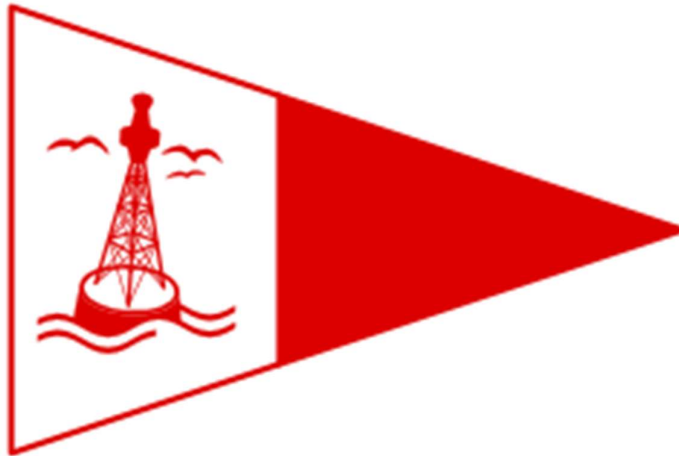




Lowry Bay Yacht Club

2026 - 2027 Season

1 September 2026 – 31 August 2027

Sailing Instructions

Issued under the Authority of the Lowry Bay Yacht Club Incorporated (LBYC)
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Disclaimer of Liability

All those taking part in LBYC races or any other sailing events controlled by the LBYC, as between the LBYC and each of those so taking part, do so at their own risk and responsibility and the LBYC and any sponsor associated with any event has no liability for any damage, loss or any penalty suffered by any yacht, crew or any other person taking part in such events.

The LBYC and any sponsor associated with an event shall not be 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.

The LBYC will not accept any liability for material damage or personal injury or death sustained in conjunction with any LBYC race, including but not limited to the time prior to, during or after the race. The LBYC reserves the right in its sole and uncontrolled discretion to refuse any entry.

1 Governing Documents

- 1.1 All racing will be governed by the following rules, regulations and instructions, unless otherwise stated:
- a. The Lowry Bay Yacht Club Sailing Instructions 2026 – 2027. (This document)
 - b. The World Sailing - Racing Rules of Sailing for 2025 to 2028. ([RRS](#))
 - c. The Yachting New Zealand Safety Regulations 2025 to 2028. Specifically:
 - o Part II Category 5 shall apply to keel yachts and multi-hulls. Additionally, these yachts shall carry a suitable bosun's chair.
 - o Part V Category C shall apply to trailer yachts.
 - o Part VI Category B shall apply to sports yachts.
 - d. The Wellington Regional Navigation and Safety Bylaws 2021 and any subsequent amendments.

2 Notices to Competitors

- 2.1 Notices to competitors will be posted on the official Notice Board located in the Lowry Room of LBYC and may also be posted on the LBYC Website and/or the LBYC WhatsApp group.

3 Changes to Sailing Instructions

- 3.1 The LBYC may at its discretion issue event specific Sailing Instructions that replace, modify or supplement these Sailing Instructions. These event specific instructions shall lapse at the conclusion of the event.
- 3.2 Changes to Sailing Instructions will be posted on the LBYC Website, WhatsApp and the official Noticeboard at least one hour prior to them taking effect.
- 3.3 Changes to the Schedule of Races will be posted by 1900 hours on the day before they take effect.
- 3.4 The posting of an amendment will be accompanied by the flying of Code Flag 'L' at the LBYC Club House until after the first race affected by that amendment and may be accompanied by one sound signal.

4 Signals Made Ashore

- 4.1 Signals made ashore shall be displayed from the Start Boat and/or the LBYC Club House flagpole. Signals having been displayed ashore may also be broadcast on VHF Channel as advised by the Race Officer and noted on the official notice board.
- 4.2 When the AP flag is displayed at the Club House “1 minute” is replaced with “not less than 30 minutes”.
- 4.3 The Race Committee may abandon a race prior to the starting signal by posting a notice on the LBYC Website, WhatsApp and official notice board. (This paragraph replaces [RRS](#) 27.3.)

5 Schedule of Races

- 5.1 The Schedule of Races is detailed in ‘Racing Documents’ on the LBYC Website and in the LBYC Almanac. Racing dates are also detailed in the LBYC Website calendar, LBYC email newsletters and/or LBYC social media. Where there is a discrepancy, the schedule in the ‘Racing Documents’ Schedule of Races prevails.
- 5.2 An orange flag will be displayed with one sound signal at least five minutes before the warning signal to alert yachts that a race or sequence will begin soon.
- 5.3 On any race day with two or more races, the orange flag will be displayed before the next race.
- 5.4 One extra race per day may be sailed provided no division becomes more than one race ahead of schedule.

6 Classes and Class Flags

- 6.1 LBYC Season Championship races will be sailed under the following divisions and class flags:
 - a. Combined Division – yellow flag
 - b. Cruising Division – purple flag
- 6.2 The Race Committee reserves the right to add, delete, amend or combine divisions, as deemed necessary by racing fleet activity.
- 6.3 Non-championship races will be sailed as a combined division of all yachts.

6.4 In the following LBYC Series, yachts are required to nominate on their entry form, the division in which they will compete.

- a. Spring Series
- b. Summer Series
- c. Long Harbour Series
- d. Winter Series

6.5 Yachts changing divisions during a series shall be recorded as DNC for their nominated division for that race. They shall be given a result for the race in the division they sailed in, but that result shall be excluded for the purpose of calculating Series and Season Championship results.

6.6 Yachts wishing to change divisions during a season shall submit an additional entry form to the Vice Commodore.

6.7 In the following series or races, yachts race as a combined keelboat/trailer yacht fleet. Races will be started using a yellow flag unless otherwise specified.

- a. Friday Night Pursuit Series,
- b. Two Islands Race,
- c. Two-handed Series,
- d. Crew Helm Race,
- e. Youth Race,
- f. Single-handed Series,
- g. Fitzroy Bay Race,
- h. Night Race,
- i. Winter Two-Handed Series,
- j. Any cruising event races

7 Racing Area and Courses

7.1 All racing will be held within Wellington Harbour. This includes the South Coast as far as Island Bay and across to Fitzroy Bay.

7.2 Windward–leeward, triangle and/or harbour courses may be sailed.

- 7.3 The course diagram and descriptions printed in the LBYC Almanac and on the website show the courses, the order in which marks are to be passed, and the side on which each mark is to be taken.
- 7.4 The courses for each division will be displayed on the official notice board no later than 60 minutes prior to the warning signal for the first race.
- 7.5 Yachts may request information about the course from Lowry Bay Sports on the VHF Channel as advised by the Race Officer and noted on the official notice board, up to 10 minutes before the first warning signal of the first race of the day. Neither the Race Officer, nor the Start Boat will accept any responsibility to respond to requests for course details made by VHF after this time.
- 7.6 The Race Officer shall select a course from the following and display it on the official notice board:
 - a. club courses as specified in the LBYC Almanac
 - b. a course chosen from a suitable selection of race marks as specified in the LBYC Almanac
 - c. windward-leeward or triangular courses around temporary inflatable marks. The course(s) shall be displayed on the official notice board or in written supplementary sailing instructions for the race(s) or regatta. Reference to multiple course options shall be numerical (i.e., 1, 2, 3, 4, etc)
 - d. a special course, chosen from a suitable selection of race marks and displayed on the official notice board or in written specific sailing instructions for the race(s) or regatta.

8 Marks

- 8.1 Race marks are described on the race map in the LBYC Almanac and are posted on the LBYC Website.
- 8.2 Race marks or buoys may be fixed and/or inflatable and may be numbered.
- 8.3 The Sailing Committee may from time-to-time display GPS coordinates of the fixed marks on the official notice board and website. Competitors use this coordinate information at their own risk and neither the Sailing Committee nor the LBYC accept responsibility for the accuracy of any information given or the drift of race marks.

- 8.4 A temporary buoy may be laid and called mark 'A' and will be described on the official notice board along with the course.

9 Areas Marked as Obstructions

9.1 The following areas are obstructions:

- a. a line between the northern end of Mokopuna Island and the reef extending to the North approximately 100m
- b. a line between Point Jerningham light and the nearest point of land at Point Jerningham
- c. the stretch of water between Mokopuna Island and Somes Island whilst racing
- d. 100m from Point Howard Oil wharf. (200m if there is a tanker berthed there).

10 The Start

- 10.1 With the exception of Pursuit Races, all races will be started in accordance with [RRS](#) 26.
 - 10.2 All yachts must cease engine propulsion 4 minutes before their start in accordance with RRS "*Racing*" Definition.
 - 10.3 The Starting Line shall be a line between a staff displaying an orange flag on the Start Boat at the stern and the start mark to port.
 - 10.4 A buoy may be trailed from the Start Boat. No yacht shall pass between this buoy and the Start Boat.
 - 10.5 Yachts whose warning signal has not been made shall avoid the starting area.
 - 10.6 A yacht starting later than 20 minutes after her starting signal shall be scored Did Not Start (DNS) without a hearing.
 - 10.7 Late-starting yacht(s) must not interfere with yachts starting in a later division.
 - 10.8 If any part of a yacht's hull, crew or equipment is on the course side of the starting line at the start signal, the Race Committee may attempt to broadcast her name and/or sail number on the VHF Channel as advised by the Race Officer and noted on the official notice board. Failure to make a broadcast will not be grounds for a request for redress. This paragraph replaces [RRS](#) 29.1.
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10.9 An additional description of the start line will be on the official notice board.

10.10 The official time used for all starts shall be GPS time.

10.11 Pursuit Starts

- a. Start times will be posted on the official notice board, not later than 60 minutes before the first warning signal of the day of the first race.
- b. Yachts start on a pre-allocated time and numbering sequence in accordance with their handicap.
- c. For yachts starting after the first start time, a preparatory signal for each start number will be displayed on the Start Boat accompanied by a sound signal and displayed one minute before each yacht's starting time. The start will be indicated by the lowering of the relevant start number accompanied by one sound signal. This paragraph replaces [RRS 26](#).
- d. The Race Committee may broadcast details of yachts due to start on the VHF Channel as advised by the Race Officer and noted on the official notice board.

11 Change of the Next Leg of the Course

11.1 To change the next leg of the course, the Race Committee will move the original mark (or the finishing line) to a new position, shall signal that change by displaying code flag C, and make an announcement by VHF radio at least twice. *(An acknowledgement of changed course will be asked of the leading yachts only.)* This paragraph replaces [RRS 33](#). Failure of any yacht to respond to such change shall not be grounds for protest or redress.

12 Missing Mark

12.1 If a mark is missing or out of position, the Race Committee may replace it and announce the new mark's description and approximate position on the VHF Channel as advised by the Race Officer and noted on the official notice board. The new mark may or may not display code flag M. This paragraph replaces [RRS 34](#).

12.2 If the missing mark is known prior to the warning signal, the Race Committee shall inform the fleet of the new course on the VHF Channel as advised by the Race Officer and noted on the Club's Official Notice Board.

13 Shortening the Course

- 13.1 A race may be shortened by an announcement on the VHF Channel directing yachts to round a particular mark of the course and proceed directly to and cross the course finishing line for that race. In this case, [RRS](#) 32.2 will not apply.

14 Retiring from a Race

- 14.1 Any yacht retiring from a race shall notify the Race Officer as soon as possible on the VHF Channel as advised by the Race Officer and noted on the official notice board.

15 The Finish

- 15.1 The Finish Line shall be a line between a staff displaying a blue flag on the stern of the Start Boat, at one end and finishing mark at the other end.
- 15.2 If the Race Committee is absent when a yacht finishes, each yacht shall record and report their finishing time, and position in relation to nearby yachts, to the Race Officer or by email to: vicecomm@lbyc.org.nz.
- 15.3 Any yacht recording its own finishing time in accordance with instruction 15.2 that does not provide a declaration identifying the yacht, the race and the finishing time within 24 hours of its finishing time shall be scored Did Not Finish (DNF) without a hearing.

16 Time Limits

LBYC General Club Racing	3 hours for the lead yacht of each division	Yachts failing to finish within 90 minutes after the first non-foiling mono-hull completes the course will be scored Did Not Finish (DNF)
LBYC Scheduled Back-to-Back Racing	90 minutes for the lead yacht of each division and	Yachts failing to finish within 20 minutes after the first non-foiling mono-hull completes the course will be scored DNF.

Coastal Racing (including Long Harbour races)	5 hours for the lead yacht of each division <i>NB: If no yachts have passed the first mark of a Long Harbour course within 90 minutes after the start, the race will be abandoned. Failure to meet the target time will not be grounds for redress. This paragraph replaces RRS 61.1(a).</i>	Yachts failing to finish within 120 minutes after the first non-foiling mono-hull completes the course will be scored DNF.
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17 Protests

- 17.1 Protest forms are available from the LBYC clubrooms or the Racing Documents of the website and shall be delivered to the Race Officer or a member of the Sailing Committee within the protest time limit.
- 17.2 The protest time limit for a protest by a yacht is 90 minutes after the last yacht, regardless of its division, has finished the last race of the day. The same time limit applies to all classes or divisions. This paragraph replaces [RRS 61.3](#) and 62.2.
- 17.3 For protests where only a single rule of [RRS Part 2 - When Yachts Meet](#), or [RRS 31 - Touching a Mark](#), is alleged to have been broken, an arbitration hearing may be offered prior to any formal hearing.
- 17.4 RRS 44.1 is changed to permit a yacht that has broken a single rule of Part 2 or RRS 31 to take a penalty after racing but prior to any protest hearing. This penalty will only apply in accordance with arbitration decisions. The 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.
- 17.5 Protests will normally be held at the LBYC clubrooms at 1930 hours on the first Tuesday after the race, unless otherwise notified.
- 17.6 Breaches of instructions [18.3](#), 19 & [22.3](#) shall not be grounds for protest by a yacht. This paragraph replaces RRS 60.1.

- 17.7 Yachts seeking redress should use the protest form and deliver it to the Race Officer or a member of the Sailing Committee within the 90 minute time limit as for protests.

18 Radio Communication

- 18.1 All yachts must be fitted with a suitable VHF radio that can be heard on deck. Competitors must be able to respond if called. *It is highly recommended that yachts are fitted with a working AIS (Automatic Identification System) transponder.*
- 18.2 All radio communication between competitors and the Race Committee shall be through the VHF Channel advised by the Race Officer and noted on the official notice board. Failure to check the official notice board and failure to monitor the noted VHF Channel shall not be grounds for redress. This paragraph replaces RRS 61.1(a).
- 18.3 Whilst racing, yachts shall neither make nor receive any communication which is not immediately available to all other yachts taking part in the same race. This rule does not apply in an emergency.
- 18.4 Yachts may receive and use any information freely available to all yachts, and any publicly offered internet or broadcast weather information from sources available to all competitors (whether on a subscription or free basis). Permitted sources of information must provide the same information to all competitors who seek it. Competitors may use any means to retrieve information. This paragraph replaces RRS 41.

19 Navigational Requirements

- a. All yachts shall carry Wellington Harbour Chart NZ4633.
- b. All yachts must comply with Wellington Regional Navigation and Safety Bylaws 2021 Rule 4.3, which states "Where possible the master of a vessel must not allow that vessel to approach within 200m of an oil tanker or any other vessel showing a flag B by day or a red all-round light at night"
- c. Yachts are required to give way to vessels over 500 tonnes (Interisland Ferries etc.) and are instructed to keep a safe distance from these vessels.
- d. Neither the Race Officer, nor the Sailing Committee will accept any protest lodged by other competitors or a third party regarding the above requirements.

- e. However, if the Captain or Officers, the Harbour Master, or an official from Wellington Regional Council or Beacon Hill Radio lays a complaint against a particular identified yacht(s), the Sailing Committee will investigate the matter and if justified, disqualify that/those yacht(s) from that race.

20 On Water Safety

- 20.1 The safety of a vessel and her crew is the sole and inescapable responsibility of the skipper who must do their best to ensure that the vessel is fully found, thoroughly seaworthy and manned by an experienced crew who are physically fit to face bad weather.
- 20.2 The skipper must be satisfied as to the soundness of hull, spars, rigging, sails and all equipment. The skipper must ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and be trained in its use.
- 20.3 The Maritime Transport Act 1994 states that the master of the vessel or skipper is at all times responsible for the safety of the vessel, the safety of those on board, discipline on board and for complying with all maritime rules, regulations and bylaws
- 20.4 Neither the establishment of these safety regulations and their use by organising authorities, nor the inspection of a yacht under these regulations in any way limits or reduces the complete and unlimited responsibility of the skipper.
- 20.5 It is the sole and exclusive responsibility of the skipper of each yacht to decide whether or not to start or continue the race.
- 20.6 Skippers and crews - the Maritime Transport Act 1994 states that it is an offence to operate, maintain or carry out any other act involving any vessel or maritime product that creates an unnecessary risk or danger to persons or property

21 Command & Control During an Emergency

- 21.1 For the purposes of dealing with an emergency during racing activities, the skipper or a nominated person is to contact the Start Boat as soon as is practical on the

nominated VHF Channel to advise the nature of the emergency.¹

21.2 The Start Boat will²

- a. Co-ordinate with the affected boat to determine what assistance is needed and assign other boats to assist.
- b. Initiate contact with emergency services as required
- c. Start and maintain a log of actions taken, including radio communications for the duration of the emergency

22 On Water Emergency Responses

Level of Incident	Action	Examples	Circumstances
0	Advise Race Control that the boat has withdrawn from racing and that no assistance is required.	• Broken gear • Minor injury	• Boat stops racing • Able to manage the incident from within its own resources and is able to return unassisted to the marina. • No danger to life, limb or property
1	Radio call on Racing Channel advising that assistance is or may be required. Other boats in near proximity to respond by radio and stand by until requested to help or advised they are not needed.	• Loss of mast/rudder • MOB (light weather, person wearing a lifejacket and conscious) • Grounded on a sand bank • Engine won't start • Injury requiring ambulance	• No immediate danger to life • Assistance is or may be required. • Assistance is able to be provided from within Club/fleet resources and skills. including calling for an ambulance.
2	"Pan Pan" on VHF Channel 16	• Loss of mast/rudder	• No immediate danger to life or limb but external assistance is required.

¹ This advice came from the Wellington Harbour Master as it is likely that assistance will be provided quicker from boats on scene than from waiting for emergency services to arrive.

² Nothing in this section precludes a nearby boat(s) from providing immediate assistance if they are so placed to be able to do so.

Level of Incident	Action	Examples	Circumstances
	Also advise on Racing Channel that a call has been made. Fleet to monitor VHF Channel 16 and respond where appropriate	• Engine won't start and weather deteriorating • Boat aground • Multiple incidents (very sudden adverse weather) • An inrush of water into the boat	• No Club resource available or nearby • Situation of a lower order than a "grave and imminent threat requiring immediate assistance"
3	Mayday call on VHF Channel 16 Also advise on the Racing Channel that a call has been made. Fleet to monitor VHF Channel 16 and respond where appropriate	• MOB • Loss of mast/rudder • Significant injury, requiring an ambulance. • Boat aground in strong wind • Multiple incidents (very sudden adverse weather) • An inrush of water that requires abandoning the boat.	• An imminent threat requiring immediate assistance. (ambulance) • Club resource is not going to be able to provide the level of assistance that is required

22.1 Yachts complying with paragraph [1.1 \(a\), \(b\) or \(c\)](#) shall carry a serviceable inboard or outboard engine and propeller capable of driving the yacht in smooth water at a speed exceeding 4 knots.

22.2 Despite paragraph [21.1](#), yachts may compete without an engine with the prior permission of the Race Committee. The Race Committee will only give permission if there are sufficient support boat(s) available. A decision to give permission or not and any failure of the Race Committee to provide support boats, will not be grounds for redress. This paragraph replaces RRS 61.1(a).

22.3 When code flag Y is displayed either ashore or on the Start Boat, RRS 40 (which requires lifejackets to be worn) applies whilst competing. At other times the wearing of life jackets is at the discretion of the skipper or the person in charge of the yacht. The skipper or person in charge shall

make an assessment of the conditions and risk in making such a decision.

23 Incident Reporting

- 23.1 All incidents classified as Level 1 or above are to be reported using the *Maritime New Zealand Accident or Incident Report Form*. Copies are to be forwarded to Maritime New Zealand and to the Sailing Committee. (www.maritimenz.govt.nz/report-online)
- 23.2 The Sailing Committee will keep a log of all such reports and shall periodically review the same to ensure the club continues to provide a safe racing environment.

24 Equipment and Measurement Checks

- 24.1 RRS 51 shall not apply to the adjustment of a canting keel or water ballast. Lifting keels must be locked down at all times while racing.
- 24.2 RRS 52 'Manual Power' shall not apply.
- 24.3 RRS Appendix T – ARBITRATION shall apply.
- 24.4 For the Cruising Division, Single-handed Series and Friday night Pursuit Series, no spinnakers or extras may be set. Extras are defined as sails not normally used to advance to windward. Headsails may be poled out but shall only be carried on a permanent load bearing forestay with only one headsail per forestay. A yacht that uses a spinnaker or extras in breach of this instruction will be disqualified without a hearing. This is a change to RRS 63.1.
- 24.5 Any yacht or piece of equipment used by that yacht for racing may be inspected at any time for compliance with safety requirements, class rules, rating certificates and/or the Sailing Instructions.
- 24.6 A yacht required by the Race Committee to conduct compliance checks on another yacht is deemed to be a Race Committee measurer.
- 24.7 If required by a Race Committee measurer, a yacht must:
- proceed immediately to a designated area for inspection; and
 - leave all equipment including sails, sheets and lifelines in the configuration in which it completed the race.

- 24.8 The Race Committee may require a yacht to conduct compliance checks on itself. If so required, the yacht will complete the compliance check form and return it to the Race Committee by the time specified.
- 24.9 A yacht that is racing in a measurement configuration that is at variance to the issued PHRF certificate or these Sailing Instructions may be subject to protest.

d.Appendix A – Abbreviations & Definitions

Abbreviations

LBYC	Lowry Bay Yacht Club
PHRF	Performance Handicap Rating Form
RRS	World Sailing - Racing Rules of Sailing for 2025 to 2028

Definitions

Racing Channel	normally VHF Channel 77
Race Committee	the committee responsible for an individual race or series of races – this can consist of just one person
Race Officer	the individual responsible for an individual race or series of races either with others (the race committee) or on their own
Start Boat	any boat used for the purpose of starting and finishing racing.
Sailing Committee	a subcommittee of the executive committee responsible for running races and other sailing events.
Yacht	for the purposes of this document only, any vessel competing in racing under the auspices of these rules shall be called a “Yacht”.