RNZYS 150 1871 2021

MASTERCARD® SUPERYACHT REGATTA 2021

AUCKLAND, NEW ZEALAND

SAILING INSTRUCTIONS

AUCKLAND TĀMAKI MAKAURAU 2021

BARFOOT & THOMPSON LICENSED REAA 2008

DOYLE

BOAT International

ROYAL NEW ZEALAND YACHT SQUADRON

www.rnzys.org.nz

MASTERCARD® SUPERYACHT REGATTA 2021
AUCKLAND, NEW ZEALAND

SAILING INSTRUCTIONS V2 (incl. A1)

The Organising Authority is the Royal New Zealand Yacht Squadron

Amendment 1:
SI Attachment A - Finish Area Bravo (Northern Leading) amended from approximately "36 49.1655S -17450.7523E" to "36 49.004S - 17450.270E"

NB: The notation '[DP]' in a rule in the SI means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

1 RULES

Refer to NOR Part 2, 1 Rules. The Mastercard Superyacht regatta will be governed by;

1.1 The rules are as defined in the Racing Rules of Sailing (RRS).

1.2 Appendix SY version 3.1, December 2018 to the RRS.

1.3 The ORC Superyacht Rule (ORCsy).

2 NOTICES TO COMPETITORS

Notices to competitors will be posted online at ***www.rnzys.org.nz/rnzys-events/superyacht-regatta/*** and via the Captain's WhatsApp group.

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 0830 on the day it will take effect. All changes will be posted online at ***www.rnzys.org.nz/rnzys-events/superyacht-regatta/*** and notified via the Captain's WhatsApp group.

4 SIGNALS MADE ASHORE

Any signals made ashore will be notified by the Captain's WhatsApp group.

5 SCHEDULE OF RACES

5.1 Up to six (6) races are scheduled, with 1 or 2 races per day

5.2 Schedule of Racing:

Date	First Warning Signal	Intended number of races to be sailed*
ATEED Race Day Wednesday 24th February 2021	1055 hrs	2 races
Boat International Race Day Thursday 25th February 2021	1055 hrs	1 race
Doyle Sails Race Day Friday 26th February 2021	1055 hrs	2 races
Barfoot and Thompson Saturday 27th February 2021	1055hrs	1 race

*The number of races per day may change between 1 or 2 to suit favourable weather conditions and timings

5.3 On the last scheduled day of racing no warning signal will be made after 1430.
Unless all boats agree to a later time.

5.4 The Divisional Flag for the Superyacht Class will be a Black Flag with the MasterCard Logo on it.

6 RACING AREAS

6.1 The Race Area will be the Hauraki Gulf and Waitemata Harbour.

6.2 The Start and the three different finish areas are described in Attachment A of these SI's.

7 THE COURSES

7.1 The courses are described in Attachment B of these SI's along with the order in which the marks are to be rounded and the side (Port or Starboard) on which each mark is to be passed. The GPS location of the laid marks will be sent via the Captain's WhatsApp group.

8 MARKS

8.1 The Course Marks are described in Attachment C of these SI's.

8.2 The Starting and Finishing Marks are described in Attachment C of these SI's.

9 STARTS

9.1 Races will be started using the staggered start. The starting sequence will be announced at or before the first briefing at RNZYS at 1730hrs on Tuesday 23 Feb 2021.

9.2 The start sequence for the first boat scheduled to start will be as described below. The absence of a sound signal shall be disregarded.

Start Signals - First Boat to Start	
Warnings	**Signal**
5 minute warning	Division flag, VHF call and Sound Signal
4 minute warning	P flag displayed, VHF call and Sound Signal
3 minute warning	VHF call
2 minute warning	VHF call
1 minute before start	P flag removed, VHF call and long Sound Signal
Starting	Divisional flag removed, VHF call and Sound Signal
Start of other boats	1 sound signal and VHF call

The absence of a VHF call shall not be grounds for Redress. (Changes RRS 62.1 (a))

9.3 The starting line will be between a staff displaying an orange flag on the Signal Boat at the starboard end and the course side of the port-end starting mark.

9.4 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races. [DP]

9.5 If any part of the yacht's hull, is on the course side of the starting line at the start signal, the Race Committee will broadcast her name and/or sail number on VHF channel 4. Any yacht identified shall not return to restart and will be given a time penalty equal to five minutes plus the time she was over early. This changes RRS 29.1.

10 CHANGE OF THE NEXT LEG OF THE COURSE

RRS 33 is replaced by the following:
If the Race Committee signals a change of course (advised via VHF channel 4) as the boats approach a mark, after rounding/passing that mark, boats shall sail directly to the finish.

11 THE FINISH

The finishing line will be between the Signal Boat and the Outer Distance Mark.

12 PENALTY SYSTEMS

12.1 Where a boat has broken a rule in Part 2 of the RRS or RRS 31, only one turn, including one gybe and one tack, is required. This changes RRS 44.1 and 44.2.

12.2 A boat that has taken a penalty or retired under RRS 31 or RRS 44.1 shall inform the Race Committee on VHF channel 4.

12.3 RRS 44.1 is changed to permit a boat that has broken a rule in Part 2 of the RRS or RRS 31 to take a penalty after racing but prior to any protest hearing. Her penalty shall be a scoring penalty as calculated in RRS

44.3(c) equal to 40% of the number of entries in her fleet or 50% of the difference between her finishing position and the number of entries in her fleet, whichever is less.

13 TIME LIMITS AND TARGET TIMES

There is no Time Limit.

14 PROTESTS AND REQUESTS FOR REDRESS

14.1 Immediately after finishing a boat intending to protest shall, in addition to the requirements of RRS 61.1(a), inform the Committee Boat at the finishing line of her intention to protest and the identity of the boat(s) protested against. The protesting boat must receive an acknowledgement from the Race Committee. This changes RRS 61.

14.2 Protest forms are available at the RNZYS sailing office. Protests shall be delivered there within the protest time limit. Parties lodging protests must be present in the RNZYS from the protest time limit until their protest is heard.

14.3 The protest time limit is 90 minutes after the last boat in its division has finished the last race of the day. The same protest time limit applies to all protests by the Race Committee and Protest Committee about incidents they observe in the racing area. This changes RRS 61.3 and 62.2. Protest time limits will be posted.

14.4 Notices will be posted on the notice board in the Royal New Zealand Yacht Squadron within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held as soon as practicable.

14.5 Notices of protests by the Race Committee or Protest Committee will be posted on the notice board in the Royal New Zealand Yacht Squadron and in the Captain's WhatsApp group to inform boats under RRS 61.1(b).

14.6 Breaches of instructions 12.2, 16 or 17 will not be grounds for a 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. [DP]

14.7 For protests where only a rule in Part 2 of the RRS or RRS 31 is alleged to have been broken, an arbitration hearing may be offered prior to any formal hearing. The Yachting New Zealand regulation on arbitration will apply. This changes RRS 44.1.

14.8 Rating protests must be lodged by the end of protest time on the first day of racing.

15 SCORING

15.1 The Race Committee will decide the scoring method, course length (for ToD), wind range for scoring each race (using the resources at its disposal, such as forecasts, pre-race readings from on-course Race Committee boats, trends, etc.) and its decisions shall not be grounds for redress by the boat. This changes RRS 60.1(b). The scoring method will be announced on VHF channel 4 when the first boat is on the last leg of the course.

15.2 One race is to be completed to constitute a series.

15.3 A boat's series score will be a total of her race scores.

15.4 The scoring abbreviation for a discretionary penalty given under instruction 14.6 will be SCP.

16 SAFETY REGULATIONS

16.1 A boat that retires from a race shall notify the race committee via VHF channel 4 as soon as possible.

16.2 Any boat or equipment may be inspected at any time for compliance with safety requirements, rating certificates and/or Sailing Instructions.

16.3 No later than the close of the protest time limit applying to the division the boats are sailing in, the Race Committee will report any breaches of the safety standards to the protest committee requesting action on the report. If a breach of the safety standards is upheld then "The race score for a boat that takes a Scoring Penalty shall be the score she would have received without that penalty, made worse by the number of places stated in the Sailing Instructions. When the Sailing Instructions do not state the number of places, the penalty shall be 20% of the score for Did Not Finish, rounded to the nearest whole number (0.5 rounded upward). The scores of other boats shall not be changed; therefore, two boats may receive the same score. However, the penalty shall not cause the boat's score to be worse than the score for Did Not Finish.

16.4 For safety reasons, yachts are encouraged to run their engines in neutral at any time during the race. Engines may be put into gear and thrusters may be used at any time during the race for a yacht to avoid a collision. Breaches of SI 16.4 will not be grounds for protest by a yacht. This changes RRS 60.1(a).

16.5 A yacht that puts her engine in gear or uses her thruster while racing shall notify the race committee as soon

as practicable and shall submit a written declaration of "engine use" to the race office as soon as practicable after racing, stating the time the engine was in gear or thruster was used, the reason for use, the duration of use and any potential competitive advantage gained.

Man-Overboard (MOB)

16.6 Each yacht's MOB procedure shall be practiced at least once by the crew racing in the regatta prior to the first race of the series.

16.7 A yacht that has an MOB incident shall immediately stop racing. She shall either (a) recover the person or (b) coordinate the recovery of the person with another boat or tender. If the person is recovered by another boat, the yacht shall stand by in the vicinity of the incident.

16.8 The yacht captain and the operator of the boat that recovered the person may agree to delay the transfer of the person from the boat to the yacht for safety reasons. The transfer of the person from the recovery boat to the yacht may occur at any time during the race, after the yacht finishes or retires, or ashore. If the transfer is delayed, the yacht may resume racing when the person is safely on board the recovery boat.

This changes RRS 47.2.

16.9 A yacht that has an MOB incident shall notify the race committee as soon as practicable and shall record the time, position, description and details of the incident to submit to the RNZYS sailing office.

16.10 The circumstances of the recovery, whether by the yacht or another boat, will be reviewed by the race committee and jury who may add to the yacht's elapsed time when another boat recovers the MOB.

17 EVENT ADVERTISING, TRACKERS AND RANGE FINDERS

17.1 Sponsor's flags, decals and tracking devices may be provided by the organising authority. If these are provided they must be displayed or activated as required by the organising authority, including during all races participated in during the regatta. Protests over the failure to display sponsors' flags, decals and or tracking devices can only be lodged by the Race Committee.

17.2 All yachts will be issued two Pantaenius Laser Rangefinders to be used by crews to determine distance between yachts. Rangefinders and GPS trackers shall be returned to the race office after racing on 27th February.

18 SUPPORT BOATS

18.1 Each vessel may be accompanied by its own motorised escort boat whose functions may include warning spectator boats and the like.

18.2 Escort boats should be available to assist in the management of the race if requested by the race committee.

18.3 Only Mastercard Superyacht Regatta official vessels are to be present at the start line.

18.4 Any infringement of this Sailing Instruction may result in a discretional penalty against the escorted boat (DP).

19 RADIO COMMUNICATION

19.1 The Captain will designate a Communications Officer who will monitor and communicate on the Safety VHF channel 16, who has experience with radio protocol and preferably experience with and an understanding of the RRS and Appendix SY.

19.2 The Safety VHF channel is 16. All yachts shall maintain an active radio watch on VHF channel 16 from their approach to the starting area until departing the finish area following the race. Yachts hailed by another yacht shall respond in a timely fashion. VHF channel 4 shall be used in close quarters to assist with collision avoidance, determining the other yacht's intentions, and resolving any confusion. If VHF channel 16 is congested, yachts may use the race committee channel 4 for safety related communication.

19.3 The alternative to VHF radio will be mobile phone communications. Yachts will be provided with a list of mobile phone numbers for each captain, RRS Afterguard Member and Communications Officer. Telephone communication is strongly encouraged when Safety VHF channel 16 and VHF channel 4 are in use.

19.4 Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. This restriction also applies to mobile telephone communication with the exceptions of the Captain's WhatsApp group communication with Race Committee. [DP]

19.5 Race information will be broadcast by the committee on VHF channel 4 and the Captain's WhatsApp group.

19.6 At their discretion, the Signal Boat may answer VHF radio or Captain's WhatsApp group queries relating to courses, time and racing. This modifies RRS 41.

19.7 Boats shall use VHF channel 4 to communicate with each other while racing.

20 PRIZES

Prizes will be given as follows:

20.1 Daily winners, will be awarded trophies and prizes for first, second and third on handicap. These will be presented at the daily prize giving at the RNZYS.

20.2 Trophies and prizes will be awarded for first, second and third on handicap for overall placings at the prize giving on the 27th February.

21 INSURANCE

Each participating yacht shall be insured with valid third party liability insurance with adequate cover taking into account the value of the yachts racing and the measure of damages likely to arise in the event of an accident. The captain shall ensure that a certificate of insurance (in English) reflecting the above required insurance requirements is carried onboard the yacht at all times during the regatta.

As all owners are aware competitive racing inevitably carries with it an increased risk of collision between boats and resultant damage and expense. The Organising Authority shall not be responsible for losses arising during the regatta (insured or otherwise). All owners and skippers are advised that it is the responsibility of owners and/or skippers to ensure that they carry the relevant insurance. Yachts race at their own risk.

22 DISCLAIMER OF LIABILITY

22.1 Competitors participate in the regatta entirely at their own risk. Competitors agree to take any and all responsibility for the nautical qualities of their boat, the rigging, the crew's ability and the safety equipment. The Royal New Zealand Yacht Squadron and each of their respective sponsors, contractors, volunteers and all other affiliated organisations and individuals, will not accept any liability for damage to property or personal injury or death sustained in conjunction with, prior to, during, or after the regatta.

Royal New Zealand Yacht Squadron and each of the their respective affiliates, sponsors, agents, employees, officers, directors and contractors (the "Released Parties") are not responsible for any damage to property or personal injury (including death) sustained in conjunction with or prior to, during, or after the regatta and, as a condition of participating in the regatta, each participant releases all claims that it may have against any of the Released Parties for any damage to property or personal injury (including death) sustained in conjunction with or prior to, during, or after the regatta.

22.2 A Competitor shall be responsible for any and all property damage and personal injury (including death) incurred by yacht, its owner, its captain, its crew members, its guests and/or any third party while the yacht is in or about Auckland which arises from the actions or inaction of the yacht, the owner, the captain or crew or guests of the yacht or which arises from the yacht's presence in or about Auckland, and the competitor shall indemnify, defend and hold harmless Royal New Zealand Yacht Squadron and each of the their respective affiliates, sponsors, agents, employees, officers, directors and contractors (the "Indemnified Parties") from any and all claims, losses, damages and liabilities suffered or incurred by one or more of the Indemnified Parties in respect of the same.

ATTACHMENT A

START AND FINISH AREAS

ATTACHMENT B

COURSES

ATTACHMENT C

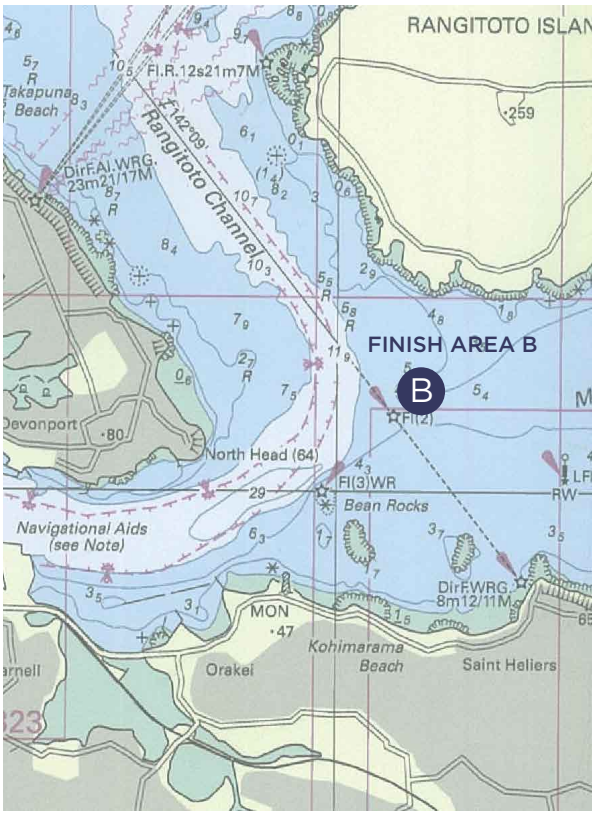
MARK DESCRIPTION AND POSITIONS

ATTACHMENT A

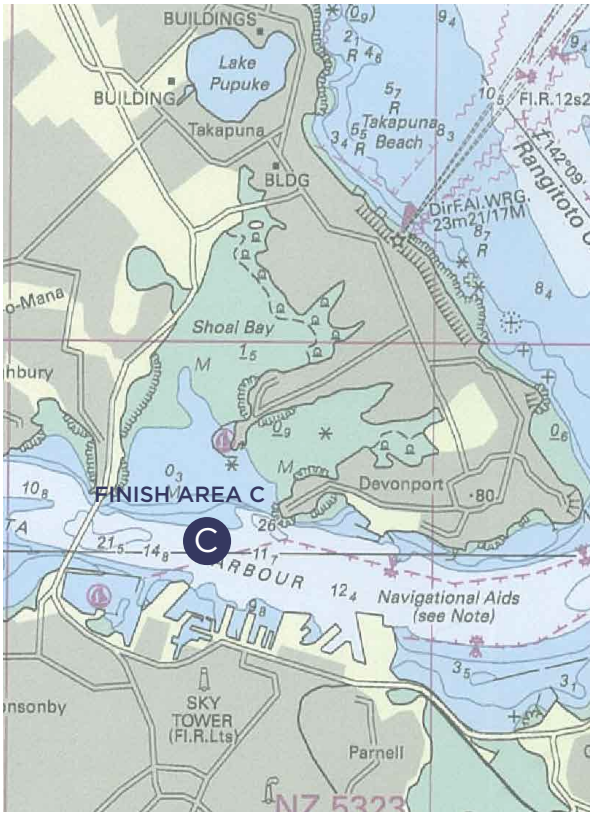
Start and Finish Areas

Start Area & Finish Area Alpha (A buoy)
approximately 36 44.917S -17449.246E

Finish Area Bravo (Northern Leading)
approximately ~~36 49.1655S -17450.7523E~~ 36 49.004S - 17450.270E



Finish Area Charlie (Freemans Bay)
approximately 36 50.010S -17445.797E



ATTACHMENT B

Courses

Finish Area, and location of Mark 1 and Mark 2 to be confirmed via VHF channel 4 and on the Captain's WhatsApp Group.

Please note that Mark 1 and Mark 2 will be set to the appropriate wind conditions, diagram is for reference only.

Course 1

Start - 1 (S) - 2 (P) - Finish (Alpha, Bravo, Charlie)

Course 2

Start - 1 (S) - 2 (P) - 1 (P) - Finish (Alpha)

Course 3

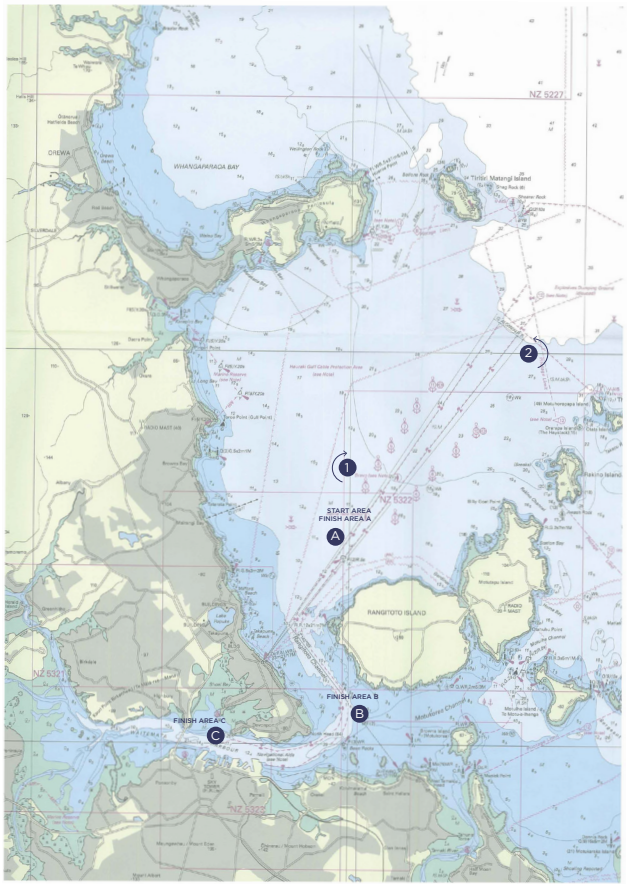
Start - Tiritiri Matangi (S) - Shag Rock (S) - Shearer Rock (S) - Finish (Alpha, Bravo or Charlie)

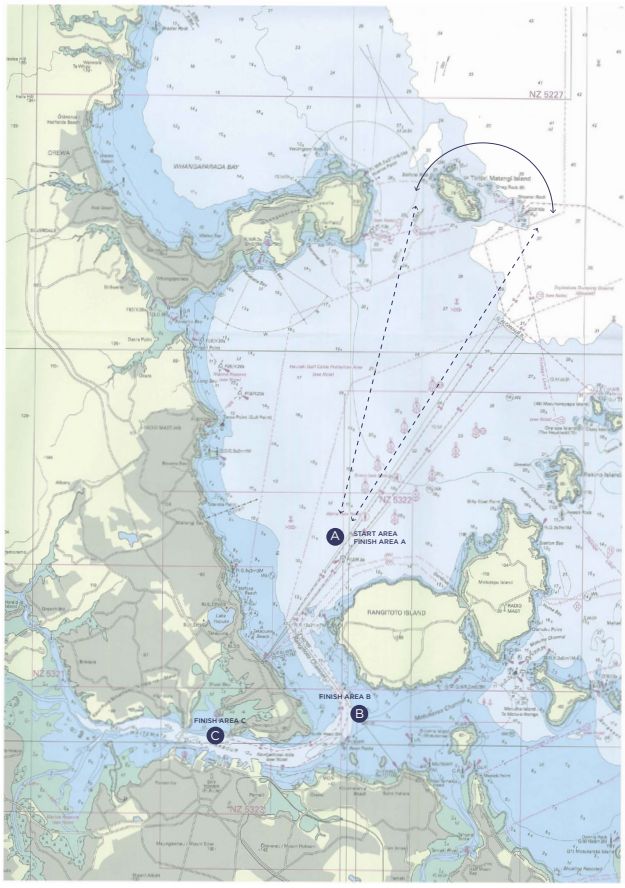
Course 4

Start - Shearer Rock (P) - Shag Rock (P) - Tiritiri Matangi (P) - Finish (Alpha, Bravo or Charlie)

Course 99

The course marks and rounding's will be announced over VHF channel 4 and on the Captain's WhatsApp group.





ATTACHMENT C

Mark Descriptions and Courses

- Signal Vessel - Resolution 3

- Mark 1 will be an Orange inflatable mark with numbers 01 on the side
- Start/Finish Mark will be an Black inflatable mark with MasterCard logo
- Mark 2 will be an Orange inflatable mark with numbers 02 on the side
- Tiritiri Matangi
- Shag Rock
- Shearer Rock
- Should a mark be required within a NO anchoring area the mark will be placed on top of the cabin on a Race Official RIB holding station.