

SAILING INSTRUCTIONS

Predictwind A-Class Catamaran Pre-World and World Championships

2025

The Organizing Authority is the Milford Cruising Club and New Zealand Multihull Yacht Club in conjunction with the International A-Division Catamaran Association and the New Zealand A-Division Catamaran Association.

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.

[DP] means a rule for which the penalty is at the discretion of the International Jury.

The notation '[SP]' in a rule of the sailing instructions (SIs) means that the standard penalty for a breach of the rule may be applied by the race committee or technical committee without a hearing. This changes RRS A5.

The INTERNATIONAL A-DIVISION CATAMARAN CLASS is referred to as A-Class in this document.

1. RULES

- 1.1 The event is governed by the rules as defined in The Racing Rules of Sailing.
- 1.2 The Yachting New Zealand Safety Regulations 2025 – 2028 - Part 1 shall apply.
- 1.3 RRS 40.1 Personal Flotation Devices shall apply at all times while afloat.
- 1.4 Appendix T, Arbitration will apply.
- 1.5 The International A-Class Catamaran World & Continental Championship Rules of the International A-Division Catamaran Association (IACA) shall apply to the World Championships.
- 1.6 Decisions of the International Jury will be final as provided in RRS 70.3.
- 1.7 In the event of conflict between the NOR and the SIs, the SIs will prevail (This changes RRS 63.5(c)).
- 1.8 If there is a conflict between languages the English text will take precedence.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 2.2 All changes to SI constitute notice to all competitors.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official noticeboard located in the foyer at Milford Cruising Club.
- 3.2 The race office is located at Milford Cruising Club
- 3.3 On the water the Race Committee intends to communicate on channel 6 for Course A and channel 77 for Course B.
- 3.4 [DP] While racing except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4. CODE OF CONDUCT

- 4.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.
- 4.2 [DP] Competitors and support persons shall handle any equipment and place advertising provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

5. SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed at the Milford Cruising Club Flagpole. D flags will also be displayed at a flagpole at the beach.
- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes' in Race Signals AP.
- 5.3 [SP] Flag D with one sound means 'Boats shall not leave the Shore until this signal is made. The warning signal will not be made before the scheduled time or less than 45 minutes after flag D is displayed.

6. SCHEDULE OF RACES

6.1 Schedule of Races

Date	First Warning	Number of Races
Pre Worlds		
Saturday 8 November	1155	2
Sunday 9 November	1155	2
Monday 10 November		Lay Day
Worlds		
Tuesday 11 November	1100	2
Wednesday 12 November	1100	2
Thursday 13 November	1100	2
Friday 14 November	1100	2
Saturday 15 November	1100	2
Sunday 16 November	1100	2

- 6.2 One extra race per day may be sailed, provided that no class becomes more than one race ahead of schedule and the change is made according to SI 2.1.
- 6.3 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.
- 6.4 On Sunday 16 November 2025 no warning signal will be made after 16:00.

7. CLASS FLAGS

Class	Class Flag
Open	White with a Black A Class Logo
Classic	Blue with a White A Class Logo

8. RACING AREA

- 8.1 SI Addendum A shows the approximate location of the racing areas.

9. COURSES

- 9.1 The diagrams in SI Addendum B show the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.
- 9.2 The Race Committee will endeavour to set a course that aligns with the target time duration. A variation in the actual course duration will not be grounds for a request for redress. (This modifies RRS 61.4(b)).
- 9.3 There shall be a gate downwind. If a gate mark is missing and has not been replaced as described in RRS 34, the remaining mark shall be rounded to port. (This changes RRS 34).

10. MARKS

Mark descriptions are as follows:

10.1 Alpha Course

Mark	Description	New mark description as provided in SI 12
1	Robotic Mark	Blue Cylinder
1a	Robotic Mark	
4s/4p	Yellow Cylinder	
Start – Starboard End	Race Committee Signal Vessel	
Start – Port End	Race Committee RIB	
Finish – Port End	Race Committee Signal Vessel	
Finish – Starboard End	Race Committee RIB	

10.2 Bravo Course

Mark	Description	New mark description as provided in SI 12
1	Robotic Mark	Blue Cylinder
1a	Robotic Mark	
4s/4p	Robotic Marks	
Start – Starboard End	Race Committee Signal Vessel	
Start – Port End	Race Committee RIB	
Finish – Port End	Race Committee Signal Vessel	
Finish – Starboard End	Race Committee RIB	

- 10.3 Robotic marks are autonomous; these marks will go back to the original position if they are dragged or otherwise moved off station. Routine movement of autonomous marks will not be grounds for redress. This includes minor readjustments and marks returning to station after having been pushed or dragged away by a competitor.

11. THE START

- 11.1 The starting line is between staffs displaying an orange flag on the race committee signal vessel at the starboard end and the port-end starting mark.
- 11.2 A boat that does not start within four (4) minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

12. CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1 The race committee may change a leg of the course by up to 5 degrees in bearing and /or 100m in length without a signal. This changes RRS 33 and Race Signals.
- 12.2 When a change of course has been signalled, the race committee will,
1. lay a new “change” mark; or
 2. move the leeward gate; or
 3. move the finish line.

The original mark will be removed as soon as possible.

13. THE FINISH

- 13.1 The finish line is between staffs displaying a blue flag on the race committee signal vessel at the port end and the starboard end finish mark.

14. PENALTY SYSTEM

- 14.1 RRS 44.1 is changed so that the two-turns penalty is replaced by a one-turn penalty.
- 14.2 Penalties for violations of NOR 17 (Insurance), NOR 19 (Media Consent) and the Rules of the Notice of Race and Sailing Instructions marked [DP], are at the discretion of the International Jury.
- 14.3 For breaches of the SIs marked [SP], the race committee or Technical Committee may apply a standard penalty without a hearing or protest the boat when they consider the standard penalty to be inappropriate (for example, in case of reiterated breaches). A boat that has been penalized with a standard penalty can neither be protested for the same incident by another boat nor can another boat request redress for this action. The penalty assessed will be an additional 3 points added to their finish position for the first race of the day. A competitor shall not be scored worse than a disqualified competitor. This changes RRS 60.1, 63.1 and Appendix A5.
- 14.4 Breaches of the IACA Class or Championship Rules will be at the discretion of the International Jury [DP], except for breaches referred to in SI 14.5, for which a 3 points standard penalty [SP] may be applied by the Race Committee or the Technical Committee.
- 14.5 [NP][SP] For the following breaches a standard penalty (see SI 14.3) may apply:
 - 14.5.1 Measurement certificate presented at registration not corresponding with equipment used, when a correct certificate is available and presented to the Technical Committee (Ref. ER 1.7).
 - 14.5.2 Mast not showing certification. (Ref. CR F.1.2(a)).
 - 14.5.3 Sail not showing certification. (Ref. CR G.1.2(a)).
 - 14.5.4 Boats built after 1/1/2010 not displaying ISAF/World Sailing plaque on one transom (Ref. CR D.3).
 - 14.5.5 Event Limitation marks missing. (Ref. ER 2.1).

15. TIME LIMITS AND TARGET TIMES

- 15.1 The Race Time Limit (see RRS 35) and the Target Time are shown in the table below:

Time Limit	Mark 1 Time Limit	Target time	Finish Window
70	20	45	30

- 15.2 If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.
- 15.3 The Finishing Window is the time for boats to finish after the first boat sails the course. Boats starting but failing to sail the course within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place [one][two] more than the finishing place of the last boat

that sailed the course within the Finishing Window and was not penalised under RRS 30.3 or 30.4. This changes RRS 35, A5.1, A5.2 and A10.

- 15.4 Failure to meet the Target Time will not be grounds for redress. This changes RRS 61.
- 15.5 [NP] No race will be started in less than 5 or more than 22 knots measured on the Committee vessel at deck level. The final decision will be taken by the RO and it will not be grounds for redress.

16. HEARING AND PROTESTS

- 16.1 The protest time limit is 60 minutes after the last boat in that class finishes the last race of the day or the race committee signals no more racing today, whichever is later. The time will be posted on the official noticeboard. The protest time limit may be different for different race areas.
- 16.2 Hearing request forms are available from the race office.
- 16.3 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 protest room, located at Milford Cruising Club
- 16.4 The right of appeal from a protest committee decision is denied as provided in RRS 70.3(a).
- 16.5 A hearing may be conducted before the protest posted time on the official notice board if all parties agree. Hearings will, if possible, start at the time posted on the official noticeboard. A delay at this time will not be grounds for redress. This changes RRS 61.1(a).
- 16.6 For the purposes of RSS 63.5(d), the authority responsible is the Technical Committee appointed by the organizing authority under RSS 89.2(c)

17. SCORING

- 17.1 Five (5) races are required to be completed to constitute the World Championship of each Fleet.
- 17.2 When less than five (5) races have been completed, a boat's score will be the total of her scores in all the races.
- 17.3 When five (5) to eight (8) races have been completed, a boat's score will be the total of her scores in all the races excluding her worst score.
- 17.4 When nine (9) or more races have been completed, a boat's score will be the total of her scores in all the races excluding her two (2) worst scores.

18. [NP][DP] SAFETY REGULATIONS

- 18.1 [SP] All competitors shall sign-on at the Milford Cruising Club sign on/off area each time they leave the shore to enter the course and shall sign-off each time they come ashore.
- 18.2 A boat that retires from a race or returns to the launching area before she has finished the last race of the day shall notify the race committee as soon as possible.
- 18.3 RRS 40 is amended as follows: Wearing a safety helmet is mandatory for the Open discipline, except briefly while changing or adjusting clothing or personal equipment. It is strongly recommended for the Classic Discipline.
- 18.4 [SP] When ashore, boats shall be kept in their assigned places in the boat park.
- 18.5 [DP][NP] Boats not racing shall not sail in the course area being used by another discipline

19. IDENTIFICATION OF CLASSIC FLEET

- 19.1 [DP] [NP] Boats competing in the Classic fleet will be required to display a red dot on each side of their sail placed back-to-back in the leech area adjacent to mast diamond arms. Red dots will be supplied by the organizing authority and available at registration.

20. REPLACEMENT OF EQUIPMENT [DP]

- 20.1 Equipment replacement requests will be made in writing per NOR 9.5.

21. EQUIPMENT AND MEASUREMENT CHECKS [DP]

- 21.1 Measurement and equipment checks may be carried out at any time during the regatta.
- 21.2 [NP][SP][DP] Equipment inspection will be conducted in accordance with the A-Class Catamaran Equipment Inspection Regulations. Sails, boat and equipment must be measured before arriving at the championship. All competitors for registration must produce valid and up-to-date measurement certificates for hull, mast and sail. See <https://www.a-cat.org/node/9>.
- 21.3 The Equipment Inspection Regulations for the Championship is available on RRoS from April 9, 2025.
- 21.4 The equipment shall only be replaced with the authorization of the Championship Technical Committee appointed at the Event by the Organizing Authority under RRS 89.2(c).
- 21.5 A boat or equipment may be inspected at any time for compliance with the A-Class Catamaran Equipment Regulations. Event stickers/limitation marks must remain in place for the duration of the event.
- 21.6 On or off the water, the Technical Committee may require a boat to proceed immediately to an area designated for inspection.

22. OFFICIAL VESSELS

- 22.1 Official Vessels will be identified by displaying a pink flag.

23. ADVERTISING [SP]

- 23.1 Boats must have fixed bow advertising stickers chosen and provided by the Organizing Authority in accordance with the instructions given by the Organizing Authority (ADDENDUM D)

24. [DP] SUPPORT TEAMS

- 24.1 Support vessels shall register with the organising authority at registration with the names of the competitors they are supporting.
- 24.2 All support vessels shall clearly display the 3 letters of their national code at all times. The minimum height for the letters shall be 300mm.
- 24.3 Support vessels must not be positioned:
- 24.4 Within 100 metres of the starting lines and marks from the time of their preparatory signal until all boats have left the starting area.
- 24.5 Closer than 100 metres of any boat racing.
- 24.6 Between any boat racing and the next mark of the course.
- 24.7 Within 100 metres of any mark of the course.
- 24.8 Within 100 metres of the finishing line and marks while boats are finishing.
- 24.9 When the Race Committee displays flag V with one sound, all official and support vessels shall give assistance for rescue. This change RRS Race signal “V”.
- 24.10 All support and coach vessels are asked to have VHF communications and be available to assist the race committee if required.
- 24.11 All support person vessels shall always have an engine safety cut out switch (kill cord) attached to the driver while the engine is running.
- 24.12 Sufficient personal flotation devices for each crew member must be carried or worn in all support vessels at all times in accordance with New Zealand Maritime Law.

25. TRASH DISPOSAL

- 25.1 [DP] Trash can be placed on board support vessels and race committee vessels.

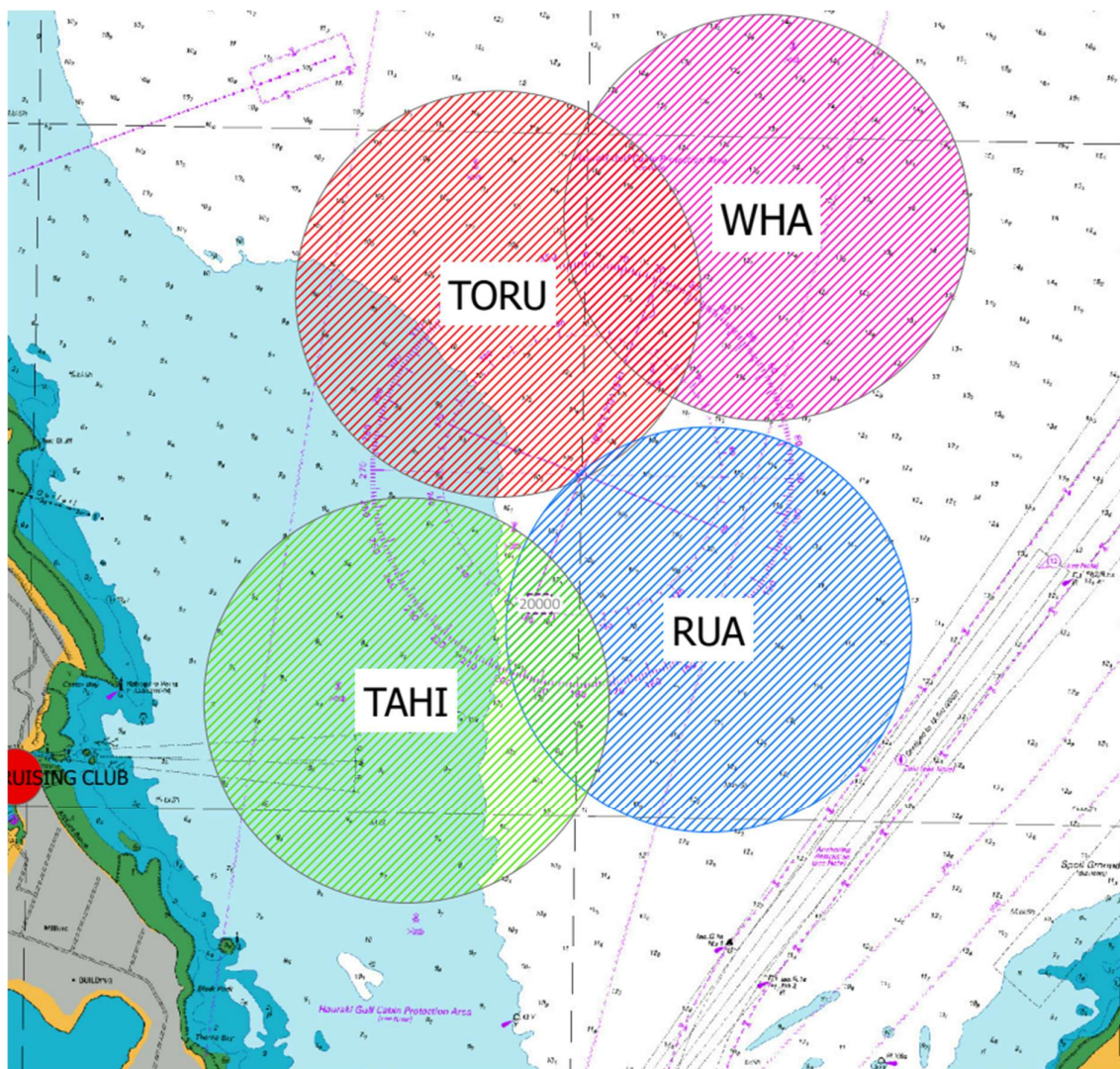
26. INSURANCE

- 26.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of NZD1,000,000 (or equivalent) per incident.

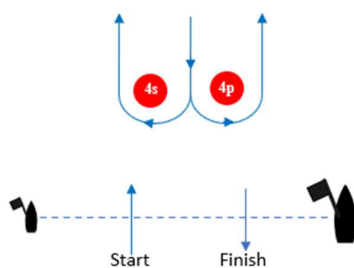
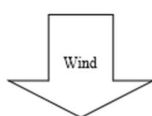
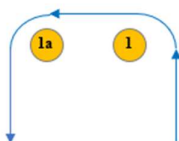
27. RISK STATEMENT

- 27.1 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 LOCATION OF THE RACING AREAS



ADDENDUM B COURSES

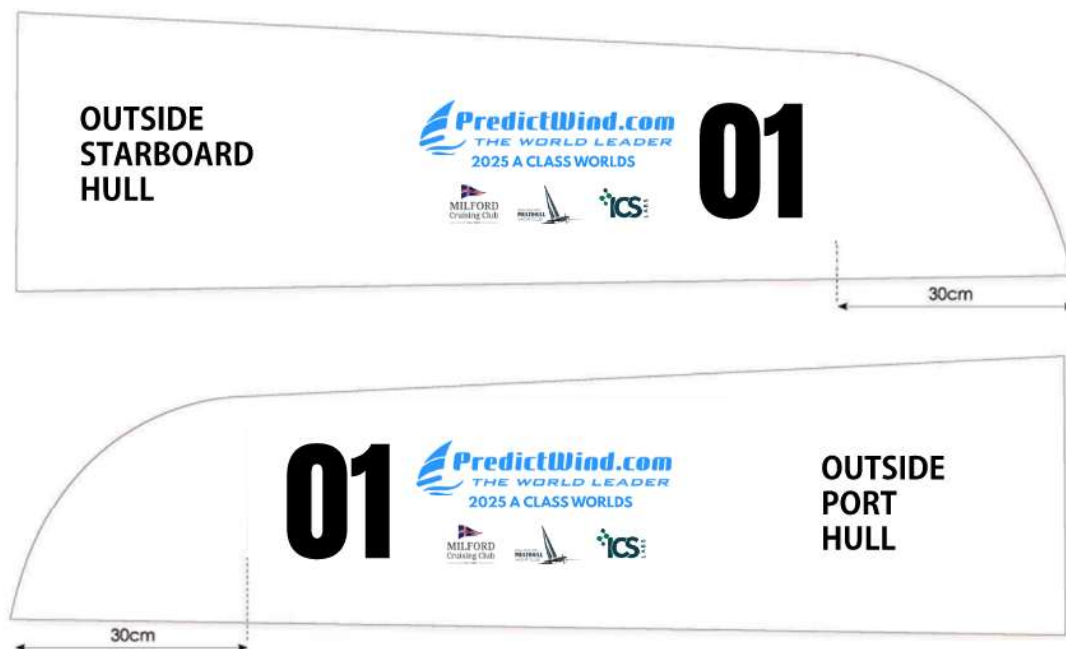


Course	Signal	Mark Rounding Order
LA3	3	Start – 1 – 1a – 4s/4p – 1 – 1a – 4s/4p – 1 – 1a – Finish

ADDENDUM C BOAT STORAGE



ADDENDUM D
ADVERTISING LOCATION



The forward 25% (1.37m) of both sides of each hull are to be clear of all personal advertising (World Sailing Regulation 20 Advertising Code).
 The numbers are to be located at the front of each hull
 The stickers are to be mounted on the outside face of each hull, 30cm back from the bow

ADDENDUM E

DISCRETIONARY PENALTIES

In accordance with SI 14.3 the Race Committee or Technical Committee may apply a standard penalty without a hearing or a discretionary penalty may be applied by the International Jury with a hearing. A standard penalty shall not make a boat's race score worse than retirement or disqualification.

The Race Committee or Technical Committee may decide to protest a boat if it considers a standard penalty is inappropriate.

RACE COMMITTEE	PENALTY
Leaving the assigned boat parking area before Delta Flag is displayed (SI 5.3).	Three points added to the finishing position of the first race of the day.
Boats outside their assigned boat parking area from registration to end of event without approval (SI 18.4).	Three points added to the finishing position of the first race of the day.
Not signing out (SI 18.1)	Three points added to the finishing position of the first race of the day.
Not signing in (SI 18.1)	Three points added to the finishing position of the last race of the day.
Not fixed bow advertising stickers chosen and provided by the OA in accordance with the instructions given by the OA (SI 23.1)	Three points added to the finishing position of the first race of the day.
TECHNICAL COMMITTEE	
Measurement certificate presented at registration not corresponding with equipment used, when a correct certificate is available and presented to the Technical Committee (ER 1.7). (SI 14.5)	Three points added to the finishing position of the first race of the day.
Mast not showing certification. (CR F.1.2(a)). (SI 14.5).	Three points added to the finishing position of the first race of the day.
Sail not showing certification. (CR G.1.2(a)). (SI 14.5).	Three points added to the finishing position of the first race of the day.
Boats built after 1/1/2010 not displaying ISAF/World Sailing plaque on one transom (CR D.3). (SI 14.5).	Three points added to the finishing position of the first race of the day.
Event Limitation marks missing. (ER 2.1). (SI 14.5))	Three points added to the finishing position of the first race of the day.