

SAILING INSTRUCTIONS



New Year Regatta 9 to 11th January 2026

The organising authority is the Waikawa Boating Club (WBC),
PO Box 52 Picton, (03) 573 6798

www.waikawaboatingclub.co.nz

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Marlborough Homeworks



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1.0 RULES

- 1.1 The series will be governed by the rules as defined in the current Racing Rules of Sailing, published by World Sailing and Yachting New Zealand (RRS).
- 1.2 The Yachting New Zealand (YNZ) Safety regulation's part II category 5 shall apply to all keel boats.
- 1.3 The YNZ safety regulation's part V Category B shall apply to all trailer yachts.
- 1.4 The YNZ safety regulation's part VI Category B shall apply to all sports boats.
- 1.5 Should there be any conflict between the Notice of Race (NOR) and these Sailing Instructions (SIs) the SIs shall prevail. This changes RRS 63.7
- 1.6 Marlborough District Bylaws dictate the proximity to vessels over 500 Ton.
- 1.7 (DP) All crew members must be per-registered with the Organising Authority via the designated online portal (free of charge) prior to the first race. Non-registration of any crew member is deemed a potential safety infringement under RRS 64.3. The protest committee may, at its discretion and without hearing, apply a 30% scoring penalty to the boat's score for each race sailed with an unregistered crew member aboard.
- 1.8 (SP)= Standard Penalty, (DP)= Discretionary Penalty. A standard Penalty may be applied without a hearing.

2.0 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official noticeboard in the WBC wardroom and may be posted on the WBC website.

3.0 CHANGES TO THE RACING RULES

- 3.1 Yachts with movable ballast, in the form of canting keel or water ballast may move that ballast to increase or decrease weight, or to change trim and stability. This changes RRS 51.
- 3.2 RRS 52 shall not apply to the adjustment of canting keel or water ballast.
- 3.3 Powered winches either electric or hydraulic are permitted. This changes RRS 52
- 3.4 For boats competing in Division 3 and 4 (harbour racing) this is a **combined spinnaker/non spinnaker** division, now called Div 3. For non-spinnaker the following applies. The only sails that are permitted are normal upwind sails that shall be attached in the same manner as if the yacht were sailing too windward. Headsails must be attached to a permanent load bearing forestay with only one head-sail per forestay. Head sails may be held out with a spinnaker or jockey pole as long as that pole is attached to the mast.
For Spinnaker boats all sails may be used.
Handicaps will be set based on a boats pre-nominated sail set (for the whole regatta, whether spinnakers are able to be flown or not)
- 3.5 (SP) While racing, all yachts with a lifting keel must have the keel locked in the full down position and not moved whilst racing.
- 3.6 Sports Boats. Category B, Rule 12 shall be changed to read "Outboard motors must be carried and stowed so that they can be used within a maximum of 5 minutes". This is because there may not be rescue boats in attendance

4.0 CHANGES TO SAILING INSTRUCTIONS



- 4.1 Any changes to the SIs will be posted before 09.00 hours on the day that they will take effect, except that any change to the schedule of races will be posted by 20.00 on the day before it will take effect. The Race Officer may run an extra race on Friday/Saturday or Sunday, no more than the overall scheduled regatta races will be sailed.

5.0 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed at the WBC flagstaff, which is located on the marina side of the clubhouse.
- 5.2 When a visual signal is displayed over a division flag, it applies to that division only.
- 5.3 When the AP flag is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes' in the race signal AP.

6 SCHEDULE OF EVENTS

The regatta will be made up with a mixture of

- o Long harbour races (LH)
- o Round the buoys racing (RTC)
- o Sprint races (SR)

Division	Total number Races Scheduled	Long Harbour Race / s	Round the Cans /Short Harbour	Sprint Race
<i>Div1</i>	8	1	5	2
<i>Div 2</i>	8	1	5	2
<i>Div 3</i>	6	2	4	N/A

- 6.1 Races are scheduled as follows

Friday 9th January Regatta Race 1
Regatta Briefing 1600 WBC wardroom

- 6.2 Scheduled First Warning Signal

Day	Date	Div 1	Div 2	Div 3
Friday	9th	1750	1755	1800
Saturday	10th	1020	1025	1030
Sunday	11th	1020	1025	1030

- 6.3 Target and time limits

Division	Target Time	Finish Window	Time Limit
<u>Long Harbour Race / s</u>	<u>120 mins</u>	<u>45 m</u>	<u>165 m</u>
<u>Round the Buoys</u>	<u>60 mins</u>	<u>30 m</u>	<u>90 m</u>
<u>Short Harbour</u>	<u>90 mins</u>	<u>45 m</u>	<u>130 m</u>
<u>Sprint Races</u>	<u>30 mins</u>	<u>15 m</u>	<u>45 m</u>



- 6.4 On Sunday 11th January, no warning signal will be made after 15.30hrs.
- 6.5 To alert boats that a race or sequence of races will begin soon, an orange flag will be displayed with one sound, at least five minutes before warning signal is made.
- 6.6 For subsequent races on the same day, the scheduled time of the warning signal for the next race, for each division, will be displayed with Flag L, as soon as possible after the finish of the preceding race. The time will also be advised on VHF channel 77.

7 RACING AREA

- 7.1 The separate course card shows the location of the racing areas, and marks in the Queen Charlotte Sound.

8 COURSES TO BE SAILED

- 8.1 The course card shows the courses. The length of the course will depend on the wind strength.
- 8.2 No later than the warning signal, the race committee will indicate the course to be sailed, for each division on the course board (displayed on the committee boat Ray White)
- 8.3 No later than the warning signal, the race committee will display the approximate bearing to the first mark on the course board.
- 8.4 Code flag "L" will be displayed together with one sound signal when new course/s are being displayed on the course board.

9.0 DIVISIONS AND FLAGS

- 9.1 Division flags are not required to be flown by competing Yachts
- 9.2 Division Flags
- | | |
|------------|-------------|
| Division 1 | Code Flag 1 |
| Division 2 | Code Flag 2 |
| Division 3 | Code Flag 3 |
- 9.3 A minimum of 3 yachts will constitute a division. (for two handed and PHRF, two boats will make a fleet within the division)
- 9.4 The Organising Authority reserves the right to combine divisions. In this case the committee reserves the right to re-arrange Warning Signal times in SI 6.

10.0 MARKS

- 10.1 Marks B, (top mark) is a blue triangle buoy, marks 1, 2 and 4 will be red triangle buoys with a white Rotary logo.
- 10.2 New marks, as provided in instruction 12.1 will be Yellow cylindrical buoys.

11.0 THE START

- 11.1 Prior to the beginning of racing each day and once the Committee boat is on station, it will call competing yachts (CH 77) in alphabetical order to confirm they are racing and record the total of persons on board (POB).
- 11.2 The signals for starting the race shall be as described in RRS Rule 26. The warning signal for each succeeding division shall be the starting signal of the previous division.
- 11.3 A yacht starting later than 4 minutes after her starting signal will be scored Did Not Start (DNS). This changes RRS A4.1. Any yacht which is starting late must not interfere with boats starting in a later division.



- 11.4 (DP) Yachts whose warning signal has not been made shall avoid the starting area. Discretionary Penalties may be applied.
- 11.5 The start line shall be a line between an orange staff on the Race Committee Boat and the starting pin (buoy) with an orange flag.
- 11.6 Individual Recalls
If there is an individual recall in any division it will be signaled in accordance with RRS 29.1. The race committee will attempt to broadcast her name and/or sail number on VHF channel 77. Failure to make a broadcast will not be grounds for redress. This changes RRS 62.1(a).
- 11.7 General Recalls
A general recall in any division will be signaled in accordance with RRS 29.2. The new Warning Signal for the recalled division will be the same time as the start signal for the last scheduled start. For the last scheduled start the warning signal will be as soon as practical. This changes RRS 29.2.
- 12.0 CHANGE TO 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. Any changes will be communicated on VHF ch 77
- 13.0 THE FINISH**
- 13.1 The finishing line for all divisions will be a line between a Blue Flag on the race committee boat at one end and the pin (buoy) with an orange flag, at the other end. The finish committee boat may be different to the start committee boat.
- 14.0 TIME LIMITS**
- 14.1 Refer 6.3
- 14.2 Boats failing to finish within the Finish Window after the first boat in their division finishes, will be scored TLE Time Limit Expired (no of finishers plus 2). This changes RRS 35, A4 and A5.
- 15.0 PROTESTS AND REQUESTS FOR REDRESS**
- 15.1 For protests only where a rule of Part 2 is alleged to have been broken, Appendix T, Arbitration will apply. The scoring abbreviation for a penalty accepted at an arbitration hearing is ARB.
- 15.2 A yacht intending to protest shall, in addition to the requirements in RRS 61.1(a), inform a member of the committee boat at the finish line of that race of her intention to protest. The protesting boat must receive an acknowledgment from the race committee.
- 15.3 Protest forms are available in the foyer of the WBC, and shall be delivered to race management in the Regatta office within the protest time limit.
- 15.4 For each division, the protest time limit is 60 minutes after the last boat of that division has finished the last race of the day or the race committee signals no more racing today, whichever is later.
- 15.5 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or names as witnesses. Hearings will be held in the protest room beginning at the time posted.
- 15.6 Notices of protest by the race committee or protest committee will be posted to inform boats under rule 61.1(b).
- 15.7 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 RRS 62.2
- 15.8 On the last scheduled day of racing 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.
- 15.9 Breaches of instructions 11.4, 16, 18, 20, 21, 22, 23, 25 and 26 will not be grounds for protest by a boat. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides. The scoring abbreviation for a discretionary penalty imposed under this instruction will be DPI.
- 15.10 A yacht that has taken a penalty or retired under RRS 31 or RRS 44.1, shall complete an acknowledgement form found in the WBC foyer within the protest time limit.

16.0 AREAS THAT ARE OBSTRUCTIONS

- 16.1 All ferries and ships over 500 tonnes shall be classed as an obstruction.
- 16.2 (SP) There are specific “Moving Prohibited Zones” around ships over 500 ton in the Marlborough Sounds. No vessel shall enter the zone around the ships, which extends 500 meters ahead, 50 meters down either side and 50 meters astern. This is a Marlborough District Council (MDC) Navigational bylaw.
- 16.3 (SP) In the event of a complaint from a ferry(ship) pilot/master or harbour master that identifies a vessel(s) that did not abide by the rules as in 1.6. the impeding named vessel (s) will be scored DNE for that race.
Entering this Regatta means that the word of the ferry/ship master is taken as true and accurate.
- 16.4 A yacht’s engine may be used to avoid an obstruction, provided that such use of the engine does not give that yacht any advantage. The use of an engine must be notified to the Race Committee as soon as practicable.

17.0 SCORING SYSTEM

- 17.1 The low points scoring system in RRS appendix A4.1 will apply. Sailwave will be the scoring system.
- 17.2 A yacht’s series score for Division 1 and 2 will be the total of her race scores when 5 or fewer races have been sailed. When 6 or more races have been sailed a yacht’s score will be the total of her race scores, excluding her worst score. A minimum of 3 races shall constitute a series.
- 17.3 A yacht’s series score for Division 3 (combined Div 3 and 4) will be the total of her race scores when 4 or fewer races have been sailed. When 5 or more races have been sailed, a yacht’s score will be the total of her race scores, excluding her worst score. A minimum of 3 races shall constitute a series.

18.0 SAFETY REGULATIONS

- 18.1 (SP) Boats leaving the racing area before the end of the days racing shall notify the race committee on Channel 77 before leaving.
- 18.2 (SP) All competitors on vessels without lifelines, must wear personal flotation devices (PFD) at all times.
- 18.3 (SP) A yacht must carry sufficient PFDs (Life Jackets) for all persons onboard.

19.0 HANDICAPPING

- 19.1 All yachts shall race in the same condition and carry the same equipment on board as at the time her handicap was established.
- 19.2 All yachts using the club handicap system, will be handicapped by the Waikawa Boating Club official handicappers and these handicaps will be available at the Waikawa Boating Club after 2200 hrs Wednesday 7th January 2026 or during registration, or for late entrants, prior to the warning signal for Race 1.
- 19.3 A boat’s club handicap will be recalculated during the regatta after every race using sailwave NCH1.
- 19.4 Boats entering the PHRF fleets will be use the inshore current rating for crewed yachts and shorthanded current for two handed yachts.



- 19.5 The handicapper's decision will be final.
19.6 Any communications with the handicap committee must be in writing.

20.0 RADIO COMMUNICATIONS

- 20.1 (SP) All competing yachts and support boats must have a marine VHF transceiver with enough battery capacity to be still fully operational at the end of each day.
20.2 (DP) Except in an emergency, a yacht shall neither make nor receive radio transmissions that are not available to all yachts. This restriction also applies to the use of mobile telephones.
20.3 The Race officer may communicate with all yachts via VHF radio on VHF channel 77, for instance to inform of ship movements, advise change of course etc.

21.0 TRASH DISPOSAL

- 21.1 (SP) Yachts shall not dispose of trash into the water.

22.0 REPLACEMENT OF CREW OR EQUIPMENT

- 22.1 (DP) Substitution of competitors will not be allowed without prior written approval of the race committee.
22.2 (DP) Substitution of lost or damaged equipment will not be allowed unless authorized by the race committee. Requests for substitution shall be made in writing to the committee at the first reasonable opportunity.

23.0 ADVERTISING

- 23.1 Yachts must not fly any conflicting advertising material with any of our regatta sponsors.

24.0 SUPPORT BOATS

- 24.1 (DP) Team leaders, coaches and other support personnel shall stay outside areas where yachts are racing from the time of the preparatory signal for the start of the first division until all yachts have finished or retired from the race or if the race committee signals a postponement or abandonment.
24.2 Support boats are required to register at WBC during regatta registration.

25.0 HAUL OUT RESTRICTIONS

- 25.1 (DP) Keelboats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the race committee.

26.0 DIVING EQUIPMENT AND PLASTIC POOLS

- 26.1 (DP) Underwater breathing apparatus and plastic pools or their equivalent shall not be used around keelboats between the preparatory signal of the first race and the end of the regatta.

27.0 PRIZES

- 27.1 There will be prizes awarded for each division / fleet on Sunday 12th for series results at the conclusion of the regatta.
27.2 There will be race prize giving on both the Friday and Saturday evenings for that day's racing.



28.0 DISCLAIMER

- 28.1 Although the WBC and its' volunteers do everything, they can't ensure the safety of the competitors all those who take part in WBC races do so at their own risk and responsibility. See Rule 4, decision to race RRS.
- 28.2 The WBC is not responsible for the seaworthiness of a yacht whose entry is accepted and/or the sufficiency and/or adequacy of its equipment, or the competence of its skipper or crew.
- 28.3 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 series.
- 28.4 Skippers and crew are reminded about their responsibilities on the water when it comes to the consumption of alcohol.
- 28.5 The WBC reserves the right to refuse entry at any time of any yacht up until the preparatory signal.

