

New Zealand Women's Match Racing National Championship

Friday 20th of February to Sunday 22nd of February 2026

GRADE 3

The Organising Authority (OA) is the Royal New Zealand Yacht Squadron (RNZYS)
181 Westhaven Drive, Westhaven, Auckland 1011.
Telephone 0225762965 | Email raceoffice@rnzys.org.nz | www.rnzys.org.nz

SAILING INSTRUCTIONS (SIs)

1. RULES

- 1.1. RRS & Appendix C, Match Racing Rules, will apply.
- 1.2. The rules for Handling of Boats (SI Addendum E) will apply. These rules also apply to any practice sailing and sponsor races.
- 1.3. [DP] RRS 40.1, Personal Floatation Devices, shall apply at all times whilst aboard the Elliott 7's.
- 1.4. No penalty shall be taken between the windward mark and the offset mark if laid.
- 1.5. Appendix A5.1 is amended by adding 'When one of the boats in a match fails to sail the course in accordance with rule 28.1, she shall be scored DNF without a hearing.'
- 1.6. When the umpires proceed under RRS C8.7 they will follow the guidelines in SI Addendum F: Penalties.
- 1.7. [DP] denotes a rule for which the penalty is at the discretion of the Jury.
[NP] denotes that a breach of this rule will not be grounds for a protest by a boat.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to the SI's will be posted on the '[2026 NZ Women's Match Racing Championship](#)' WhatsApp group before 0900 on the day it will take effect.
- 2.2. Changes to the sailing instructions may be made on the water by an umpire, they may communicate these either verbally or in writing.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. [DP] Communication with competitors will be through the WhatsApp group [2026 NZ Women's Match Racing Championship](#). It is the responsibility of each boat to have at least one device with internet capability and WhatsApp installed.
- 3.2. All skippers shall attend the first briefing, which will be at the RNZYS Clubrooms on 21st February at 0845hrs unless excused by the OA. This is scheduled in the Quarterdeck. The first meeting with the umpires will be at the first briefing. Briefings are specified in Addendum B: Schedule of Events.
- 3.3. [DP] While racing, except in an emergency or when communicating with the Race Committee, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.
- 3.4. Competitors shall monitor VHF Channel 17 while on the water. VHF radios will be supplied by the RNZYS.

4. CODE OF CONDUCT

- 4.1. [DP] Competitors and support persons shall comply with reasonable requests from race officials, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.
- 4.2. [DP] Competitors and support persons shall handle any equipment provided by the organising authority with care, seamanship, and in accordance with any instructions for its use, and in accordance with SI Addendum E and G.
- 4.3. [DP] The following actions by competitors while racing may be considered a breach of sportsmanship under RRS App C8.3(c) and may result in an umpire-initiated penalty:
 - a. Excessive attempts to verbally coerce, coach or influence umpire decisions,
 - b. Repetitive or on-going objection to an umpire decision (verbal or otherwise), Abuse of umpires before or after a decision (see also MR Call M4).
 - c. [DP] Breaches of this SI may also be referred to the protest committee PC. Any penalty will be at the discretion of the PC and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.
- 4.4. [DP] Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

5. SCHEDULE OF EVENTS AND EVENT FORMAT

- 5.1. The schedule of events is detailed in Addendum B: Schedule of Events.
- 5.2. The event format is detailed in Addendum C: Event Format. Match pairing lists will be provided at the briefings or may be distributed on the water if a new stage commences part way through a racing day.
- 5.3. The number of matches to be sailed each day will be determined by the RC.
- 5.4. The RC may change the format, terminate any stage of the event when, in its opinion, it is impracticable to attempt to hold the remainder of matches under the

existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.

- 5.5. In a knock-out series between two skippers:
 - a. They will alternate assigned ends for each match.
 - b. When the series has been decided, further matches between these two will not be sailed.
- 5.6. The scheduled time of the first attention signal for the first flight on each race day is 1000 hrs
- 5.7. Each subsequent flight will start as soon as practicable after the previous flight.
- 5.8. When a match cannot start at its intended time, the signals and starts of the following matches will be brought forward to eliminate blank starts.
- 5.9. When, in a knock-out series, a winner of a particular series has been determined, subsequent starts will be brought forward to eliminate blank starts.
- 5.10. When subsequent starts are to be brought forward, competitors will be so advised verbally by an umpire.
- 5.11. The latest time for an attention signal on the last day of racing will be 1700 hours.

6. RACING AREA

- 6.1. The racing area will be the Waitemata Harbour.

7. COURSES

- 7.1. The courses to be sailed, the order in which the marks are to be passed, are shown in Addendum D: Courses.
- 7.2. No later than the warning signal the race committee will display the side on which mark W is to be passed by flying a coloured flag from the bow of the RC signal vessel,
 - a. RED flag - mark W to Port,
 - b. GREEN flag - mark W to Starboard.
- 7.3. In the event that a gate mark is missing and has not been replaced with an object displaying flag M, the remaining gate mark shall be rounded in the same direction as mark W, in accordance with SI 7.2.
- 7.4. At the Preparatory signal, the race committee signal vessel will signal the mark to be used for mark W by flying a flag the same colour as the mark near the stern of the RC signal vessel. As detailed in SI. 8.1.
- 7.5. When an offset mark is to be rounded, it will be signaled by the flying of code flag E below the mark W flag near the stern of the RC vessel. Boats shall round mark W and then the next mark to either port or starboard of mark W according to the flag flown in accordance with SI 7.2.

8. MARKS

- 8.1.

- a. GREEN flag = GREEN buoy,
- b. BLACK & WHITE flag = BLACK & WHITE buoy,
- c. RED flag = RED buoy

8.2. A description of the marks is also in the table in Addendum D: Courses.

9. COURSE RESTRICTIONS

9.1. If a boat racing:

- a. Sails within an area designated in Addendum H as Restricted Area A, Restricted Area B or Restricted Area C: and
- b. Passes in one direction between two permanently moored craft who are both inside that same restricted area –

She shall pass between the same two craft in the opposite direction before she leaves that restricted area.

9.2. While racing, boats shall not sail inside the area known as the Westhaven Boat Harbour, the limit of which is defined by a line representing the extension of the seaward side of the breakwater rock wall. The approx. location of this area is shown in Addendum H. This area ranks as an obstruction and is the limit of safe pilotage for the purposes of Part 2 of the RRS.

9.3. A breach of SI 9 is not open to protest by boats but is subject to action by umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2

10. BOATS AND SAILS

10.1. No later than the attention signal, the race committee signal vessel will display which sail combinations are to be used.

- a. NO flag - Mainsail, Jib, Spinnaker
- b. Z flag - Mainsail, Jib

10.2. Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.

10.3. Competitors may be requested to exchange sails during a series to satisfy sponsorship commitments. This will not be grounds for redress. This changes RRS 61.

10.4. The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.

10.5. The OA may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

11. BOAT IDENTIFICATION AND ASSIGNMENT OF BOATS

- 11.1. Boats will be identified by boat name and hull number,
- 11.2. Boats will be drawn at the beginning of each stage or as decided by the RC.
- 11.3. Boats will be exchanged in accordance with the pairing list and race schedule.

12. BREAKDOWN AND TIME FOR REPAIRS

- 12.1. Before the attention signal of a flight or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display a green flag to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to a position just to leeward of the RC vessel and remain there, unless otherwise directed.
- 12.2. The time allowed for repairs will be at the discretion of the RC.
- 12.3. After the attention signal of a flight or a match, a race will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 12.1.
- 12.4. Except when RRS 61.4(b)(2) & 61.4(b)(3) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 61.

13. THE START

- 13.1. The signals for starting a match shall be as follows. This changes RRS Appendix C3.1.

Mins Before Start Signal	Visual Signal	Sound Signal	Meaning
6	Flag F Displayed	One	Attention signal
5	Flag F removed Numeral pennant displayed *	One	Warning Signal
4	Flag P displayed Green, Black/White or red flag displayed	One	Preparatory signal Mark W
2	Blue or Yellow Flag, or Both, displayed **	One **	End of Pre-Start Entry Time
1	Flag P flag removed	One Long	One minute
0	Numeral pennant removed Green, Black/White or Red removed	One	Starting signal

* Within a flight, numeral pennant 1 means Match 1, pennant 2 means Match 2, etc.

****** These signals shall be made only if one or both boats fail to comply with rule RRS C4.2. The flag(s) shall be displayed until the umpires have signaled a penalty or for one minute, whichever is earlier.

13.2. The start/finish line will be a straight line between the course side of a start mark and the staff with an orange flag on the RC vessel.

13.3. RRS 30, Starting Penalties is deleted.

13.4. RRS 32 is deleted and replaced with: 'After the starting signal, the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.'

13.5. Should a match within a flight be postponed or abandoned and re-sailed within that same flight, then 1 minute after the 'AP or 'N' is removed a WARNING signal shall be displayed.

14. CHANGE OF POSITION OF THE WINDWARD MARK

14.1. While boats are racing, the race committee may change the position of the windward mark and will signal all boats before they begin the leg. The replacement windward mark need not be in position at that time. This changes RRS 33.

14.2. The signal shall be the display of flag C with repetitive sounds and a coloured flag as per SI 14.3. The RC vessel signalling the change shall be stationed at the leeward mark.

14.3. Mark W will be replaced by the mark corresponding to the coloured flag, as detailed in SI. 8.1.

14.4. If an offset mark is to be rounded, it will be signaled by the flying of code flag E below the mark W flag on RC vessel signalling the course change. Boats shall round the new mark W and then the next mark to either port or starboard of mark W according to the flag flown in accordance with SI 7.2.

15. TIME LIMIT

15.1. A boat that does not finish within 5 minutes after her opponent has completed the course and finished will be scored DNF. This changes RRS 35 and A5.

16. MEDIA, IMAGES AND SOUND

16.1. If required by the OA:

- a. Media personnel and equipment supplied by the OA shall be carried on board while racing,
 - b. Competitors shall wear microphones supplied by the OA during racing and be available for interviews when advised by the OA or RC,
- Registered skippers shall wear communications equipment supplied by the OA that will allow commentators to communicate with them whilst racing.

- 16.2. Competitors shall not interfere with the normal working of the OA supplied media equipment.
- 16.3. The OA have the right to use any images and sound recorded during the event free of any charge.
- 16.4. All those who take part in the regatta as competitors as well as support crew or spectators agree to be overflown by a drone during the duration of the event, this includes your person and your property.

17. PRIZES

- 17.1. Prizes will be awarded as follows;
- a. The winner will be crowned the 2026 New Zealand Women's Match Racing Championship.
- 17.2. The OA may reduce a prize in the case of misconduct or refusal to comply with any reasonable request, including attendance at official functions.

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.****

19. DISCLAIMER

- 19.1. All those taking part in RNZYS races or any other sailing events controlled by the RNZYS, as between the RNZYS and each of those so taking part, do so at their own risk and responsibility and the RNZYS has no liability for any damage, loss or any penalty suffered by any boat crew or any other person taking part in such events. The RNZYS is not responsible for the competence of its skipper or crew. The RNZYS reserves the right in its sole and uncontrolled discretion to refuse any entry.

Date: 19/01/ 2026

Addendum A – Skippers List

	Skipper	Country	WS Sailor Id	WS Ranking
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1	Megan Thomson	NZL	NZLEF2	4
2	Ella Arnold	NZL	NZLSS16	18
3	Harriet Mclachlan	AUS	NZLNM5	23
4	Brooke Adamson	NZL	NZLSC17	53
5	Lily Xu	CHN	NZLLD12	62
6		NZL	NZLRW12	-
7		NZL	NZLTD7	-
8		NZL	NZLLJ7	-
9		NZL	NZLFH3	-

Addendum B - Schedule of Events

Friday 20th February 2026

0830 hrs	Registration opens
1700 hrs	Registration Closes
1300- 1530 hrs	Practice Session

Saturday 21st February 2026

0845 hrs	Briefing
0915 hrs	Dock-out
1000 hrs	The time of first attention signal

Sunday 22nd February 2026

0845 hrs	Briefing
0915 hrs	Dock-out
1000 hrs	The time of first attention signal
1730hrs approx.	Prizegiving Ceremony at the conclusion of racing.

This schedule may be altered at the discretion of the RC.

Addendum C – Event Format

1. STAGE ONE – ROUND ROBIN

- a. All skippers in will race each other once.

2. STAGE TWO– 10-5 Playoff Round Robin

- a. Skippers ranked 10-5 after stage one will race each other 1x to determine the final placings.

3. STAGE THREE SEMI-FINALS

- a. The highest placed skipper in stage one shall select their opponent when requested by the RC do so. The remaining two skippers shall race each other.
- b. The first skipper in each match to score at least three points shall proceed to stage FIVE.
- c. The highest placed skipper from stage one will have starboard entry first.
- d. Skippers shall alternate starboard/port entry for each successive match.
- e. The losing skippers shall proceed to stage FOUR.
- f. Skippers shall exchange boats after odd matches if at least one skipper wishes to do so.

4. STAGE FOUR PETIT FINALS (Placings 3 & 4)

- a. The highest placed skipper from stage one will have starboard entry first.
- b. Skippers shall alternate starboard/port entry for each successive match.
- c. The first skipper to score at least two points shall be awarded 3rd place, the other 4th place,
- d. Skippers shall exchange boats after odd matches if at least one skipper wishes to do so.

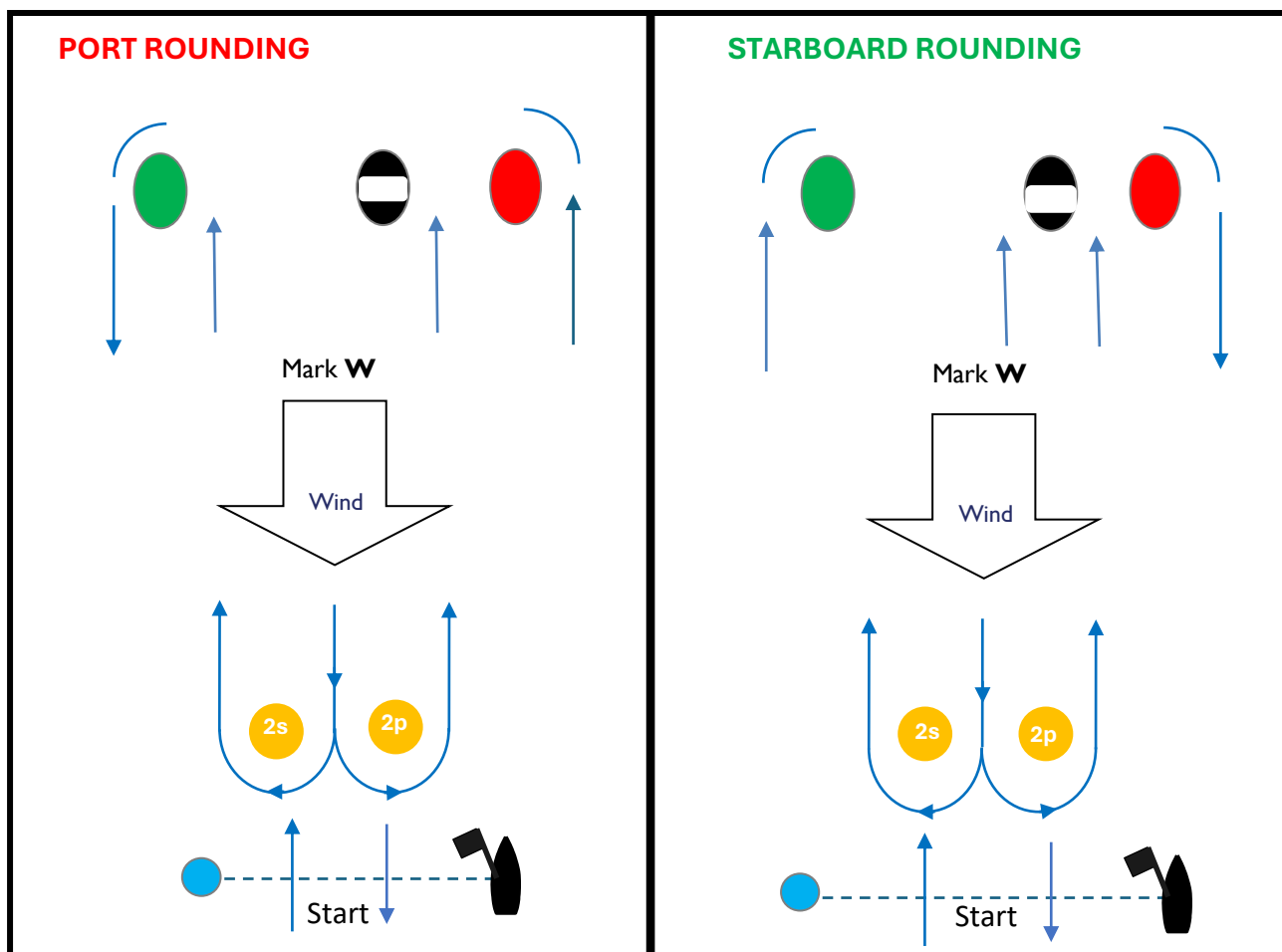
5. STAGE FOUR FINALS (Placings 1 & 2)

- a. The highest placed skipper from stage one will have starboard entry.
- b. Skippers shall alternate starboard/port entry for each successive match.
- c. The first skipper to score at least three points shall be awarded 1st place, the other 2nd place.
- d. Skippers shall exchange boats after off matches if at least one skipper wishes to do so.

NOTE:

- a. SI 5.4 - The RC may change the format, terminate any stage or the event when, in its opinion, it is impracticable to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.

Addendum D – Course



Rounding	Signal	Mark Rounding Order
Port	Red	Start – W – 2s/2p – W – Finish
Starboard	Green	Start – W – 2s/2p – W – Finish
NOTE: Mark W may not be in the same sequence as shown		

Mark	Description
W	Green, Yellow/Black, Black/White or Red inflatable
2s, 2p	Orange inflatable tetrahedral buoy
Starting mark starboard	Race committee boat
Starting mark port end	Blue inflatable tetrahedral buoy

Finishing mark starboard	Blue inflatable tetrahedral buoy
Finishing mark port end	Race committee boat

Addendum E – Handling of Boats

1. GENERAL

- 1.1. [NP] Other restrictions or instructions may be given to the boats verbally by the RC or via an umpire. Flag 3rd substitute is not required.

2. [NP] PROHIBITED ITEMS AND ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited:

- 2.1. Any additions, omissions or alterations to the equipment supplied.
- 2.2. The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3. The replacement of any equipment without the sanction of the RC.
- 2.4. Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5. Moving equipment from its normal stowage position except when being used.
- 2.6. Boarding a boat without prior permission.
- 2.7. Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while “AP” is displayed ashore.
- 2.8. Hauling out a boat or cleaning surfaces below the waterline.
- 2.9. Marking directly on the hull or deck with permanent ink, use of duct tape, or using any tape that leaves a residue.
- 2.10. Using a flattener as a reef or using a reef line as an outhaul.
- 2.11. Cross winching headsail sheets.
- 2.12. Omitting any headsail car or turning block before sheeting onto a winch.
- 2.13. Adjusting or altering the tension of standing rigging.
- 2.14. Using a winch to adjust the mainsheet or vang.
- 2.15. Attaching lines to the fabric of spinnakers.
- 2.16. Perforating sails, even to attach tell tales.
- 2.17. Radio transmission (including mobile phones), except to report damage or in response to a request from the RC.
- 2.18. The use of electronic instruments, unless permitted by SI Addendum B 3.1.
- 2.19. Adjusting the Hiking Straps.
- 2.20. Changing the number of mainsheet purchases.

- 2.21. The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing or to aid the projection of a crew member outboard is prohibited.
- 2.22. Having the bowsprit extended, except when in the process of setting, flying or taking down the spinnaker. The bowsprit shall be fully retracted at the first reasonable opportunity after taking down the spinnaker. A boat that does not retract the bowsprit fully may be warned and given an opportunity to correct the error.
- 2.23. Holding onto the spinnaker pole holders or spinnaker pole itself to either help gybe the boom, back the mainsail or any other reason.
- 2.24. Sailing in or out of the marina.
- 2.25. A breach of SI Addendum E 2.21, 2.22, or 2.23, is subject to action by the Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

3. PERMITTED ITEMS and ACTIONS – the following are permitted:

- 3.1. Taking on board the following equipment:
 - a. basic hand tools
 - b. adhesive tape
 - c. line (elastic or otherwise of 4mm diameter or less)
 - d. marking pens
 - e. tell-tale material
 - f. handheld compasses, watches, timers and small personal video devices such as GoPro.
 - g. shackles and clevis pins
 - h. velcro tape
 - i. spare flags
- 3.2. Using the items in 3.1 to:
 - a. prevent fouling of lines, sails and sheets
 - b. attach tell tails
 - c. prevent sails being damaged or falling overboard
 - d. mark control settings
 - e. make minor repairs and permitted adjustments
 - f. make signals as per Appendix C6
 - g. record and/or transmit moving or still images for coaching purposes

4. MANDATORY ITEMS and ACTIONS: - the following are permitted:

- 4.1. The completion of a QR code damage report before leaving a boat (located on the aft inner stern of each boat), even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches. When boat swaps are carried out on the water, the

report should be made verbally to the RC as soon as possible. Reports are to be completed by one person on each boat.

- 4.2. At the end of each sailing day:
 - a. folding, bagging and placement of the sails as directed.
 - b. leaving the boat in the same state of cleanliness as when first boarded that day.
 - c. remove any bilge water from the boat.
- 4.3. At the end of each day the crew shall clean the boat, remove all rubbish and remove all tape and marks.
- 4.4. Any request to alter, in any way, the equipment on a boat, shall be in writing and worded to permit a yes/no answer.
- 4.5. Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth.
- 4.6. A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

Addendum F – Damage Penalties

Match Racing Penalties for Damage resulting from contact between boats.

Appendix C6.6 and C8.7 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels as shown in the following table:

Level	Extent	Effect
Level A - Minor Damage	Does not significantly affect the value, general appearance, or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
Level B - Damage	Affects the value and/or general appearance of the boat.	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C - Major Damage	The normal operation of the boat is compromised, and its	The boat will need some repair work before racing again. Requires more than 3 hours of work.

	structural integrity may be impaired.	
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Point Penalties - to be applied without a hearing (this amends RRS C8.6);

Level	Round Robin	Knock Out
A	None	None
B	Half point	Three quarters of a point
C	One point	One point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing after a points penalty has been imposed, the protest committee may decide (in the hearing) to give a greater penalty.

Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties and is not linked to any deductions from the competitor's damage deposits.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.

Addendum G – Equipment List

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

1. SAILS AND SAILING EQUIPMENT

- 1.1. Mainsail and set of battens.
- 1.2. Headsail.
- 1.3. Symmetric spinnaker.
- 1.4. One winch handle.
- 1.5. Two spinnaker sheets.
- 1.6. Two headsail sheets.
- 1.7. Tiller extension.
- 1.8. Headsail cars.

2. SAFETY GEAR

- 2.1. Bucket
- 2.2. Paddle

3. MOORING AND TOWING LINES

3.1. Tow line, permanently attached to bow.

4. FLAGS

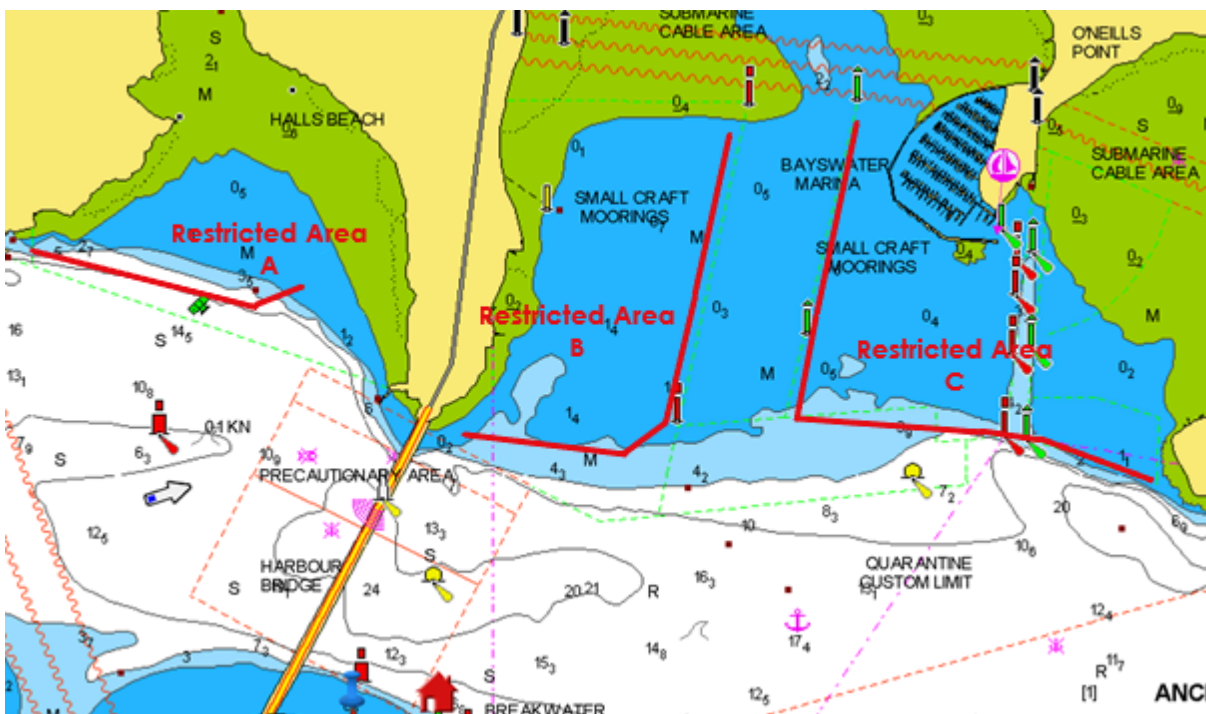
- 4.1. 2 * Yellow
- 4.2. 2 * Blue
- 4.3. 1 * Green
- 4.4. 1 * Red
- 4.5. 1 * Y flag

Addendum H – Restricted Area

Addendum H: Course Restrictions

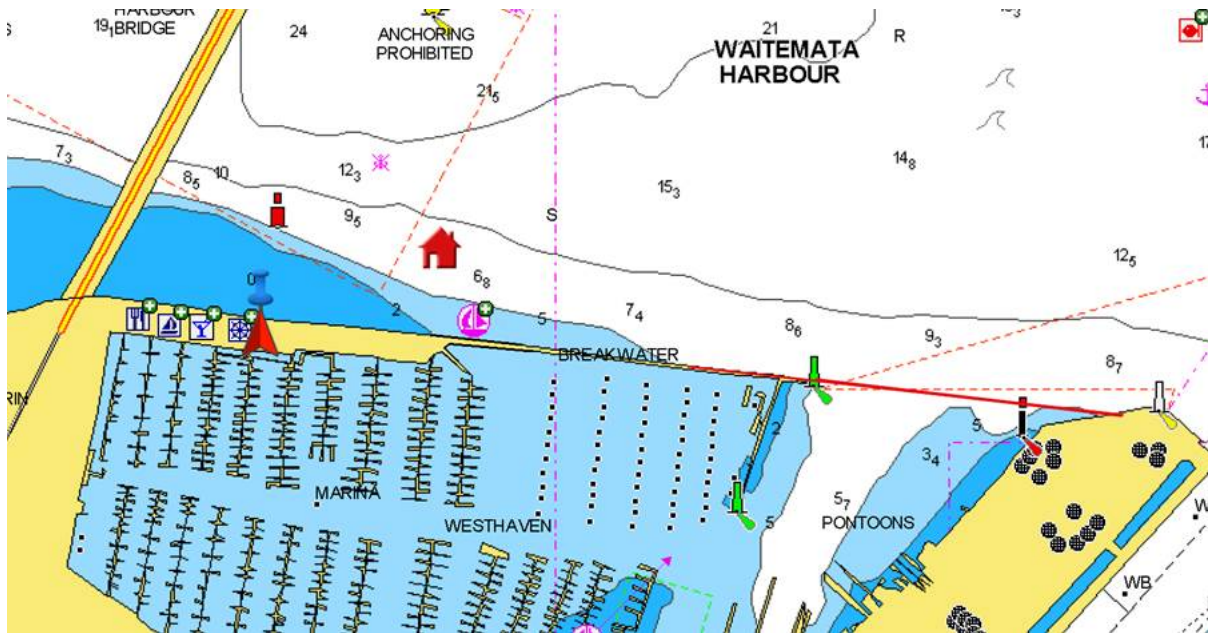
This diagram is for guidance only. Please refer to SI 9.

North side of harbour;



- approx. edge restricted areas in the small craft mooring area.

Refer to SI 9.2 South side of harbour;



- extension of rock wall. Refer to SI 9.2