 1.1. The Series will be governed by the rules as defined in the Racing Rules of Sailing.
- 1.2. All boats shall comply with Part II of the Yachting New Zealand ("YNZ") Safety Regulations, Category 5 upgraded to include a VHF transceiver, bosun's chair, and Wellington Harbour Chart NZ 4633.
- 1.3. Alternatively, trailer yachts may comply with Part V of the YNZ Safety Regulations, Category C upgraded to include a VHF transceiver, at least 10 litres of fuel, and Wellington Harbour Chart NZ 4633. In addition, YNZ Safety Regulations Part V paragraphs 2.1-2.5 will apply to trailer yachts.
- 1.4. Alternatively, sports boats may comply with Part VI of the YNZ Safety Regulations, Category A upgraded to include a waterproof VHF transceiver (or a VHF transceiver in a waterproof bag), one "First aid kit - basic" (as described in the YNZ Safety Regulations Appendix "A"), at least 10 litres of fuel, and Wellington Harbour Chart NZ 4633. In addition, YNZ Safety Regulations Part V paragraphs 2.1-2.5 will apply to sports boats.
- 1.5. A serviceable inboard or outboard engine and propeller shall be installed capable of driving the yacht in smooth water at a speed exceeding $\sqrt{LWL(m)} \times 3.28$ knots.
- 1.6. For the purposes of the preamble to part 2 of the Racing Rules of Sailing, the government right-of-way rules include Maritime Rule parts 22 and 91, and the Wellington Region Navigational and Safety Bylaws, to the extent that they provide for right-of-way.
- 1.7. 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.
- 1.8. Safety and/or membership checks of any boat may be made at any time.
- 1.9. Boats shall have no more than two people aboard at all times while racing in the Two Handed Division.
- 1.10. PHRF certificate compliance checks may be conducted at any time.

Changes to Racing Rules

- 1.11. Rules 51 and 52 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 rule 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) Rule 52 shall not apply to the adjustment of a canting keel or water ballast.

1.12. For protests where only a rule of Part 2 or rule 31 is alleged to have been broken an arbitration hearing will be offered prior to any formal hearing.

2. Notices to Competitors

2.1. Notices to competitors will be posted on the official notice board located in the wardroom of the RPNYC and may be posted on the RPNYC website.

3. Changes to Sailing Instructions

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

4. Signals Made Ashore

4.1. Signals made ashore will be displayed at the RPNYC.

4.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP.

4.3. When flag Y is displayed ashore, rule 40 applies at all times while afloat. This changes the Part 4 preamble.

5. Schedule of Races

5.1. Five races are scheduled.

5.2. Dates of racing and time of first warning signal:

<i>Date</i>	<i>Event</i>	<i>First Warning Signal</i>
18 June 2016	Race Day 1	1215hrs
2 July 2016	Race Day 2	1215hrs
16 July 2016	Race Day 3	1215hrs
30 July 2016	Race Day 4	1215hrs
13 August 2016	Race Day 5	1215hrs

6. Class Flag

6.1. The class flag for both divisions shall be flag T.

7. Racing Area

7.1. Races will be held in the area generally known as "Wellington Harbour".

8. Courses

Classic Yacht Division

8.1. The course to be sailed for each race shall be posted as a Notice to Competitors no later than 1200hrs on the Friday before the scheduled race and may be broadcast on VHF channel 62 prior to start time.

Two Handed Division

8.2. The Courses to be sailed are those as published in the RPNYC Almanac 2015-16 and will be posted on the RPNYC website. Courses are also described in Attachment A.

8.3. The course shall be displayed in or underneath the start box window and may be broadcast on VHF channel 62 prior to start time.

General

8.4. When code flag "F" is displayed, the course will be a special course and will be broadcast on VHF channel 62 approximately 15 minutes prior to start time.

8.5. The course may be shortened by :

(a) displaying code flag "S" on or near a mark (and may be accompanied by a periodic sound signal); or

(b) by an announcement on VHF Ch 62 (such an announcement shall specify at which mark the race is to be shortened); or

(c) by both;

and on rounding this mark, boats shall proceed directly to and cross the finishing line provided they have rounded the same number of marks (in the correct sequence) as the leading boat. This changes rule 32.2.

9. Marks

- 9.1. Except when using fixed harbour marks, all rounding marks shall be orange cylindrical marks.
- 9.2. Descriptions and approximate GPS co-ordinates of marks are described in Attachment B.
- 9.3. A race committee boat signalling a change of the leg of the course of the leg is a mark as provided in sailing instruction 12.2

10. Areas that are Obstructions

- 10.1. The following areas are designated as obstructions:
 - (a) Between Point Jerningham light and the nearest point of land at Point Jerningham.
 - (b) The 'Mokopuna Island exclusion area' (see instruction 18.2).

11. The Start

- 11.1. Starts will be from the RPNYC.
- 11.2. The starting line will be a line between the start box flagpole and the starting mark laid to the north of the club house. If no mark is laid, the line shall be an extension of the line between the flagpole and the light on the outer end of the Clyde Quay boat harbour entrance.
- 11.3. A boat starting later than 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes rule A4.
- 11.4. If any part of a boat's hull, crew or equipment is on the course side of the starting line during the two minutes before her starting signal and she is identified, the race committee may broadcast her sail number or name on VHF channel 62. Failure to make a broadcast or to time it correctly will not be grounds for a request for redress. This changes rule 62.1(a).

12. Change of the Next Leg of the Course

- 12.1. 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
- 12.2. Except at a gate, boats shall pass between the race committee boat signaling the change of the next leg and the nearby mark, leaving the mark to port and the race committee boat to starboard. This changes rule 28.1.

13. The Finish

- 13.1. The finishing line will be a line between the start box flagpole and the starting mark laid to the north of the club house. If no mark is laid, the line shall be an extension of the line between the flagpole and the light on the outer end of the Clyde Quay boat harbour entrance.

14. Penalty System

- 14.1. Scoring penalties under rule 44.3 will not be used.

15. Time Limits

- 15.1. Boats failing to finish within 120 minutes after the first boat sails the course and finishes will be scored Did Not Finish without a hearing. This changes rules 35, and A4 and A5.

16. Protests and Requests for Redress

- 16.1. For protests where only a rule of Part 2, *When Boats Meet*, or rule 31, *Touching a Mark*, is alleged to have been broken, an arbitration hearing will be offered prior to any formal hearing. Yachting New Zealand 4.5.5 will apply. This changes Rule 44.1, *Taking A Penalty*. The scoring abbreviation for a penalty accepted at an arbitration hearing is ARB.
- 16.2. The protest time limit is 90 minutes after last boat, regardless of its division, has finished the last race of the day. The same time limit applies to all divisions.

- 16.3. Notices will be posted no later than 30 minutes of after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the RPNYC Boardroom, beginning at the time posted.
- 16.4. Notices of protests by the race committee or protest committee will be posted to inform boats under rule 61.1(b).
- 16.5. Breaches of instructions 1.2-1.5, 1.7, 1.9, 1.11, 4.3, 18, 20.2, 21, 22, 25, and 28 will not be grounds for a protest or redress by a boat. This changes rule 60.1(a).
- 16.6. The Race Committee may protest a boat for a breach of the instructions listed in instruction 16.5, or for any matter related to safety, on the basis of a report from an interested party. This changes rule 60.2(a).
- 16.7. The Protest Committee may apply an alternative penalty to that of disqualification as provided for in rule 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.
- 16.8. On the last scheduled day of racing a request for reopening a hearing shall be delivered
 - (a) within the protest time limit if the requesting party was informed of the decision on the previous day;
 - (b) no later than 30 minutes after the requesting party was informed of the decision on that day.
 This changes rule 66.
- 16.9. On the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes rule 62.2.

17. Scoring

- 17.1. Rule Appendix A9 will apply to this series.
- 17.2. The Two Handed Division will be scored on PHRF only. A boat wishing to be scored on PHRF shall produce a valid PHRF certificate before the warning signal for Race Day 1.
- 17.3. The Classic Yacht Division will be scored on general handicap only.
- 17.4. One scored race will be required to be completed to constitute a series for each division.
- 17.5. A division or race will not be scored unless two or more boats start in that section or race.
- 17.6. When fewer than five races have been completed, a boat's series score will be the total of her race scores.
- 17.7. When five races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- 17.8. The General Handicap for the Classic Yacht Division will be a formula-derived performance handicap that adjusts after each race based on the performances for that race and the prior races, if any.

18. Safety Regulations

- 18.1. No boat shall sail between the Point Jerningham light and Point Jerningham or between the north cardinal mark and Somes Island.
- 18.2. No boat shall enter the 'Mokopuna Exclusion area' formed by straight lines between the following points:

<i>Latitude</i>	<i>Longitude</i>
41°14.80'S	174°51.75'E
41°14.80'S	174°52.05'E
41°15.15'S	174°51.75'E
41°15.15'S	174°52.05'E

- 18.3. A boat that retires from a race shall notify the race committee as soon as possible on VHF channel 62.

19. Replacement of Crew

- 19.1 Not applicable.

20. Equipment and Measurement Checks

- 20.1. Any boat or equipment may be inspected at any time for compliance with safety requirements, rating certificates and/or Sailing Instructions.
- 20.2. On the water, a boat may be instructed by a race committee measurer to:
 - (a) proceed immediately to a designated area for inspection; and
 - (b) leave all equipment including sails, sheets and lifelines in the configuration in which it completed the race.
- 20.3. A boat that is racing in a measurement configuration that is at variance to the issued PHRF certificate or these Sailing Instructions may be subject to protest.

21. Advertising

- 21.1. Boats shall display the provided bow stickers prominently on both sides of their bow.

22. Trash Disposal

- 22.1. Boats shall not put trash in the water.

23. Haul-Out Restrictions

- 23.1. There is no restriction on boats being hauled out during the series.

24. Diving Equipment and Plastic Pools

- 24.1. There is no restriction on underwater breathing apparatus and plastic pools or their equivalent being used around keelboats during the series.

25. Radio Communication

- 25.1. A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to use of mobile telephones.

26. Prizes

- 26.1. Prizes for the series will be awarded at RPNYC after racing on the last day of racing of the Moore Wilson's Winter Series.
- 26.2. The organising authority may award prizes at the conclusion of a days racing or on the following race day..
- 26.3. The 'Usual Person in Charge' of that boat, as listed on the boats entry form, must be in attendance to claim prizes.
- 26.4. The organising authority reserves the right to re-draw any prizes.

27. Disclaimer of Liability

- 27.1. Competitors participate in all races entirely at their own risk. Refer to rule 4. 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 race.

28. Insurance

- 28.1. Each boat that races shall be insured with valid third-party liability insurance with a minimum cover of \$250,000.00 per event, or the equivalent.

Attachment A – Course Descriptions

RPNYC courses		Distance (NM)
1	SR ... 4P ... FR	3.9
2	SR ... 4S ... 5P ... 4P ... FR	7.9
3	SR ... 4S ... 5S ... FR	7.4
4	SR ... 4S ... 8S ... FR	5.1
5	SR ... 4S ... 9P ... 16S ... 15S ... FR	9.0
6	SR ... 4S ... 10P ... 11P ... FR	13.0
7	SR ... 4S ... 12S ... 10S ... FR	10.4
8	SR ... 4S ... 25S ... FR	7.2
9	SR ... 5P ... FR	6.8
10	SR ... 5P ... 4P ... FR	7.4
11	SR ... 5P ... 11P ... FR	8.3
12	SR ... 5P ... 16P ... FR	7.4
13	SR ... 5S ... FR	6.8
14	SR ... 5S ... 10S ... FR	9.3
15	SR ... 5S ... 25S ... FR	8.9
16	SR ... 6P ... 26P ... FR	12.9
17	SR ... 6P ... 28P ... 16P ... FR	13.6
18	SR ... 6P ... 28P ... 27S ... FR	14.1
19	SR ... 6P ... 28P ... 27S ... 4P ... FR	14.8
20	SR ... 8P ... 4P ... 8S ... FR	6.4
21	SR ... 8P ... 4P ... 9S ... FR	5.4
22	SR ... 8P ... 5S ... 6S ... 4P ... FR	13.5
23	SR ... 8P ... 5S ... 6S ... 4P ... 8S ... 4P ... FR	17.6
24	SR ... 8P ... 5S ... 6S ... 16P ... FR	14.5
25	SR ... 8P ... 5S ... 10S ... 4P ... FR	12.0
26	SR ... 8P ... 5S ... 10S ... 16P ... FR	12.9
27	SR ... 8P ... 11S ... 6S ... 4P ... FR	15.3
28	SR ... 8P ... 11S ... 6S ... 16P ... FR	16.2
29	SR ... 8P ... 11S ... 10S ... 4P ... FR	13.7
30	SR ... 8P ... 11S ... 10S ... 16P ... FR	14.6
31	SR ... 8P ... 16S ... 15S ... 4P ... FR	9.0
32	SR ... 8P ... 16S ... 15S ... 4P ... 9P ... 4P ... FR	11.9
33	SR ... 8P ... 16S ... 15S ... 16S ... 15S ... 4P ... FR	12.6
34	SR ... 9P ... 1P ... 3P ... 1P ... 3P ... 1P ... 9S ... FR	
35	SR ... 9P ... 1P ... 3P ... 1P ... 3P ... 9P ... FR	
36	SR ... 9P ... 1P ... 3P ... 1P ... 9S ... FR	
37	SR ... 9S ... 1P ... 3P ... 1P ... 3P ... 1P ... 9P ... FR	
38	SR ... 9S ... 1P ... 3P ... 1P ... 3P ... 9S ... FR	
39	SR ... 9S ... 1P ... 3P ... 1P ... 9P ... FR	
40	SR ... 9P ... 4P ... 9S ... FR	4.5
41	SR ... 9P ... 4P ... 9P ... 4P ... 9P ... 4P ... FR	10.0
42	SR ... 9P ... 4S ... 6P ... 5P ... 8S ... 4P ... FR	16.6
43	SR ... 9P ... 4S ... 6P ... 11P ... FR	14.9
44	SR ... 9P ... 4S ... 6P ... 11P ... 8S ... 4P ... FR	18.4
45	SR ... 9P ... 4S ... 6P ... 16P ... FR	13.4
46	SR ... 9P ... 4S ... 8S ... 9P ... FR	5.7
47	SR ... 9P ... 4S ... 9P ... FR	4.5
48	SR ... 9P ... 4S ... 10P ... 5P ... 8S ... 4P ... FR	15.1

49	SR ... 9P ... 4S ... 10P ... 11P ... FR	13.3
50	SR ... 9P ... 4S ... 10P ... 11P ... 8S ... 4P ... FR	16.8
51	SR ... 9P ... 4S ... 10P ... 16P ... FR	11.8
52	SR ... 9P ... 4S ... 15P ... 4P ... 15P ... 4P ... FR	10.3
53	SR ... 9P ... 4S ... 15P ... 16P ... 9S ... 4P ... FR	11.1
54	SR ... 9P ... 4S ... 25S ... 9P ... FR	7.8
55	SR ... 9P ... 16S ... 6P ... 5P ... 8S ... 16P ... FR	18.8
56	SR ... 9P ... 16S ... 6P ... 11P ... 8S ... 16P ... FR	20.5
57	SR ... 9P ... 16S ... 6P ... 16P ... FR	14.2
58	SR ... 9P ... 16S ... 10P ... 5P ... 8S ... 16P ... FR	17.2
59	SR ... 9P ... 16S ... 10P ... 11P ... 8S ... 16P ... FR	18.9
60	SR ... 9P ... 16S ... 10P ... 16P ... FR	12.5
61	SR ... 9P ... 16S ... 26S ... 6S ... 4P ... FR	15.1
62	SR ... 9P ... 16S ... 28S ... 10S ... 4P ... FR	14.0
63	SR ... 9P ... 16S ... 28S ... 18S ... 4P ... FR	13.5
64	SR ... 9P ... 16S ... 28S ... 18S ... 5P ... 10S ... 4P ... FR	17.8
65	SR ... 9P ... 16S ... 28S ... 18S ... 26P ... 10S ... 4P ... FR	18.6
66	SR ... 9P ... 16S ... 28S ... 18S ... 27P ... 10S ... 4P ... FR	16.9
67	SR ... 9S ... 8P ... 4P ... 8P ... 15P ... 4P ... 9S ... FR	10.1
68	SR ... 9S ... 25P ... 4P ... 9S ... FR	7.8
69	SR ... 9S ... 25P ... 15P ... FR	6.0
70	SR ... 10P ... 5P ... FR	9.8
71	SR ... 10P ... 5S ... 18P ... 26P ... 4P ... FR	15.6
72	SR ... 10P ... 11S ... 18P ... 26P ... 4P ... FR	17.4
73	SR ... 10P ... 12P ... 5P ... FR	10.8
74	SR ... 10P ... 26P ... FR	11.4
75	SR ... 10P ... 26P ... 4P ... FR	11.7
76	SR ... 10P ... 26S ... 18P ... 28P ... 16P ... FR	16.7
77	SR ... 10P ... 27S ... 18P ... 28P ... 16P ... FR	15.0
78	SR ... 10P ... 28P ... 27S ... FR	12.6
79	SR ... 10P ... 28P ... 27S ... 4P ... FR	13.3
80	SR ... 11S ... 5S ... FR	8.3
81	SR ... 11S ... 10S ... FR	10.8
82	SR ... 11S ... 12P ... 28P ... FR	14.5
83	SR ... 11S ... 12S ... 5P ... FR	12.8
84	SR ... 15P ... 4P ... FR	5.1
85	SR ... 16S ... 5S ... FR	7.4
86	SR ... 16S ... 5S ... 12S ... FR	10.5
87	SR ... 16S ... 8S ... 4P ... FR	9.2
88	SR ... 25P ... FR	4.9
89	SR ... 25P ... 4P ... FR	7.2
90	SR ... 25P ... 5P ... FR	9.2
91	SR ... 26P ... FR	8.5
92	SR ... 26S ... FR	8.5
93	SR ... 6S ... 7S ... 14S ... 13S ... 7P ... FR	16.1
94	SR ... 11S ... 6S ... 7S ... 14S ... 13S ... 7P ... FR	20.9
95	SR ... 7S ... 13P ... 14P ... 7P ... 6P ... FR	16.1
96	SR ... 7S ... 13P ... 14P ... 7P ... 6P ... 11P ... FR	20.9



Course abbreviations

- SR Starting line at Royal Port Nicholson Yacht Club
- SJ Starting line at Pt. Jerningham
- FR Finishing line at Royal Port Nicholson Yacht Club
- FJ Finishing line at Pt. Jerningham
- S Starting line on the water (Race committee boat)
- F Finishing line on the water (Race committee boat)
- nS Mark rounding – leave the mark to starboard, where 'n' denotes the mark number
- nP Mark rounding – leave the mark to port, where 'n' denotes the mark number

Attachment B – Description of Marks

No 4	Ngauranga	Orange cylindrical mark approx: 41 15.50S 174 48.40E
No 5	Somes Island	Orange cylindrical mark approx: 41 15.70S 174 51.17E
No 6	Number One Leading Light	41 21.140S 174.51.35E
No 8	Evans Bay	Laid Orange cylindrical mark in Evans Bay
No 9	Point Jerningham	Laid Orange cylindrical mark in Pt Jerningham vicinity
No 10	Falcon Shoal Marker	41 18.31S 174 51.02E In the absence of a laid mark the Marker shall be used
No 11	Korokoro	Orange cylindrical mark approx: 41 14.38S 174 51.03E
No 12	Ward Island Buoy	LBYC Laid Mark
No 15	Point Halswell	Laid Orange cylindrical mark in vicinity of Pt Halswell
No 16	Horokiwi	Orange cylindrical mark approx: 41 15.05S 174 49.59E
No 17	Mahina Bay Buoy	LBYC Laid Mark
No 18	Days Bay Buoy	LBYC Laid Mark
No 19	Petone Wharf Buoy	LBYC Laid Mark
No 25	Shoal Pile – South end of Evans Bay	41 18.61S 174 48.43E
No 26	Mokopuna Island and Reef	See instruction 18.2 for exclusion zone