



2019 SSANZ Two-Handed Round New Zealand

Sailing Instructions

16 February - 24 March 2019

The Organising Authority is the Short Handed Sailing Association of New Zealand. (SSANZ)

PO Box 40-550, Glenfield, Auckland

1 Rules

1. General and Safety Rules

- 1.1 The race will be governed by the 'rules' as defined in the Racing Rules of Sailing 2017-2020 ("RRS"), along with the Auckland Harbour Navigation Safety Bylaws 2014, Southland Regional Council Navigation Safety Bylaws 2009 (revised 2015), and the Hawke Bay Regional Council Navigation Safety Bylaws 2012.
- 1.2 All yachts shall comply with Part II of the Yachting New Zealand ("YNZ") Safety Regulations 2017 – 2020 ("SR"), Category 2 modified as follows:
 - (a) Communications:
 - (i) Yachts shall carry communications equipment to comply with SR 18.1. A yacht may carry a satellite voice communication system instead of an SSB radio.
 - (ii) Yachts carrying an SSB must have a minimum transmitting power of 100 watts.
 - (iii) Yachts must produce evidence from Maritime Radio that transmissions from their VHF and single sideband marine radio transmitter (if carried) and Satellite phone (if carried) have been received clearly. This may occur during safety inspections if not carried out beforehand.
 - (iv) If a single sideband marine radio transmitter is carried, it must be capable of transmitting and receiving on the following frequencies:
 - (i) 2182 (emergency and calling)
 - (ii) 4125 (emergency and calling)
 - (iii) 4146 (coast and intership)
 - (iv) 6215 (emergency and calling)
 - (v) 6224 (coast and intership)
 - (v) Yachts must carry a copy of the "Failed Communications Plan" and store it near their VHF radio, single sideband marine radio transmitter (if carried) and satellite voice communication system (if carried).
 - (vi) The 406MHz Emergency Position Indicating Radio Beacon (EPIRB) required by SR 18.6 must be registered with the Rescue Coordination Centre of Maritime New Zealand (RCCNZ) in the name of the yacht.
 - (vii) SSANZ and RCCNZ recommends that all yachts should be fitted with an AIS transponder.

- (b) Category 1 liferaft for the duration of the race as defined by rule 17.11 (refer SR Appendix 2)
 - (i) *Or Category 2 life raft for the duration of the race as defined by rule 17.11 (refer SR Appendix 2) will be acceptable providing the following items are carried as extras in the vessel's grab bag. 2 parachute flares (red) in addition to the yacht's flares, 1/2 litre of water per person, 1/2 kilo of food*
- (c) Yachts must carry sufficient engine fuel at the start of each leg to give the yacht a motoring range of at least 150nm in flat water.
- (d) Each yacht shall carry a minimum of 20L of additional engine fuel in one or more suitable separate containers.
- (e) All yachts shall carry sufficient paper charts and associated publications to ensure they can continue to navigate satisfactorily in the event of the failure of electronic navigation aids. The following list is recommended as a minimum. Each yacht is responsible for its own safety and should consider additional charts for inshore navigation and ports of refuge.
 - (i) NZ42 (Cape Reinga to Manukau)
 - (ii) NZ43 (Manukau to Cape Egmont)
 - (iii) NZ45 (Cape Egmont to Rangitikei River)
 - (iv) NZ46 (Cook Strait)
 - (v) NZ48 (Western Approaches to Cook Strait)
 - (vi) NZ51 (Tauroa Point to Cape Brett)
 - (vii) NZ52 (Cape Brett to Cuvier Island)
 - (viii) NZ532 (Approaches to Auckland)
 - (ix) NZ54 (Cuvier Island to East Cape)
 - (x) NZ55 (Cape Runaway to Table Cape)
 - (xi) NZ56 (Table Cape to Blackhead Point)
 - (xii) NZ5612 (Napier Harbour)
 - (xiii) NZ57 (Blackhead Point to Castle Point)
 - (xiv) NZ58 (Castle Point to Cape Palliser)
 - (xv) NZ61 (Karamea River to Stephens Island)
 - (xvi) NZ62 (Cape Palliser / Matakitaikiakupe to Kaikoura Peninsula)
 - (xvii) NZ 63 (Kaikoura Peninsula to Banks Peninsula)
 - (xviii) NZ64 (Banks Peninsula to Otago Peninsula)
 - (xix) NZ66 (Katiki Point to Nugget Point)
 - (xx) NZ68 (Nugget Point to Rarotoka Island)
 - (xxi) NZ69 (Stewart Island)
 - (xxii) NZ71 (Greymouth to Kahurangi Point)
 - (xxiii) NZ72 (Cape Foulwind to Heretaniwha Point)
 - (xxiv) NZ73 (Abut Head to Milford Sound)
 - (xxv) NZ76 (Western Approaches to Foveaux Strait)
 - (xxvi) NZ4432 (Taranaki Roads)
 - (xxvii) NZ4633 (Wellington Harbour)
 - (xxviii) NZ5322 (Auckland Harbour East)
 - (xxix) NZ5324 (Tamaki Strait and Approaches)
 - (xxx) NZ5412 (Port of Tauranga)
 - (xxxi) NZ5571 (Gisborne)

- (xxxii) NZ632 (Banks Peninsula)
- (xxxiii) NZ6422 (Approaches to Timaru)
- (xxxiv) NZ6433 (Approaches to Oamaru)
- (xxxv) NZ661 (Approaches to Otago Harbour)
- (xxxvi) Symbols, Terms and Abbreviations NP5011 or equivalent.
- (xxxvii) Current NZ Almanac, including tide tables 2018/2019
- (xxxviii) Cruising Guides

Or,

the above charts can be stored electronically and shall be stored on at least two (2) separate chart plotting devices, one of which must be able to be powered separately from the yacht's main power source and be able to be recharged independently of the main engine and operate for an extended period of time. These devices must not be reliant on cellular coverage to function and must be in addition to the standard Cat 2 requirement.

The following Paper Charts must be carried as a minimum.

- (i) NZ 23 North Island
- (ii) NZ 25 South Island
- (iii) NZ 532 Approaches to Auckland
- (iv) NZ 5114 Doubtless Bay and Whangaroa Harbour
- (v) NZ 681 Approaches to Bluff and Riverton/Aparima
- (vi) NZ 5612 Napier Roads

- 1.3 Additional safety checks of any yacht in any division may be made at any time.
- 1.4 Yachts will be required to carry and maintain position trackers supplied by SSANZ, which must remain switched on at all times while racing.
- 1.5 Appendix T, Arbitration, will apply.

IRC and PHRF Rules

- 1.6 IRC Rule 22.4.1 and 22.4.2 shall not apply.
- 1.7 IRC and/or PHRF certificate compliance measurement may be conducted at any time.
- 1.8 In accordance with IRC Rule 21.6.1(b) Yachting New Zealand prescribes that a yacht may carry one more spinnaker than shown on her current IRC certificate without an increase in rating. Racers: Note that the area of the additional spinnaker (or any other on-board) cannot be greater than rated SPA.
- 1.9 For the purposes of IRC rule 21.1.5(d) and (e), this racing is on consecutive days and the sails carried must remain the same.
- 1.10 The sails onboard the boat at the start are the only sails that may be used during the race and shall be carried for the entire race.
- 1.11 In the case of significant damage or loss:
 - (a) With prior permission from the Race Committee, sails may be replaced with similar sails; and
 - (b) With permission from the Race Committee, sails may be removed from the yacht and no longer carried.

This changes IRC rule 21.1.5 (d), (e) and (f).

2. Changes to Racing Rules

- 2.1 Racing rules are changed as follows:
 - (a) Yachts with lifting keels shall have keels locked in the down position and not moved whilst racing. This changes RRS 52.

- (b) Yachts with movable ballast, in the form of a canting keel or water ballast, may move that ballast to increase or decrease weight, or to change trim or stability. This changes rule 51.
- (c) Movement of sails not in use while racing is allowed; however sails not being flown must remain within the boat's lifelines. This modifies RRS 51 only as to the movement of sails.
- (d) Rule 52 shall not apply to the adjustment of a canting keel or water ballast.
- (e) Yachts may use an autopilot or other self-steering device. This changes rule 52.
- (f) Between the hours of sunset and sunrise the International Regulations for Preventing collisions at Sea shall apply. This changes RRS Part 2.
- (g) Suspension of racing: (changes RRS 41 and RRS 47.1.)
 - (i) A yacht may suspend racing for any reason, provided that she notifies SSANZ at the first reasonable opportunity.
 - (ii) A yacht that has suspended racing may use a propulsion engine, haul out, or make fast, until she resumes racing.
 - (iii) A yacht that has suspended racing, may, before resuming racing, remove garbage, use any equipment or receive help to effect repairs but shall not take on food or other provisions, or replace equipment, without the prior permission of SSANZ.
 - (iv) Before resuming racing, a yacht shall return to the position where she suspended racing and inform SSANZ.
- (h) 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, and must not provide yacht specific weather routing information. Competitors may use any means to retrieve information. This changes RRS 41.

3 Notices to Competitors

- 3.1 Any notices to competitors will be posted on the SSANZ website and/or the official notice board at each port.

4 Changes to the Sailing Instructions

- 4.1 Any changes to Sailing Instructions will be posted before 0900 hours on the day they will take effect.

5 Signals Made Ashore

- 5.1 Signals made ashore will be displayed on the flagpole at Westhaven Tower, Mangonui Cruising Club, Oban Wharf Stewart Island, Napier Sailing Club as appropriate.

6 Schedule of Events

Both co-skippers must attend:

- (a) The event briefing at 1000hrs on Friday 15 February 2019 at the RNZYS.
- (b) The leg two, leg three and leg four briefings at the time and place set by the Race Committee.

Racing Schedule:

- (c) Leg One start: 1400hrs on Saturday 16 February 2019
- (d) Leg Two, Leg Three, and Leg Four starts: At a time set by the Race Committee during the Compulsory Stopover.

- (i) Mangonui 24 hours minimum after the 75% boat finishes
- (ii) Stewart Island 72 hours minimum after the 75% boat finishes
- (iii) Napier 48 hours minimum after the 75% boat finishes

- 7 There will be a mass start for each leg at a convenient time set by the Race Committee soon after 75% of the fleet have fulfilled the stopover duration.

8 Class Flags

- 8.1 The class flag will be the SSANZ burgee.

9 The Course

The course rounds the North and South Islands of New Zealand in an anticlockwise direction starting and finishing in Auckland's Waitemata Harbour.

9.1 Leg 1: (154 Nautical Miles)

Starts on the Waitemata Harbour, to finish off Mangonui Harbour.

9.2 Leg 2: (930 Nautical Miles)

Starts in Doubtless Bay, round the top of the North Island to port, and down the West Coast of both North and South Islands to finish in Half Moon Bay, Stewart Island.

9.3 Leg 3: (618 Nautical Miles)

Starts off Half Moon Bay, Stewart Island keep the South Island to port to finish off the entrance to Napier Marina.

9.4 Leg 4: (367 Nautical Miles)

Starts off the entrance to Napier Marina, East Cape to Port, to finish in the Waitemata Harbour.

10 Fairway Marks and Dangers

10.1 Leg 1 Auckland to Mangonui

- (a) In Waitemata Harbour yachts shall pass:
- (i) North of Beacon on Sewer Outlet (Orakei)
 - (ii) North of Bean Rock light and Doris Rock Beacon (approx. 25 metres north of Bean Rock)
 - (iii) South of Green Beacon on Sandspit (SW of Torpedo Wharf by No.19 Buoy)
 - (iv) West of Rangitoto Lighthouse (When using Rangitoto Channel)
 - (v) South of Emu and Iliomama Rock Beacons (when using Motuihe Channel)
 - (vi) West of Red Buoys on the eastern side of Motuihe Channel (when using Motuihe Channel)
 - (vii) South of Cable Beacons east of Devonport Wharf
 - (viii) Yachts shall not enter Small Craft mooring Areas as defined on chart 5322 including all moored vessels and mooring buoys adjacent to these areas
- (b) Elizabeth Reef north of Tutukaka
- (c) Fairway and Albert Reefs in Doubtless Bay

10.2 Leg 2 Mangonui to Stewart Island

- (a) Fairway and Albert Reefs in Doubtless Bay
- (b) Columbia Bank off Cape Reinga
- (c) Pandora Reef off Cape Maria Van Diemen
- (d) Oil Rigs and exclusion zones off Cape Egmont
- (e) Kahurangi Shoals
- (f) Unsurveyed areas along the West Coast of the South Island
- (g) Open Bay Islands off Haast River
- (h) Bishop and Clerks Islands
- (i) Escape Reefs
- (j) Fish Rock Big Rock Halfmoon Bay, and the rocks around it

- (k) Barclay Rock
- (l) Fast Rock

10.3 Leg 3 Stewart Island to Napier

- (a) Barclay Rock
- (b) Fast Rock
- (c) Danger Reef
- (d) Unsurveyed areas on the East Coast of the South Island
- (e) Bushett Rocks and Shoals
- (f) Inaccurate charted depths from Pegasus Bay to Cook Strait due to the uplift of land from the 2016 Kaikoura earthquakes
- (g) Honeycomb and Kahu Rocks off Honeycomb Point
- (h) Uncharted sections off the Wairarapa Coast
- (i) Mercia Rocks and Black Reef at Cape Kidnappers
- (j) In Napier Harbour yachts shall pass North of the buoys that form the Napier Harbour exclusion zone
- (k) Town Reef and Pania Reef Napier Harbour

10.4 Leg 4 Napier to Auckland

- (a) In Napier Harbour yachts shall pass North of the buoys that form the Napier Harbour exclusion zone
- (b) Town Reef and Pania Reef Napier Harbour
- (c) Bull Rocks off Mahia Peninsula
- (d) Ariel Rocks off Gisborne
- (e) Richards Rock off the Mercury Islands
- (f) The Reef off Cape Colville/Port Jackson
- (g) Ahaaha and D'Urville Rocks off Waiheke Island
- (h) In Waitemata Harbour yachts shall pass:
 - (i) North of Beacon on Sewer Outlet (Orakei)
 - (ii) North of Bean Rock light and Doris Rock Beacon (approx. 25 metres north of Bean Rock)
 - (iii) South of Green Beacon on Sandspit (SW of Torpedo Wharf by No.19 Buoy)
 - (iv) West of Rangitoto Lighthouse (When using Rangitoto Channel)
 - (v) South of Emu and Iliomama Rock Beacons (when using Motuihe Channel)
 - (vi) West of Red Buoys on the eastern side of Motuihe Channel (when using Motuihe Channel)
 - (vii) South of Cable Beacons east of Devonport Wharf
 - (viii) Yachts shall not enter Small Craft mooring Areas as defined on chart 5322 including all moored vessels and mooring buoys adjacent to these areas

11 The Starts

- 11.1 Races will be started using RRS 26.
- 11.2 There will be a mass start at each port for all yachts that have completed their stopover requirements.
- 11.3 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 SSANZ Race Committee may attempt to broadcast her name and/or sail number on the VHF channel 77. Failure to make a broadcast will not be grounds for a request for redress. This changes RRS 62.1(a)

11.4 If an inner distance mark is laid, yachts shall not pass between this and the committee boat.

11.5 Leg 1 Auckland

- (a) The starting line is between the combined clubs tower on the breakwater at Westhaven and the permanently moored yellow outer distance mark (ODM).
- (b) All signals will be displayed from the tower.

11.6 Leg 2 Mangonui

- (a) The start area will be off Osprey Head in Doubtless Bay.
- (b) The starting line is between an anchored/moored committee boat displaying a large orange flag at the starboard end of the line, and a laid outer distance mark at the port end of the line.
- (c) Yachts will start in a northerly direction.

11.7 Leg 3 Stewart Island

- (a) The start area will be off Halfmoon Bay Stewart Island or Foveaux Strait
- (b) The starting line is between an anchored/moored committee boat displaying a large orange flag at the starboard end of the line, and an outer distance mark at the port end of the line.
- (c) Yachts will start in a north-easterly direction.

11.8 Leg 4 Napier

- (a) The start will be in Hawke Bay.
- (b) The starting line will be between an anchored / moored committee boat displaying a large orange flag at the starboard end of the line, and an outer distance mark at the port end of the line.
- (c) Yachts will start in an easterly direction.
- (d) No boat shall enter the area ("Port of Napier Exclusion Zone") formed by the straight lines between Port of Napier Mole Head Light (Oc R. 3s 9m 4M) to Buoy "B"(Fl.R.2s), to Buoy "A"(Fl.G.4s), to Buoy "C"(Fl.G.3s), to the Harbour Breakwater Beacon (Fl.R.) (see picture below).
- (e) Boats that are seen to enter the Port of Napier Exclusion Zone shall be penalised, without a hearing, by having their elapsed time for the Napier – Auckland leg increased by 10%. This changes rule 63.1.
- (f) Yachts entering the exclusion zone may also be fined for entering the zone by the Napier Harbourmaster.

11.9 Yachts not finished in time for the mass restarts will start themselves at the designated start time after fulfilling their compulsory stopover requirements. Their start lines will be the same as the finish lines.

11.10 All yachts are to check in with SSANZ Sports Radio on VHF channel 77, 45 minutes prior to the start to confirm their VHF is working and declare their intention to start the race.

12 The Finish

12.1 Mangonui

- (a) The finish line will be between Osprey Head and an anchored committee boat at the starboard end of the line displaying a large Blue flag.
- (b) A flashing strobe light will be fitted to the committee boat at night and will be lit if requested by a finishing yacht.

12.2 Stewart Island

- (a) The finish line will be between Big Rock and Fly Point. A committee boat may be on station but will not form part of the finish line.

12.3 Napier

- (a) The finish line shall be between the East Pier light and the finishing mark. The finishing mark shall have a strobe light attached during the hours of darkness.

- (b) Finishing times will be taken from on-the-water, However may be taken from the Napier Sailing Club's start box at East Pier in adverse conditions.
- (c) No boat shall enter the area ("Port of Napier Exclusion Zone") formed by the straight lines between Port of Napier Mole Head Light (Oc R. 3s 9m 4M) to Buoy "B"(Fl.R.2s), to Buoy "A"(Fl.G.4s), to Buoy "C"(Fl.G.3s), to the Harbour Breakwater Beacon (Fl.R.) (see picture below).
- (d) Boats that are seen by the Race Committee to enter the Port of Napier Exclusion Zone shall be penalised, without a hearing, by having their elapsed time for the Stewart Island – Napier leg increased by 10%. This changes rule 63.1.
- (e) Yacht entering the exclusion zone may also be fined for entering the zone by the Napier Harbourmaster.

12.4 Auckland

- (a) The finish line will be a line out from the combined clubs tower on the breakwater at Westhaven to a permanently moored yellow outer distance mark (ODM).

13 Declaration Forms

13.1 Leg Start Declaration Form

- (a) Competitors are required to submit a declaration form signed by Co-Skippers at the briefing of each leg.
- (b) The declaration shall cover details of any of the following items:
 - (i) The yacht complies with the safety certificate.
 - (ii) The yacht complies with the safety requirements stated in the Notice of Race, Sailing Instructions, and any further amendments that may be posted by the organising authority.
 - (iii) Co-Skippers are physically and medically fit to undertake the leg of the race.

13.2 Leg Finish Declaration Form

- (a) Co-Skippers are required to submit a declaration form at the end of each leg, as provided in the entry pack supplied at or prior to the briefing.
- (b) The declaration shall cover details of any of the following events:
 - (i) Suspension of racing for any reason
 - (ii) Breach of Racing Rules of Sailing
 - (iii) Breach of the Notice of Race
 - (iv) Breach of the Sailing Instructions
 - (v) Breach of Harbour Bylaws
 - (vi) Use of engine for propulsion for any reason
 - (vii) Missed Position report
- (c) Details of any rule that may have been breached. The declaration should include a full account of the circumstances surrounding the breach, and influence if any, of the yachts progress towards the finish of the leg.
- (d) Failure to submit a finish declaration prior to the start of the briefing for the following leg will result in a 5% penalty to be added to the elapsed time of the appropriate leg.

14 Race Postponements

- 14.1 The Race Committee may postpone the start of any leg by any amount of time that they see fit.
- 14.2 The Race Officer may also make a postponement where by the start will not take place before a certain time.
- 14.3 Postponements will be notified on VHF Channel 77 or ashore on the SSANZ official Notice Board at each port or on the SSANZ website.

15 Compulsory Stopovers and Restarts

15.1 The compulsory stopover durations are:

- (a) Mangonui 24 hours (Minimum 12 hours, see text below)
- (b) Stewart Island 72 hours (Minimum 36 hours, see text below)
- (c) Napier 48 hours (Minimum 24 hours, see text below)

15.2 There will be a mass restart of each leg at a convenient time after approximately 75% of the fleet have fulfilled the stopover duration.

15.3 The new start time will be established by the Race officer and will be posted on the SSANZ official Notice Board at each port or on the SSANZ website.

15.4 The remaining yachts, i.e. yachts arriving after the 75% cut off point, may start in the mass restart if the scheduled mass start is after the minimum period of their arrival time. Yachts outside this period must start at a time which is exactly the minimum period after their previous leg finish time.

16 Berthage

16.1 Auckland

Yachts are to assemble in Westhaven three days prior to the start. Skippers are to make their own arrangements for berthage. Yachts must be ready and available for a safety inspection by a SSANZ appointed safety inspector on Wednesday 13th February 2019. Please inform SSANZ of your berth number. Any Rechecks will be conducted on Friday the 15th after the briefing.

16.2 Mangonui

Yachts will anchor in the harbour. Crews will be collected by a dinghy on request. VHF channel 77 shall be used.

16.3 Stewart Island

Yachts will be directed to either moorings or anchorages after finishing. Crews will be collected by a dinghy on request. VHF channel 77 or 65 shall be used.

16.4 Napier

Yachts will be directed to the Inner Harbour and allocated a berth in the marina or an area to tie up at the Napier Sailing Club. Yachts with deep draft may have to be berthed in the commercial area or alongside at the container wharf.

16.5 Hull Cleaning

All yachts are to have their hulls cleaned before the race start on Saturday 16 February 2019, and are required to carry a receipt as proof of cleaning onboard for the entire race. This may be required to be produced to get entry into marina's or harbour's during the race.

16.6 Berthing Lines and Fenders

All yachts are to provide adequate berthing lines and fenders. Marina berths in Napier do not provide berthing lines. It is recommended that each yacht use berthing lines with a suitable stretch factor, as sheets can rip fittings out of decks.

Minimum of two fenders of suitable size are required as yachts may be required to raft up in anchorages and/or the marinas at Napier. (Larger yachts may require more fenders.)

17 Position Reports

17.1 All yachts are required to complete twice daily Safety Position Reports.

17.2 Yachts shall report their position in latitude and longitude (using degrees and minutes e.g. 39°25S-177°30E)

17.3 Yachts with SSB will report what their respective position was at 0700 and 1900 on the sched run by Taupo Maritime Radio on 4146 Mhz at 0733 hours and 1933 hours. Taupo Maritime Radio will call each yacht in alphabetical order.

- 17.4 Yachts using Satellite Phone are to report their position using text to email at 0700 hours and 1900 hours. Text to email messages are to be sent to maritime@kordia.co.nz. Maritime radio will send an acknowledgement. The message must include the following information:
- (a) Vessel Name and Call Sign
 - (b) Position in latitude and longitude in Degrees and Minutes e.g. 39'25.3S - 177'30.7E
 - (c) Course and speed
 - (d) Status e.g. all is well
- 17.5 If necessary Maritime Operations can be contacted on their operations phone +64 4 550 5280.
- 17.6 If unable to complete a Report, yachts are Leg 1 encouraged to use all available means to contact Maritime Radio. Satellite phone, SSB 4125 or 6215, VHF channel 16, Cell phone if in range, other yachts nearby to relay position.
- 17.7 It is a yachts responsibility to complete all required Safety Position Reports
- 17.8 Yachts failing to comply with the Safety Position Report requirements will receive a 1% time penalty for every report they don't complete.
- 17.9 SSANZ Sports Radio will maintain communications via VHF for starts and finishes. Channel 77 will be used for starts. Local Repeater channels used for finishes are as follows:
- (a) Leg 1 Start
 - (i) VHF Channel 77
 - (b) Approaching Mangonui
 - (i) Call SSANZ Sports Radio after passing Berghan Point on VHF Channel 60 and advise ETA
 - (c) Leg 2 Restart
 - (i) VHF Channel 77
 - (d) Approaching Stewart Island
 - (i) Call Stewart Island Fishermans Radio on VHF Channel 65 after rounding Puysegur Point
 - (ii) Yachts must contact Stewart Island Fishermans Radio on VHF channel 65 Two (2) hours from the finish.
 - (e) Leg 3 Restart
 - (i) VHF Channel 77
 - (f) Approaching Napier
 - (i) VHF Channel 62 call SSANZ Sports Radio after passing Cape Kidnappers to advise ETA
 - (g) Leg 4 Restart
 - (i) VHF Channel 77
 - (h) Approaching Auckland
 - (i) VHF Channel 16 call Auckland Maritime Radio after passing Channel Island to advise ETA.
 - (ii) VHF channel 77 call SSANZ Sport Radio approximately one hour out from finishing.
- 17.10 Yachts should be aware of the Maritime Safety Authority VHF emergency and working frequencies around the New Zealand Coast.
- 17.11 Each yacht must be equipped with sufficient battery capacity and charging facilities capable of maintaining the batteries in a fully charged state so that efficient radio communications can be conducted at all times, in addition to the yachts other on-board electrical and electronic and engineering demands.

18 Trackers

- 18.1 All yachts are required to carry a tracker provided by SSANZ.
- 18.2 A representative from SSANZ will fit the tracker to each in consultation with the yachts skipper. Instructions will be provided on the operation of the device.
- 18.3 Trackers must remain powered on for the duration of the race. The race committee will check the trackers and recharge, or replace batteries as required at stopovers.
- 18.4 Crews are responsible for returning the tracking device to SSANZ Race Committee at the end of the race. Competitors failing to return the tracking device will be charged \$1000.00 for the missing unit.

19 Time Limits

- 19.1 In order to qualify as a finisher, a yacht must finish the race no later than noon on Sunday 23 March 2019.

20 Protests and Requests for Redress

- 20.1 Protest forms are available from a SSANZ Race Official.
- 20.2 For protests where only a rule of Part 2 is alleged to have been broken, an arbitration hearing will be offered prior to any formal hearing. Yachting New Zealand regulation 4.5.5 will apply. This changes RRS 44.1.
- 20.3 Protests and requests for redress or reopening shall be delivered to a SSANZ race official within the protest time limit.
- 20.4 The protest time limit is 12 hours after the protesting yacht has finished the leg the protest relates to.
- 20.5 The time limit for protests by the race committee will be 12 hours after the last yacht has finished the leg the protest relates to. This changes RRS 61.3.
- 20.6 Competitors will be informed of hearings in which they are parties.
- 20.7 The Protest Committee may apply an alternative penalty to that of disqualification as provided for in RRS 64.1(a). The scoring abbreviation for a discretionary penalty imposed under this instruction will be DPI. This changes RRS A11.
- 20.8 When the protest committee decides that a boat that is a party to a protest hearing has broken a rule, it may:
 - (i) Disqualify the boat from the leg the protest relates to; or
 - (ii) impose an elapsed time penalty on the boat; or
 - (iii) impose a time penalty on the boat for the leg the protest relates to; or
 - (iv) disqualify the boat from the entire race; or
 - (v) impose no penalty on the boat.

This changes rule 64.1(a).

- 20.9 The protest committee shall not disqualify a boat from the entire race unless it would be inappropriate to do otherwise. This changes rule 64.1(a).
- 20.10 A request to reopen a hearing in respect of a previous leg protest decision shall be delivered within the protest time limit for the following leg. This changes rule 66.
- 20.11 A request to reopen a hearing in respect of a leg 4 protest decision shall be delivered within 30 minutes after the requesting party was informed of the decision. This changes rule 66.
- 20.12 A request for redress based on a leg 4 protest decision shall be delivered no later than 30 minutes after the decision was posted. This changes rule 62.2.
- 20.13 Protests will be heard as soon as possible following the finish of each leg.

21 Scoring

- 21.1 Legs will be scored using the PHRF Passage Base TCF and IRC.
- 21.2 The Low Points scoring system of Appendix A will apply.
- 21.3 No individual leg scores will be excluded. This changes RRS A2.
- 21.4 Any change to the PHRF handicap for a yacht received by the Organising Authority prior to the start will be applied for that leg and subsequent legs, unless a further change is received.
- 21.5 Race results will be posted on the SSANZ website: www.ssanzt.co.nz.

22 Prizes and Prizegiving

- 22.1 Line and handicap prizes or trophies will be awarded as appropriate on the total elapsed and corrected times for the four legs. Other prizes may be awarded on elapsed or correct time for each individual leg.
- 22.2 The following prizes will be awarded:
- (a) 1st on Line Overall (shortest total elapsed time)
 - (b) PHRF Overall (lowest total corrected time for all 4 legs)
 - (c) IRC Overall (lowest total corrected time for all 4 legs)
 - (d) Individual Leg prizes may also be awarded.
- 22.3 The number of prizes for each handicap system will be determined by the number of yachts starting according to the following scale:
- | | | | |
|----------|----|------|-----------|
| Starters | 3, | 4-6, | 7 or more |
| Prizes | 1, | 2, | 3. |

Other awards may be presented for notable events and achievements during the race.

A race memento will be issued to each co-skipper competing in the race.

23 Safety Regulations

- 23.1 All yachts are required to display an allotted race number that will be supplied at or prior to the racing briefing.
- 23.2 All yachts must carry their registered sail numbers on mainsails, trysails, all spinnakers and overlapping headsails, as well as on both sides of the hull. The minimum size on the hull is 50mm. Rule G1.3 (excluding references to class insignia and national letters) shall apply.
- 23.3 A yacht starting a leg of the race without all distinguishing numbers displayed correctly, may be penalised or disqualified.
- 23.4 Any yacht withdrawing from a leg for any reason must advise Maritime Radio as soon as possible by the best means available.
- 23.5 All forms of navigational aids, GPS, weather facsimiles, radar etc are permitted. GPS should be regarded as a navigational aid, not a navigational system.
- 23.6 Yachts shall carry at the start of each leg sufficient food and water appropriate for the leg. The quantity should include provision for mishap.
- 23.7 Any yacht entering an Exclusion Zone, Restricted Zone, or impeding shipping will be penalised by adding 10% to the elapsed time of the appropriate leg.

24 Replacement Crew

- 24.1 Before or during the race a Co-Skipper may be replaced for serious medical, or unforeseen circumstances, with the approval of SSANZ Race Committee. The yacht applying to replace a Co-skipper must apply in writing to the SSANZ Race Committee stating the reason for the replacement and providing full details of the replacement Co-skipper's qualifications, experience, and medical certificate as per NOR 3.5. Any deviation from full compliance of NOR 3.5 will be at the discretion of the SSANZ Race Committee under NOR 3.14.

- 24.2 By prior arrangement, either Co-Skipper may be substituted for a SSANZ Race Committee approved replacement at a designated stop-over. To be eligible, an application must be made to the SSANZ Race Committee before the start of the 2019 Round New Zealand Race, identifying the replacement and providing proof that they have completed a qualifying passage on the yacht as per NOR 3.5(d) and provided SSANZ Race Committee with copies of their medical and advanced sea survival certificates.
- 24.3 Approval may be given at any time until six hours prior to the start of the next leg to be sailed.
- 24.4 All changes of Co-skippers, for whatever reason, will incur a 5% penalty to the yachts total elapsed time for each change.

25 Engine Use

- 25.1 No yacht shall be under power or tow after the preparatory signal. Yachts are permitted to run their engines during the race for the purpose of charging batteries or other functions (i.e. cant keel, operate winches) but the engine shall not cause the propeller to rotate.
- 25.2 Inboard engines fuel and exhaust systems shall be securely installed and protected from the effects of heavy weather. Plugs and/or valves shall be provided for the exhaust system.

26 Disclaimer of Liability

- 26.1 Competitors participate in all races entirely at their own risk, refer to Rule 4. The Organising Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after the race.

27 Insurance

- 27.1 Each yacht shall be insured with valid third-party liability insurance with a minimum cover of five million dollars (\$5m) and a recommended cover of ten million dollars (\$10m) for the race.

Further Information

www.ssanz.co.nz

Geoff Herd Ph: 027 559 4466

Neil Hilder Ph: 021 766 793

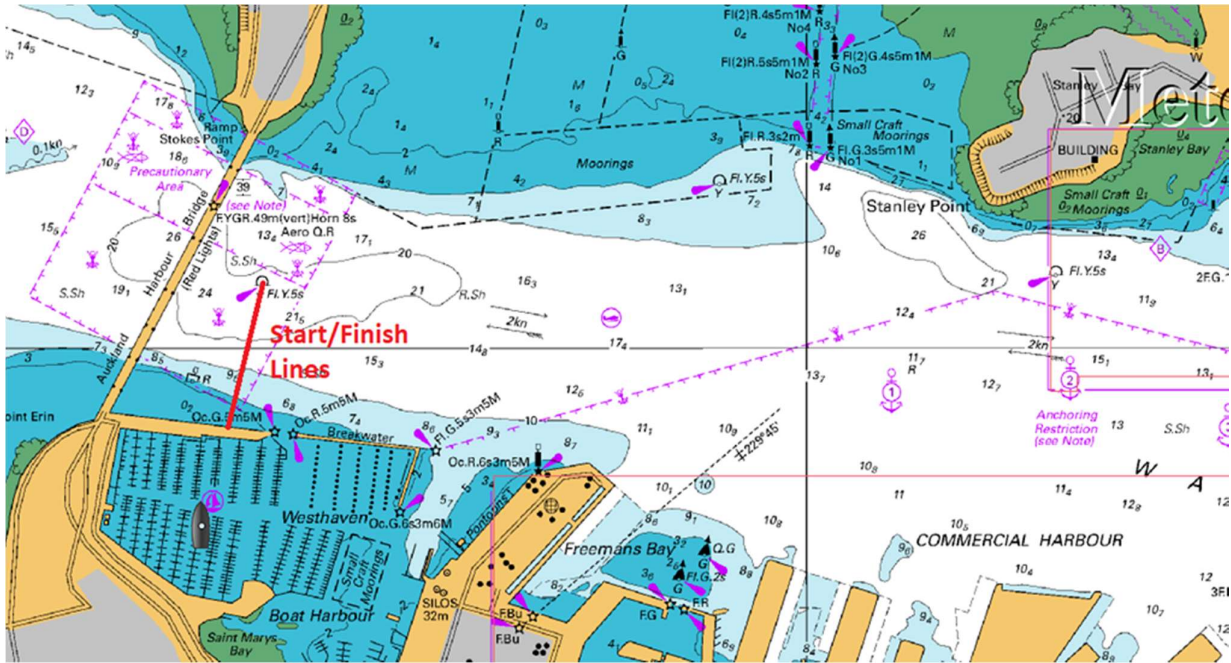
Steve Ashley Ph: 027 477 7969

Postal Address SSANZ, P O Box 40 550, Glenfield, Auckland

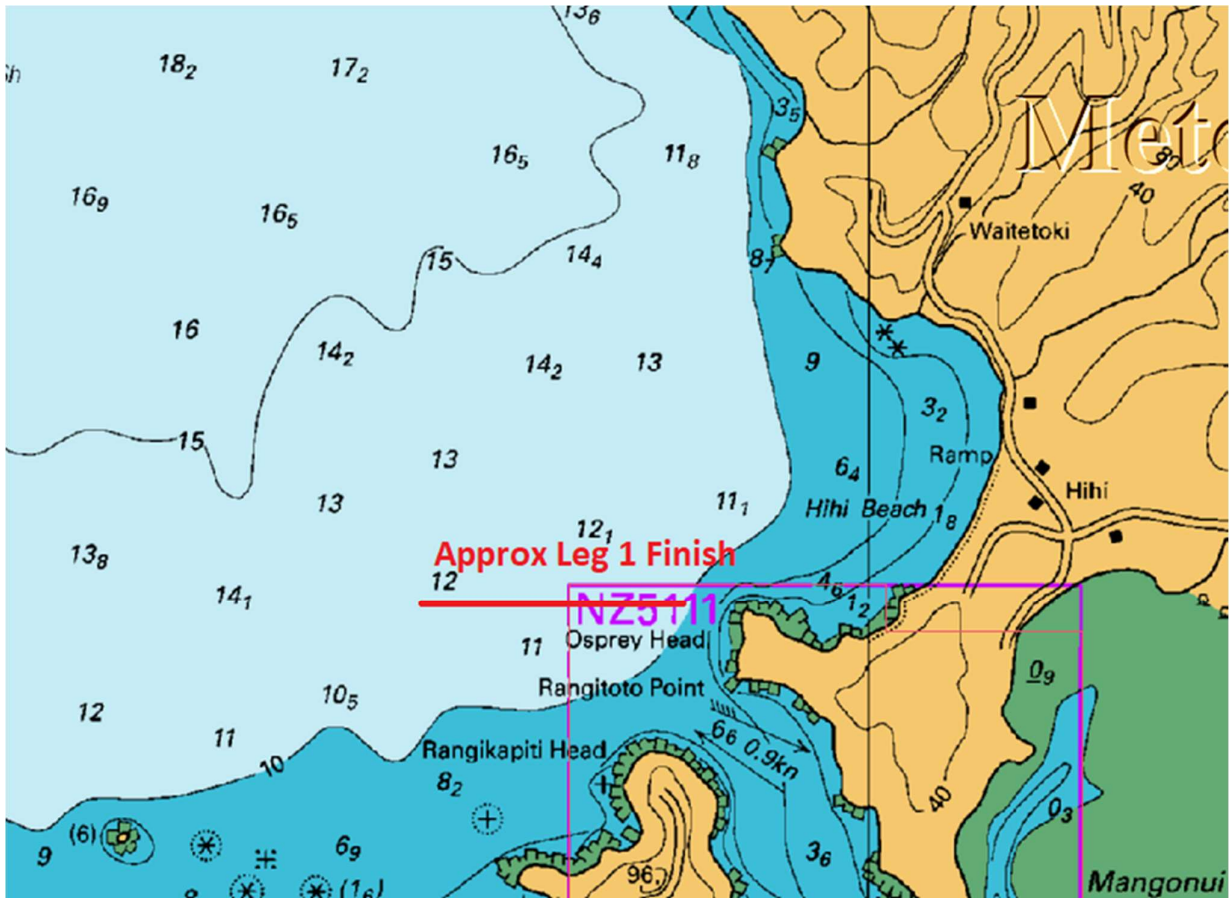
Appendix A Maps of Start Lines and Finish Lines

This appendix has mapping showing the approximate location of start and finish lines for each port.

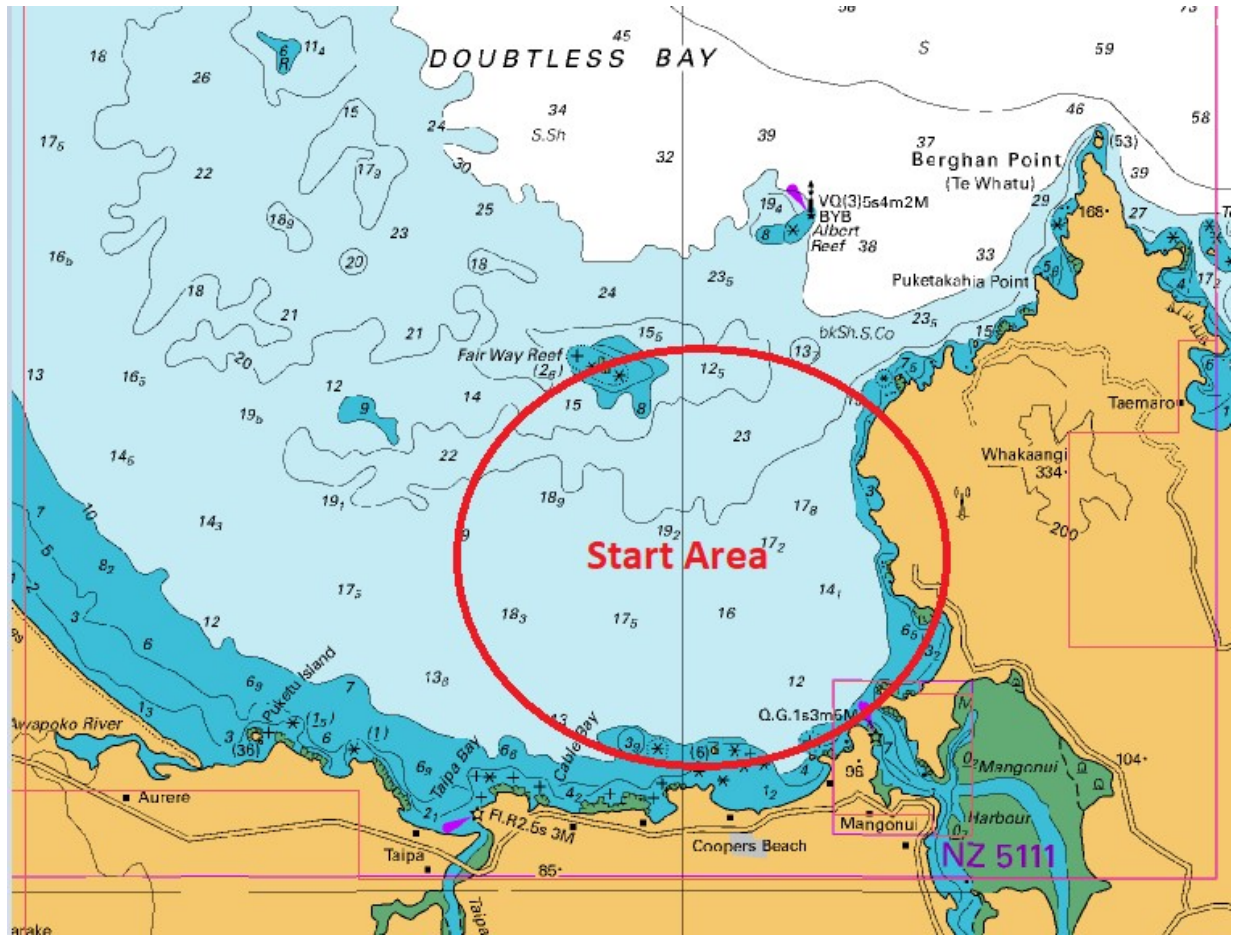
1 Auckland Start and Finish Lines



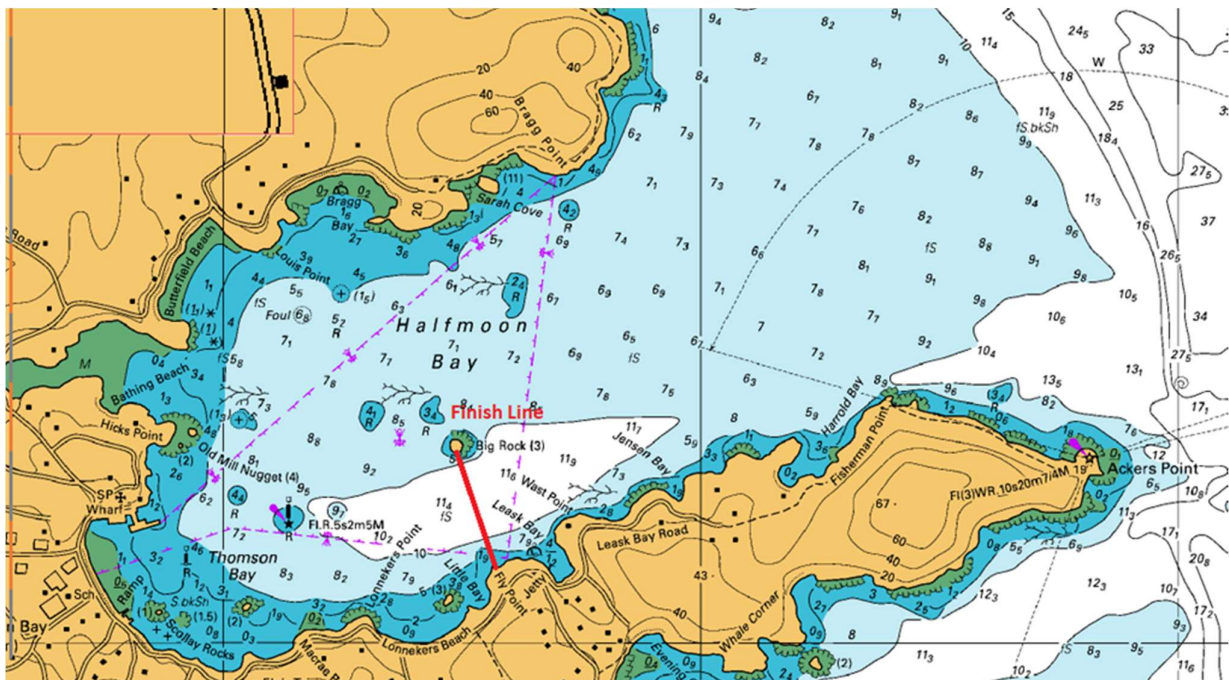
2 Mangonui Finish



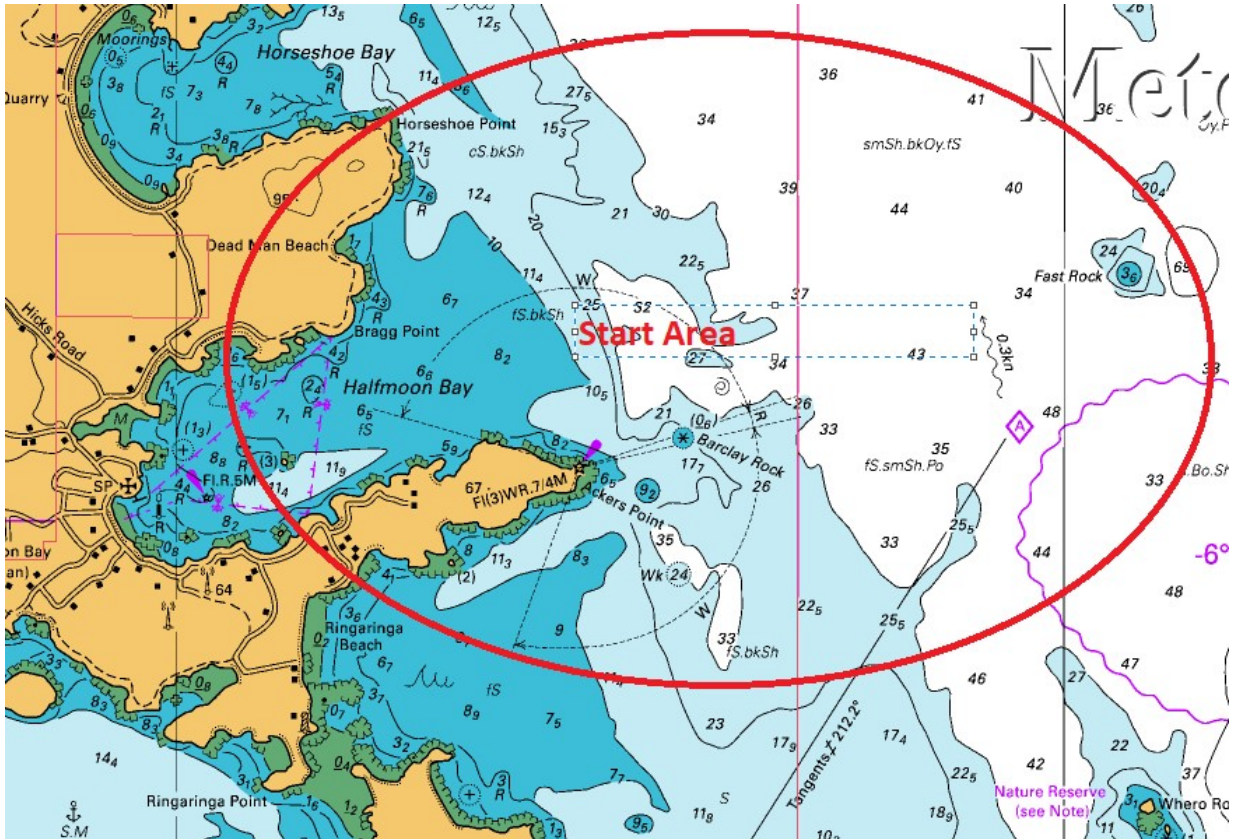
3 Mangonui Start Area



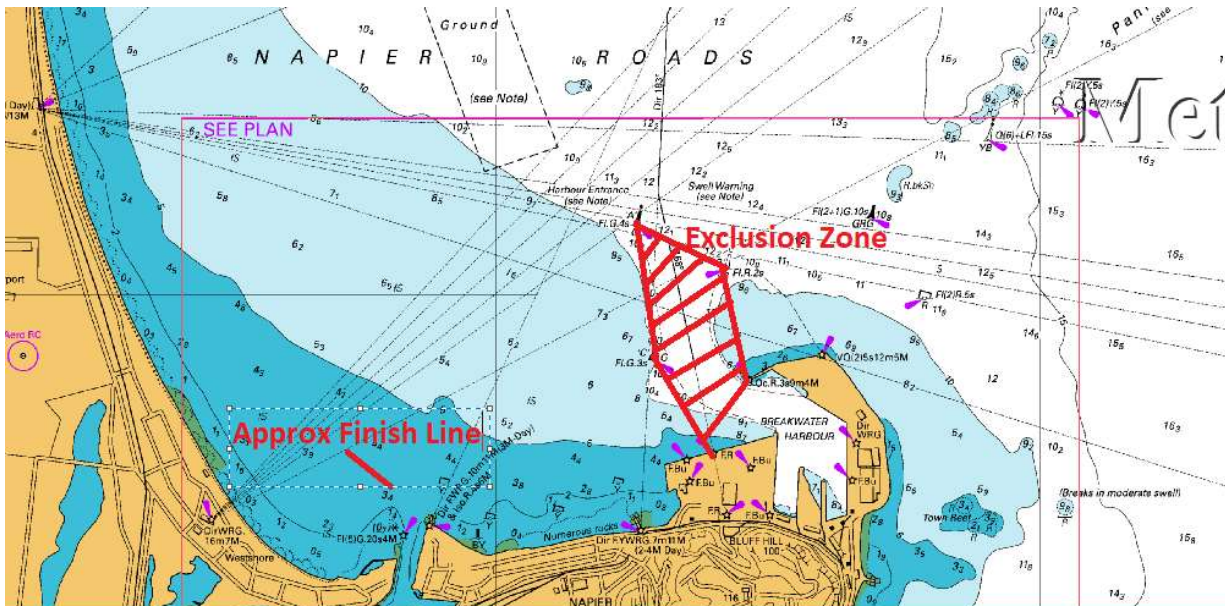
4 Stewart Island Finish Line



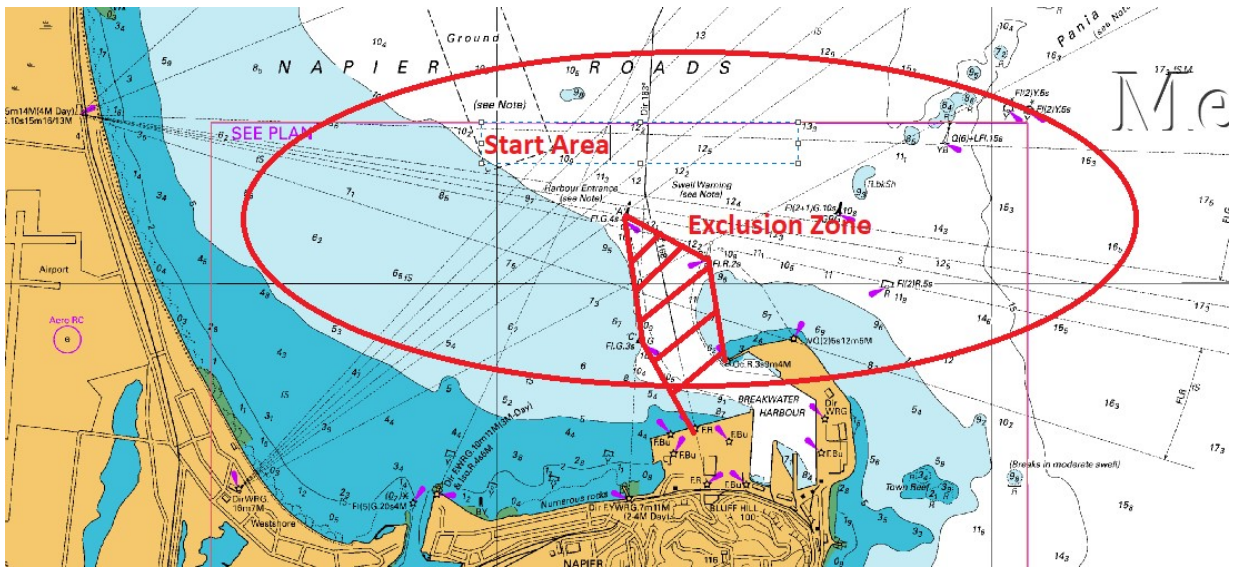
5 Stewart Island Start Area



6 Napier Finish Line



7 Napier Start Area



Appendix B Safety Position Reporting Procedure

This section describes the Safety Position Reporting procedure to be used during all legs of the 2019 Round New Zealand Race.

All yachts must use one of the two available Safety Position Reporting procedures as specified in items 1 and 2 below.

1. Yachts reporting using SSB

- 1.1 Reporting Times: 0733 and 1933
- 1.2 Frequency to be used: 4146 Khz
- 1.3 Taupo Maritime will call all yachts doing scheds by SSB in alphabetical order
- 1.4 When the yachts hears its name called it will respond to Taupo Maritime with the following
 - (a) Yacht name and call sign
 - (b) 0700 or 1900 Position to one decimal place e.g. 39'25.3S – 177'30.7E
 - (c) Course and speed
 - (d) Status e.g. All is well
- 1.5 Taupo Maritime will acknowledge and repeat the position to make sure they have it correct.

2. Yachts reporting using satellite phone

- 1.1 Reporting Times: 0700 and 1900
- 1.2 Report using text to e-mail, or send an e-mail to maritime@kordia.co.nz
- 1.3 Text/e-mail must contain the following information
 - (a) Yacht name and call sign
 - (b) Position to one decimal place e.g. 39'25.3S – 177'30.7E
 - (c) Course and Speed
 - (d) Status e.g. All is well
- 1.4 Leave phone on for one hour after sending position to receive acknowledgement from Taupo Maritime.
- 1.5 If necessary Maritime Operations can be contacted at the Lower Hutt operations centre by phoning **+64 4 550 5280**

3. It is a yachts responsibility to complete all required Safety Position Reports

4. Yachts failing to comply with the Safety Position Report requirements will receive a 1% time penalty for every report missed.
5. If unable to complete a Safety Position Report, yachts are encouraged to use all available means to contact Maritime Operations. Satellite phone, SSB 4125 Mhz or 6215 Mhz, VHF Channel 16, Cell phone if in range, other yachts nearby to relay position.