

**Royal Port Nicholson Yacht Club**  
**2016 Moore Wilson Winter Series**  
**19 June – 28 August 2016**  
**Fully Crewed 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 along with the Wellington Regional Council Navigation and Safety Bylaws.
- 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. Alternatively, E6 class yachts may comply with the following:
  - (a) Crew members shall wear buoyancy vests or lifejackets in good repair properly secured about their persons and complying with YNZ minimum standard, SR appendix 4 (YNZ Safety Regulations of Sailing), at all times while afloat;
  - (b) Boats shall carry an operable, waterproof VHF radio;
  - (c) Boats shall collectively provide a dedicated rescue vessel, which shall carry a suitable first aid kit, and be crewed by a minimum of two crew.
- 1.6. The Race Officer may direct E6 class boats not to compete. A decision to allow or prevent the E6 yachts competing shall not be grounds for redress.
- 1.7. Boats complying with 1.2, 1.3 or 1.4 must carry a serviceable inboard or outboard engine and propeller capable of driving the yacht in smooth water at a speed exceeding  $\sqrt{LWL(m) \times 3.28}$  knots.
- 1.8. 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.
- 1.9. 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.
- 1.10. Safety and/or membership checks of any boat may be made at any time.

## IRC & PHRF Rules

- 1.11. The IRC Rules 2016 Parts A, B, and C shall apply to boats competing under IRC.
- 1.12. IRC rules 22.4.1 22.4.2 shall not apply.
- 1.13. IRC and/or PHRF certificate compliance measurement may be conducted at any time.

## Changes to Racing Rules

- 1.14. 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.
- 1.15. 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 and may also be displayed at Point Jerningham.
- 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.
- 4.4. When the Code Flag "J" is displayed ashore the start shall be moved to the RPNYC start box at Point Jerningham.
- 4.5. When the Code Flag "R" is displayed ashore the start shall be moved to the RPNYC start box at the club.
- 4.6. Attention to any signals flown ashore may be broadcast on VHF channel 62.

## **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>
19 June 2016	Race Day 1	1215
3 July 2016	Race Day 2	1215
17 July 2016	Race Day 3	1215
31 July 2016	Race Day 4	1215
14 August 2016	Race Day 5	1055
21 August 2016	Reserve Day 1	1055
28 August 2016	Reserve Day 2	1055

- 5.3. One race per day is scheduled. One extra race per day may be sailed, provided racing does not become ahead of schedule.
- 5.4. After a long postponement, to alert boats that a race or sequence of races will begin soon, an orange flag will be displayed, with one sound, at least four minutes before a warning signal is displayed.

## 6. Class Flag

- 6.1. The class flags shall be:

Division	Flag
Combined Division	Flag T
‘A’ Division (if applicable)	Flag K
‘B’ Division (if applicable)	Flag E

## 7. Racing Area

- 7.1. Races will be held in the area generally known as “Wellington Harbour”.

## 8. Courses

- 8.1. 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.
- 8.2. For any race started on the water (OTW), “S” and “SJ” have the same meaning (the Race Committee Boat is the start line).
- 8.3. The course will be identified by displaying the course number on the Committee Boat or on the start box.
- 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. New marks, as provided in instruction 12.1, will be orange cylindrical buoys bearing a black band.
- 9.4. The Start Mark will be a yellow cylindrical buoy.
- 9.5. The Finish Mark will be a yellow cylindrical buoy.
- 9.6. A race committee boat signalling a change of the leg of the course is a mark as provided in sailing instruction 12.2.

## 10. Areas that are Obstructions

- 10.1. The area between Point Jerningham light and the nearest point of land at Point Jerningham is an obstruction.

## **11. The Start**

11.1. The starting line will be:

- (a) for races starting On-the-Water: between an orange staff on the Race Committee boat at the starboard end, and the start mark at the port end.
- (b) for races starting at Point Jerningham: between the main Point Jerningham start box flagpole and the starting mark laid to the east of the start box.
- (c) For races starting at the RPNYC: 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.

11.2. An inner distance mark may be laid at any starting line at which a starting mark has been laid. When the inner distance mark is laid boats shall pass between the inner distance mark and the starting mark when approaching the starting line to start, and after starting.

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. Except at a gate, boats shall pass between the Race Committee boat signaling the change of course and the nearby mark, leaving the mark to port and the Race Committee boat to starboard. This changes rule 28.1.

12.2. Alternately, the Race Committee may announce a change of the position of the next mark on VHF channel 62. Such an announcement shall include the approximate position of the new mark, of the approximate distance and bearing from the previous mark. This changes rule 33.

## **13. The Finish**

13.1. The finishing line will be:

- (a) for races finishing On-the-Water: The finishing line will be between an orange staff on the port side of a race committee boat and the finishing mark laid on the port side of that race committee boat displaying a blue flag.
- (b) for races finishing at the RPNYC: The finishing line will be a line between the orange board on the main flagpole of the RPNYC Clubhouse and the finishing mark laid to the north of the Clubhouse. If no mark is laid, or the finishing mark has been removed, or during the hours of darkness, the finish line shall be an extension of the line between the flagpole and the light (in daylight the light is identifiable by an orange pole) on the outer end of the Clyde Quay boat harbour entrance, bearing 155° – 335° M.

## **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 90 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 1.2-1.7, 1.9, 1.11, 1.14, 4.3, 18, 20.2, 21, 22, 25, and 28 will not be grounds for a protest 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. Races will be scored on General Handicap, PHRF and IRC. A scoring system will not be used in a race unless two or more boats that qualify for that scoring system start in that race.
- 17.3. One scored race will be required to be completed to constitute a series for each scoring system.
- 17.4. When fewer than five races have been completed, a boat's series score will be the total of her race scores.
- 17.5. When five races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- 17.6. The General Handicap 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.
- 17.7. A boat will not be scored on PHRF or IRC before the date of issue on any valid handicap or rating certificate.

## 18. Safety Regulations

- 18.1. No boat shall sail between the Point Jerningham light and Point Jerningham.
- 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 IRC and/or 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.

26.2. The organising authority may award prizes at the conclusion of a days racing.

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

Point Jerningham / OTW courses		Distance (NM)
1	S ... 1P ... 3P ... F	
2	S ... 1P ... 3P ... 1P ... F	
3	S ... 1P ... 3P ... 1P ... 3P ... F	
4	S ... 1P ... 3P ... 1P ... 3P ... 1P ... F	
5	S ... 1P ... 3P ... 1P ... 3P ... 1P ... 3P ... F	
6	S ... 1P ... 3P ... 1P ... 3P ... 1P ... 3P ... 1P ... F	
7	S ... 1P ... 3S/3P ... F	
8	S ... 1P ... 3S/3P ... 1P ... F	
9	S ... 1P ... 3S/3P ... 1P ... 3S/3P ... F	
10	S ... 1P ... 3S/3P ... 1P ... 3S/3P ... 1P ... F	
11	S ... 1P ... 3S/3P ... 1P ... 3S/3P ... 1P ... 3S/3P ... F	
12	S ... 1P ... 3S/3P ... 1P ... 3S/3P ... 1P ... 3S/3P ... 1P ... F	
13	S ... 1P ... 2P ... 3P ... 1P ... F	
14	S ... 1P ... 2P ... 3P ... 1P ... 2P ... 3P ... 1P ... F	
15	S ... 1P ... 2P ... 3P ... 1P ... 3P ... 1P ... 2P ... 3P ... 1P ... F	
16	SJ ... 4S ... 6P ... 5P ... 8S ... FJ	12.6
17	SJ ... 4S ... 6P ... 5P ... 8S ... 4P ... FR	16.0
18	SJ ... 4S ... 6P ... 11P ... 8S ... FJ	14.3
19	SJ ... 4S ... 6P ... 11P ... 8S ... 4P ... FR	17.8
20	SJ ... 4S ... 6P ... 26S ... 18P ... 28P ... 16P ... FJ	19.2
21	SJ ... 4S ... 6P ... 26S ... 18P ... 28P ... 16P ... FR	19.7
22	SJ ... 4S ... 10P ... 5P ... FR	11.3
23	SJ ... 4S ... 10P ... 5P ... 8S ... FJ	11.0
24	SJ ... 4S ... 10P ... 5P ... 8S ... FR	11.8
25	SJ ... 4S ... 10P ... 5P ... 8S ... 4P ... FR	14.5
26	SJ ... 4S ... 10P ... 5S ... 18P ... 28P ... 16P ... FJ	16.9
27	SJ ... 4S ... 10P ... 5S ... 18P ... 28P ... 16P ... FR	17.4
28	SJ ... 4S ... 10P ... 11P ... 8S ... FJ	12.7
29	SJ ... 4S ... 10P ... 11P ... 8S ... 4P ... FR	16.2
30	SJ ... 4S ... 10P ... 26P ... 10S ... 5P ... FJ	17.7
31	SJ ... 4S ... 10P ... 26S ... 18P ... 28P ... 16P ... FJ	17.7
32	SJ ... 4S ... 10P ... 26S ... 18P ... 28P ... 16P ... FR	18.2
33	SJ ... 4S ... 10P ... 27S ... 18P ... 28P ... 16P ... FJ	16.0
34	SJ ... 4S ... 10P ... 27S ... 18P ... 28P ... 16P ... FR	16.5
35	SJ ... 4S ... 10P ... 28P ... 16P ... FJ	13.1
36	SJ ... 4S ... 10P ... 28P ... 16P ... FR	13.6
37	SJ ... 4S ... 15P ... 16P ... 8S ... FJ	8.0
38	SJ ... 4S ... 15P ... 16P ... 15P ... 16P ... 8S ... FJ	11.6
39	SJ ... 4S ... 15P ... 16P ... 15P ... 16P ... 8S ... 4P ... FR	15.1
40	SJ ... 4S ... 15P ... 16P ... 15P ... 16P ... 15P ... 16P ... 8S ... FJ	15.2
41	SJ ... 4S ... 26S ... FJ	7.9
42	SJ ... 4S ... 26S ... 12S ... FJ	10.4
43	SJ ... 4S ... 27P ... 28S ... 12S ... 5P ... FJ	13.5
44	SJ ... 8P ... 4S ... 15S ... 4P ... FJ	7.2
45	SJ ... 8P ... 4S ... 15S ... 4S ... 15S ... 4P ... FJ	10.3
46	SJ ... 8P ... 4S ... 15S ... 4S ... 15S ... 4P ... 8P ... FJ	11.0
47	SJ ... 8P ... 5S ... 6S ... 4P ... FJ	12.6
48	SJ ... 8P ... 5S ... 6S ... 4P ... FR	12.8
49	SJ ... 8P ... 5S ... 6S ... 4P ... 8P ... 4P ... FR	16.8

50	SJ ... 8P ... 5S ... 6S ... 16P ... FJ	13.2
51	SJ ... 8P ... 5S ... 6S ... 16P ... FR	13.7
52	SJ ... 8P ... 5S ... 6S ... 16P ... 8P ... 16P ... FR	18.8
53	SJ ... 8P ... 5S ... 10S ... 4P ... FJ	11.0
54	SJ ... 8P ... 5S ... 10S ... 4P ... FR	11.2
55	SJ ... 8P ... 5S ... 10S ... 4P ... 8P ... 4P ... FR	15.3
56	SJ ... 8P ... 5S ... 10S ... 16P ... FJ	11.6
57	SJ ... 8P ... 5S ... 10S ... 16P ... FR	12.1
58	SJ ... 8P ... 5S ... 10S ... 16P ... 8P ... 16P ... FR	17.2
59	SJ ... 8P ... 5S ... 10P ... 28P ... 12S ... 16P ... FJ	18.4
60	SJ ... 8P ... 5S ... 10P ... 28S ... 12S ... 16P ... FR	18.9
61	SJ ... 8P ... 5S ... 10P ... 28P ... 27S ... 16P ... FJ	15.4
62	SJ ... 8P ... 5S ... 10P ... 28P ... 27S ... 16P ... FR	15.9
63	SJ ... 8P ... 5S ... 12P ... 28P ... 27S ... 16P ... FJ	13.9
64	SJ ... 8P ... 5S ... 12P ... 28P ... 27S ... 16P ... FR	14.4
65	SJ ... 8P ... 11S ... 6S ... 4P ... FJ	14.3
66	SJ ... 8P ... 11S ... 6S ... 4P ... FR	14.5
67	SJ ... 8P ... 11S ... 6S ... 16P ... FJ	15.0
68	SJ ... 8P ... 11S ... 6S ... 16P ... FR	15.4
69	SJ ... 8P ... 11S ... 10S ... 4P ... FJ	12.7
70	SJ ... 8P ... 11S ... 10S ... 4P ... FR	13.0
71	SJ ... 8P ... 11S ... 10S ... 16P ... FJ	13.4
72	SJ ... 8P ... 11S ... 10S ... 16P ... FR	13.9
73	SJ ... 8P ... 16S ... 15S ... 4P ... FJ	8.0
74	SJ ... 8P ... 16S ... 15S ... 4P ... FR	8.2
75	SJ ... 8P ... 16S ... 15S ... 16S ... 15S ... 4P ... FJ	11.6
76	SJ ... 8P ... 16S ... 15S ... 16S ... 15S ... 4P ... FR	11.8
77	SJ ... 8P ... 16S ... 15S ... 16S ... 15S ... 16S ... 15S ... 4P ... FJ	15.2
78	SJ ... 8P ... 16S ... 15S ... 16S ... 15S ... 16S ... 15S ... 4P ... FR	15.4
79	SJ ... 8P ... 16S ... 28S ... 6S ... 4P ... FJ	15.3
80	SJ ... 8P ... 16S ... 28S ... 6S ... 4P ... FR	15.5
81	SJ ... 8P ... 16S ... 28S ... 10S ... 4P ... FJ	13.8
82	SJ ... 8P ... 16S ... 28S ... 10S ... 4P ... FR	14.0
83	SJ ... 8P ... 16S ... 28S ... 12S ... 4P ... FJ	13.3
84	SJ ... 8P ... 16S ... 28S ... 12S ... 4P ... FR	13.5
85	SJ ... 8P ... 16S ... 28S ... 12S ... 27P ... 10S ... 4P ... FJ	17.1
86	SJ ... 8P ... 16S ... 28S ... 12S ... 27P ... 6S ... 4P ... FJ	18.6
87	SJ ... 8P ... 28S ... 27S ... 16P ... FJ	9.9
88	SJ ... 8P ... 28S ... 27S ... 16P ... FR	10.3
89	SJ ... 16S ... 6P ... 5P ... 8S ... FJ	13.2
90	SJ ... 16S ... 6P ... 5P ... 8S ... 4P ... FR	16.7
91	SJ ... 16S ... 6P ... 11P ... 8S ... FJ	15.0
92	SJ ... 16S ... 6P ... 11P ... 8S ... 4P ... FR	18.4
93	SJ ... 16S ... 10P ... 5P ... FR	11.9
94	SJ ... 16S ... 10P ... 5P ... 8S ... FJ	11.6
95	SJ ... 16S ... 10P ... 5P ... 8S ... 4P ... FR	15.1
96	SJ ... 16S ... 10P ... 11P ... 8S ... FJ	13.4
97	SJ ... 16S ... 10P ... 11P ... 8S ... 4P ... FR	16.9
98	SJ ... 16S ... 27P ... 28P ... 8S ... FJ	9.9
99	SJ ... 16S ... 27P ... 28S ... 12S ... 5P ... 8S ... FJ	13.9



**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

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

### Attachment B – Description of Marks

<b>No 1</b>	Windward Mark	Laid Orange cylindrical mark
<b>No 2</b>	Wing Mark	Laid Orange cylindrical mark
<b>No 3</b>	Leeward Mark	Laid Orange cylindrical mark
<b>No 4</b>	Ngauranga	Orange cylindrical mark approx: 41 15.50S 174 48.40E
<b>No 5</b>	Somes Island	Orange cylindrical mark approx: 41 15.70S 174 51.17E
<b>No 6</b>	Number One Leading Light	41 21.140S 174.51.35E
<b>No 8</b>	Evans Bay	Laid Orange cylindrical mark in Evans Bay
<b>No 9</b>	Point Jerningham	Laid Orange cylindrical mark in Pt Jerningham vicinity
<b>No 10</b>	Falcon Shoal Marker	41 18.31S 174 51.02E In the absence of a laid mark the Marker shall be used
<b>No 11</b>	Korokoro	Orange cylindrical mark approx: 41 14.38S 174 51.03E
<b>No 12</b>	Ward Island Buoy	LBYC Laid Mark
<b>No 15</b>	Point Halswell	Laid Orange cylindrical mark in vicinity of Pt Halswell
<b>No 16</b>	Horokiwi	Orange cylindrical mark approx: 41 15.05S 174 49.59E
<b>No 17</b>	Mahina Bay Buoy	LBYC Laid Mark
<b>No 18</b>	Days Bay Buoy	LBYC Laid Mark
<b>No 19</b>	Petone Wharf Buoy	LBYC Laid Mark
<b>No 25</b>	Shoal Pile – South end of Evans Bay	41 18.61S 174 48.43E
<b>No 26</b>	Mokopuna Island and Reef	See instruction 18.2 for exclusion zone