



The PredictWind 2026 New Zealand WASZP National Championships

20th – 22nd February 2026

Sailing Instructions

The Organising Authority is the Manly Sailing Club inc
Whangaparaoa Auckland

NB: The notation '[DP]' in a rule in the Sailing Instructions means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification. The notation [NP] in a rule in the Sailing Instructions means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.

1. Rules

- 1.1. Refer to NoR.
- 1.2. This is a WASZP Class Tier 3 event.

2. Changes to Sailing Instructions

- 2.1. 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 schedule of races will be posted by 1800hrs, or at the end of protest time, whichever is earlier on the day before it will take effect.

3. Communication with Competitors

- 3.1. Notices to competitors will be posted on the official notice board located on the MSC website.: [REGATTAS - MANLY SAILING CLUB](#)

4. Code of Conduct:

- 4.1. Competitors shall comply with any reasonable request from an event official.

5. Signals Made Ashore

- 5.1. Signals made ashore will be displayed on the flagstaff on the front deck of MSC.
- 5.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes'.
- 5.3. **[DP]** Flag D with one sound means 'Boat shall not leave the shore until this signal is made. The warning signal will not be made before the scheduled time or less than 30 minutes after flag D is displayed.'

6. Schedule of Races

- 6.1. Registration & Briefing:

- (a) Registration Friday 20th February 2026 between 0900 – 1000 in the MSC Clubhouse.
- (b) The briefing for the National Championship is scheduled for 1030 on Friday 20th February 2026 in the MSC Clubhouse.

- 6.2. Race Schedule:

Date	Class	Racing:	Time of First Warning Signal:
20/2/26	Wazsp	4 Races	1155
21/2/26	Wazsp	4 Races	1055
22/2/26	Wazsp	4 Races	1055

- 6.3. Two extra races per day may be sailed, provided that the class becomes more than one race ahead of schedule and the change is made according to SI 2.
- 6.4. To alert boats that a race or sequence of races will begin soon, an orange flag will be displayed with one sound signal at least five minutes before a warning signal is made.

7. Class Flag

- 7.1. The class flag will be the class insignia on a coloured background.

8. The Course and Marks

- 8.1. Addendum A illustrates the courses to be sailed including the approximate course length. The Race Committee Vessel will be the 'Predict Wind' catamaran.
- 8.2. No later than the warning signal the Race Committee will designate the course, and it may also display the

approximate bearing of the first leg.

- 8.3. The gate marks will be large yellow cylindrical buoys. Change marks (SI 9.1) will be orange cylindrical buoys. Other marks will be:

Mark	Description
Start starboard end	Predict Wind Vessel
Start port end	Orange cylindrical buoy
IDM	Pink spherical dan buoy
Finish starboard end	Blue flag on Predict Wind Vessel
Finish port end	Orange spherical dan buoy

- 8.4. In the event that a gate mark is missing and has not been replaced with an object displaying flag M, the remaining mark shall be rounded to port.

9. Starts

- 9.1. The starting line will be between a staff displaying an orange flag on the starting mark at the starboard end (*committee vessel 'CV'*) and the course side of the port-end starting mark.
- 9.2. **IDM.** There will be an inner distance mark (IDM) that must be left to starboard on final approach to start. It is a "starting mark surrounded by navigable water" for the purposes of RRS 18 so both the signal vessel and IDM are marks.
- 9.3. A boat starting later than 5 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.

10. Change of the Next Leg of the Course

- 10.1. To change the next leg of the course, the race committee will lay new Orange inflatable marks (and/or move the finish line) and remove the original marks as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

11. The Finish

- 11.1. The finishing line will be between a staff displaying a blue flag on the Race Committee vessel and the course side of the port-end finishing mark.
- 11.2. **Grand Prix Finishing:**
- (a) In order to keep racing prompt and reduce the time between the first finisher and the last finisher, a Grand Prix finish system will be in place.
 - (b) After the first boat sails the course and finishes, a Pink flag will be displayed from the Race Committee Vessel. Any boat not on a leg to windward shall proceed directly to the finish. Any boat on a leg to windward shall first sail through the windward gate and then proceed to the finish.
 - (c) The number of laps completed by each sailor will be recorded and the results will be corrected accordingly.
 - (d) Addendum B provides further information on Grand Prix Finishing.

12. Time Limits and Target Times

- 12.1. The target time for the first boat to sail the course is 18 minutes.
- 12.2. The time limit for the first boat to sail the course is 40 minutes.
- 12.3. The Finish Time Window for the Grand Prix Finish is 10 minutes.
- 12.4. Boats failing to finish within 10 minutes after the first boat sails the course and finishes and who have not completed one lap will be scored Did Not Finish without a hearing. This changes Rules 35, A4, and A5. Refer to Addendum B for further information on Grand Prix Finishing.

13. Hearing Requests.

- 13.1. Hearing request forms are available at the race office. Protests and requests for redress or reopening shall be delivered to the Race Officer within the appropriate time limit.
- 13.2. The protest time is 90 minutes after the last boat has finished the last race of the day.
- 13.3. 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 named as witnesses. Hearings will be held in the MSC clubhouse, beginning at the time advised to both parties.
- 13.4. Notices of protests by the race committee will be posted to inform boats under RRS 60.2(a)(2).
- 13.5. Breaches of instructions 14, 16 and 17 will not be grounds for protest by a boat. This changes RRS 60.1.

14. [DP] [NP] Safety Regulations

- 14.1. Competitors shall wear personal floatation devices when afloat except briefly while adjusting clothing. Wet suits and dry suits are not personal floatation devices.
- 14.2. Competitors shall, within 30 minutes of departing, sign-on each time they leave the shore to enter the course and shall sign-off immediately each time they come ashore from the course.
- 14.3. A boat that retires from a race shall notify the race committee as soon as possible.

15. Replacement of Crew or Equipment

- 15.1. Substitution of competitors will not be allowed.
- 15.2. Substitution of damaged or lost equipment will not be allowed unless authorised by the Race Officer. Requests for substitution shall be made at the first reasonable opportunity.
- 15.3. Replacement sail numbers will not be allowed without prior written approval of the Race Officer.

15.4. Equipment and Measurement

- 15.5. Competitors are required to complete a declaration in the Manly Sailing Club, at the time of registering, stating that their boat complies with class rules, including any exemptions published by the Waszp Association of NZ for the 2026 Nationals.
- 15.6. Spot equipment and safety checks may be conducted at any time throughout the event.

16. [NP] Official Vessels

- 16.1. Official vessels may display a white flag with RC insignia.

17. [DP] [NP] TRASH DISPOSAL

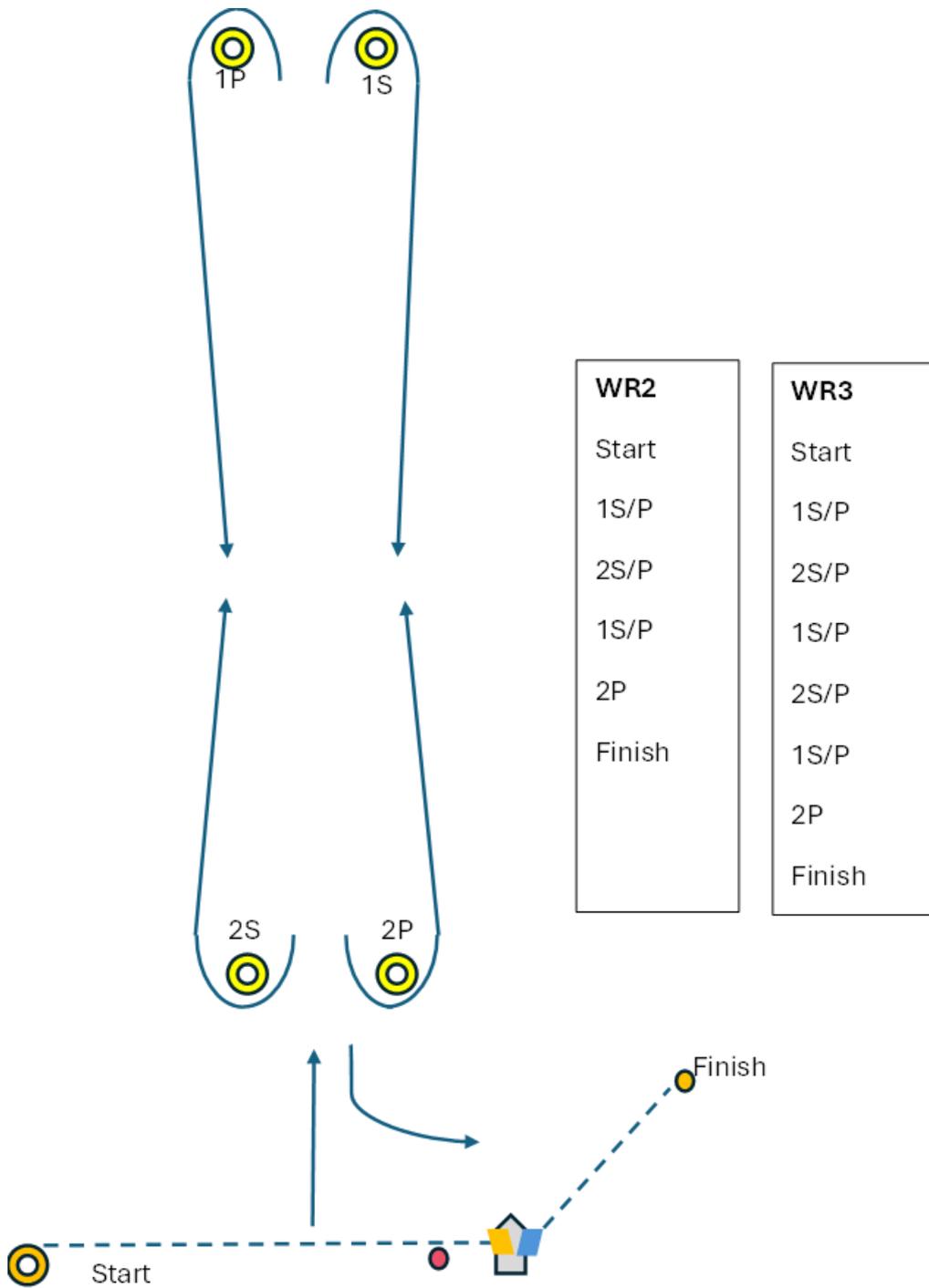
- 17.1. Boats shall not put trash in the water. Trash may be placed on a race committee boat when not racing.

18. RISK STATEMENT

- 18.1. RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.' By participating in this event 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.**

ADDENDUM A - Courses

National Championship Course



ADDENDUM B – Grand Prix Finishing

Each race will consist of the number of laps designated by the course signal displayed at the start.

A lap consists of sailing from the start (or from Gate 2 in subsequent laps) through Gate 1 and back through Gate 2.

When the first boat completes the course and finishes, the Race Committee vessel will immediately display a pink flag with a sound signal. This indicates that the Finishing Time Window is open.

From this time, all boats shall continue sailing the course but when on a downwind leg shall sail through the finish line regardless of the number of laps completed. All boats which cross the finish line whilst the Finish Time Window is open shall be deemed to have finished irrespective of the number of laps they have completed.

Their position in the race will be determined from their finishing order and number of completed laps, with those have completed the most laps being recorded ahead of those with less completed laps. Boats which have completed 1 lap will be ranked behind those that have completed 2 laps. Boats which have completed 2 laps will be ranked behind those that have completed 3 laps.

To assist the Race Committee, when crossing the finish line, boats should indicate how many laps they have completed

Lowering of the pink flag shall indicate that the Finishing Time Window has closed.

Boats failing to cross the finish line within the Finishing Time Window, will be scored after those finishing as described above. These boats will be scored according to their relative positions and number of laps completed at their last passing through gate 2 (before the Finish Time Window closed).

Boats who have not completed one lap by the time the Finishing Window closes shall be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5.