



– NORTHERN TRIANGLE 2022 –

Sailing Instructions

Including Amendment #4 - 14 Feb 2022

19 February - 27 February 2022

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

PO Box 40-550, Glenfield, Auckland

1 Rules

General and Safety Rules

- 1.1 The race will be governed by the 'rules' as defined in the Racing Rules of Sailing 2021-2024 ("RRS"), along with Part 22 of the Maritime Rules (Collision Prevention Rules), (International Regulations for preventing collisions at Sea)), the Auckland Harbour Navigation Safety Bylaws 2014, Bay of Plenty Regional Navigation Safety Bylaw 2017.

- 1.2 All yachts shall comply with Part II of the Yachting New Zealand (“YNZ”) Safety Regulations 2021-2024 (“SR”), **Category 3 modified as per ALL the requirements stated in the Notice of Race and amendments.**
- 1.3 If there is a conflict between this document and the Notice of Race then this document will take precedence.
- 1.4 Safety checks of any yacht in any division may be made at any time.

2 Changes to Racing Rules

- 2.1 Racing rules will be changed as follows. The changes will appear in full in this document.. The sailing instructions may also change other racing rules.
 - (a) Yachts with lifting keels shall have keels locked in the down position and not moved whilst racing. This changes RRS 51.
 - (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, Part 22 of the Maritime Rules (Collision Prevention Rule, (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 safety and seamanship reasons (e.g. to make repairs or avoid danger) provided that she informs SSANZ at the first reasonable opportunity. This shall not be used to gain tactical advantage (e.g. to get out of adverse tide etc.)
 - (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 from which she suspended racing and inform SSANZ at her first reasonable opportunity.
 - (g) Outside Assistance: (Changes RRS 41(c))
 - (i) Whilst racing, boats may utilise weather information that is routinely available throughout the year to the general public, and whose availability is publicly indexed. (e.g. searchable by Google). Boats shall not arrange for weather routers or meteorologists or other individuals to provide them with advice, custom data or compilations of public data during the race, no matter how that information is communicated.
 - (ii) Boats may receive regularly scheduled weather broadcasts, GRIB data, weather fax transmissions or other internet based forecast information including weather routing functions within an application, whether subscription based or free of charge. (e.g. Metservice or Predictwind)
 - (iii) Prior to the Warning Signal for a leg, there is no limitation on private services or any other source of data or consulting.

3. Handicaps

- 3.1. Multihulls in Division M shall race under General Handicap
- 3.2. Keelboats in Division 1,2 and 3 shall race under PHRF
- 3.3. PHRF certificate compliance measurement may be conducted at any time.
- 3.4. PHRF divisions will be split according to the following PHRF Shorthanded rating as they stand at the start of the race.
 - Division 1 > 0.900
 - Division 2 0.900 to 0.820
 - Division 3 < 0.820

4. Notices to Competitors

- 4.1 Any notices to competitors will be posted on the SSANZ website Noticeboard.

5. Changes to the Sailing Instructions

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

6. Signals Made Ashore

- 6.1 When notices to competitors are posted, they will be posted on the SSANZ website Noticeboard.

7. Schedule of Events

- 7.1 Each co-skipper must attend either in person or online
 - (a) The event briefing at 1900 hrs on Thursday 17 February 2022 at the RNZYS.
A Teams link will be provided 24 hours prior to the briefing
- 7.2 Racing Schedule:
 - (a) Leg One start: 0900hrs on Saturday 19 February 2022
 - (b) Leg Two start: 1400hrs on Sunday 20 February 2022

8. Division Flags

- 8.1 Multihulls - White
- 8.2 Keelboat Division 1 - Blue
 - Division 2 - **Pink**
 - Division 3 - Green

9. The Course

The course starts and finishes between the Westhaven Tower and a line projected through the ODM.

- 9.1 **Leg 1:** Start passing Motutapu Island (port), Tiri Channel Navy Buoy (port) -Eastern most of the two marks to be rounded,Rangitoto Light (port) to finish. (approx. 38nm).

9.2 **Leg 2:** Start passing Motukokako Island [Piercy island] (starboard), Mercury Islands (Starboard), Castle Island (starboard) to finish. (approx 322nm).
(*Castle Island is approximately 3nm east of Hotwater Beach*)

10.

Fairway Marks and Dangers

10.1 Fairway Marks

- (a) In Waitemata Harbour yachts shall not:
- (i) Enter the Small Craft mooring Areas as defined on chart 5322 including all moored vessels and mooring buoys adjacent to these areas
 - (ii) Enter the Defence Area or Port Security and Customs Area as defined by Auckland Transport as “Auckland Restricted Areas”
 - (iii) Enter the Auckland Harbour Restricted Areas as designated in the Auckland Harbourmasters diagrams in Appendix B.
 - (iv) Boats that are seen by the Race Committee or a harbour official to enter the Auckland Harbour Restricted Areas may be penalised, without a hearing, by having their elapsed time for the leg increased by 10%. This changes rule 63.1.
 - (v) Yacht entering the exclusion zone may also be fined by the Auckland Harbourmaster

10.2 Competitors should be aware of dangers around the coast of the North Island including but not limited to:

- (b) Elizabeth Reef north off Tutukaka
- (c) Richards Rock off the Mercury Islands
- (d) The Reefs off Cape Colville and Port Jackson
- (e) Ahaaha and D’Urville Rocks north of Waiheke Island

11. The Start

11.1. Race legs will be started using RRS 26.

11.2. Leg 1 and 2 Auckland

- (a) The starting line is between the Westhaven tower and the ODM for Keelboats, and a line extended into Shoal Bay from ODM for multihulls (See Appendix A)
- (b) All signals will be displayed from the Westhaven Tower.
- (c) Yachts shall start in an easterly direction.

12. The Finish

12.1. The finish line will be a line out from the Westhaven tower to the ODM .If another race is starting at the same time yachts may be directed to finish north of the ODM, and the finish line will be extended into Shoal Bay for this exception.

- 12.2. It is each yacht's responsibility to identify itself and be acknowledged by the race committee when finishing.
- 12.3. At night yachts must illuminate their sail numbers when crossing the finish line..
- 12.4. Yachts must record the time they cross the finish line for all legs using local GPS time and record it with their leg finish declaration.

13. Declaration Forms (<https://portal.ssanz.co.nz>)

13.1. Leg Declaration Form

- (i) Competitors are required to complete the online pre race declaration form on the day of leg start and no later than 2 hrs before the scheduled start.
- (ii) Competitors are required to complete the online post leg declaration within 6 hours of finishing each leg.

14. Race Postponements

- 14.1. The Race Officer may postpone by any amount of time that he sees fit
- 14.2. Postponements will be notified on VHF Channel 77 and on the SSANZ website Noticeboard

17. Twice Daily Check in

- 17.1. All yachts are required to complete twice daily check in reports with SSANZ giving their position at 0700hrs and 1900hrs respectively.
- 17.2. An additional position report must be made during Leg 1 at 1200hrs
- 17.3. Yachts are to complete their twice daily check in report using email during the following time periods, 0700-0730 hours and 1900-1930 hours. These are to be sent to **nt@ssanz.co.nz**
- 17.4. The message must include the following information:
 - (a) Vessel Name and Sail Number in the subject line
 - (b) On the first line. Position in latitude and longitude in Degrees and Minutes e.g. 39'25S - 177'30E
 - (c) On the second line. Update of what has happened on board in the last 12 hours (e.g. top speed, weather, sea state, current sail selection, what's for breakfast or dinner.)
 - (d) On the third line. Answer to question requested in previous check in acknowledgement
- 17.5. **NT@ssanz.co.nz** will send an acknowledgement. The acknowledgement may have a question that is to be answered at the next check in.
- 17.6. If a yacht can't complete this requirement via email then you must inform Maritime Radio of your position.
- 17.7. Yachts failing to comply with the Twice Daily Check In requirements will receive, without a hearing, a 1%-time penalty for every report they don't complete per leg,

18. Radio Instructions

18.1. Auckland

Approaching the finish.

- (a) Contact SSANZ Sport Radio on VHF channel 77 after passing Bean Rock Light. (Entering Waitemata Harbour)

Leg 1 and 2 Starts

- (b) VHF Channel 77, will be monitored 1 hr before the start.
- 18.2. Yachts should be aware of the Maritime New Zealand VHF emergency and working frequencies around the North Island Coast.
- 18.3. VHF Channel 16 is the international distress and hailing (calling) channel and is monitored continuously by the Maritime Operations Centre (Maritime Radio). Maritime Radio will direct you to the appropriate working channel after contact has been made on Channel 16.
- 18.4. Each yacht must be equipped with sufficient battery capacity and charging facilities capable of maintaining the batteries in a charged state so that efficient radio communications can be conducted at all times, in addition to the yacht's other on-board electrical and electronic and engineering demands.
- 18.5. Yachts are to maintain a listening watch on VHF Channel 16 at all times whilst racing
- 18.6. When yachts need to contact SSANZ for any other reason whilst racing outside of cell phone range, they are to firstly call Maritime Radio on Channel 16, failing this Email **racing@ssanz.co.nz or text the Race Officer Scott Wilson 021 653 434**

19. Trackers

- 19.1. All yachts are required to run the PredictWind tracking on a cellphone onboard connected to the yacht's electrical system and charging, is in a position that enables it to have mobile coverage whilst racing.

Time Limits

- 19.2. In order to qualify as a finisher, a yacht must finish the race no later than noon on Sunday 27 February March 2022. This may be extended by the race committee if there are any major delays during the race.

20. Protests and Requests for Redress

- 20.1. Protest forms are available from <https://www.yachtingnz.org.nz/resources/blank-protest-form>.
- 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 that 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 that the protest relates to. This changes RRS 61.3.
- 20.6. Competitors will be informed of hearings to 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 which is a party to a protest hearing has broken a rule, it may:
 - (a) disqualify the boat from the leg that the protest relates to; or
 - (b) impose an elapsed time penalty on the boat; or
 - (c) disqualify the boat from the entire race; or

- (d) 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's 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 2 protest decision shall be delivered within 30 minutes after the requesting party is informed of the protest committee decision. This changes rule 66.
- 20.12. A request for redress based on a leg 2 protest decision shall be delivered no later than 30 minutes after the decision is posted. This changes rule 62.2.
- 20.13. Protests will be heard as soon as practically possible following the finish of each leg.

21. Safety Regulations

- 21.1. Any yacht withdrawing from a leg for any reason must advise SSANZ as soon as possible by the best means available. If required this may be via Maritime radio.
- 21.2. Yachts shall carry, at the start of each leg, sufficient food and water appropriate for the leg. The quantity should include provision for mishap.
- 21.3. Any yacht impeding shipping will be penalised, without a hearing, by adding 10% to the elapsed time of the appropriate leg.
- 21.4. Yachts are to ensure that the AIS unit is set to transmit at all times.

22. Engine Use

- 22.1. 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.
- 22.2. Outboard motors when not in use shall be stowed in a position that enables their immediate use if required and shall not be unfastened from their normal operating position.
- 22.3. 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.

23. Disclaimer of Liability

- 23.1. 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.

24. USE OF DRONE FOR APPROVED MEDIA

- 24.1. All those who take part in the race/regatta/series as competitors as well as support crew, spectators and officials, agree to be overflown by a drone during the event. This includes your person and your property (boats).

25. RULE INFRINGEMENTS (Changes RRS 63.1, 64, and A5)

- 25.1. The Race Committee may without a hearing apply a time penalty of 1 hour added to a boat's elapsed time, that fails to lodge a declaration as required by SI 13.
- 25.2. The Race Committee may without a hearing penalise a boat in accordance with SI 23.6 for not transmitting their AIS as required.
- 25.3. The Race Committee shall without a hearing apply a 30% scoring penalty to an OCS boat that fails to start correctly, or a boat that does not comply with RRS 30 (This changes RRS 28, A4.2.).

Further Information

www.ssanz.co.nz

Scott Wilson Ph: 021 653 434 - Race Officer

Jon Henry Ph: 027 477 9745 - Race Director

Neil Hilder Ph: 021 766 793 - Chairman

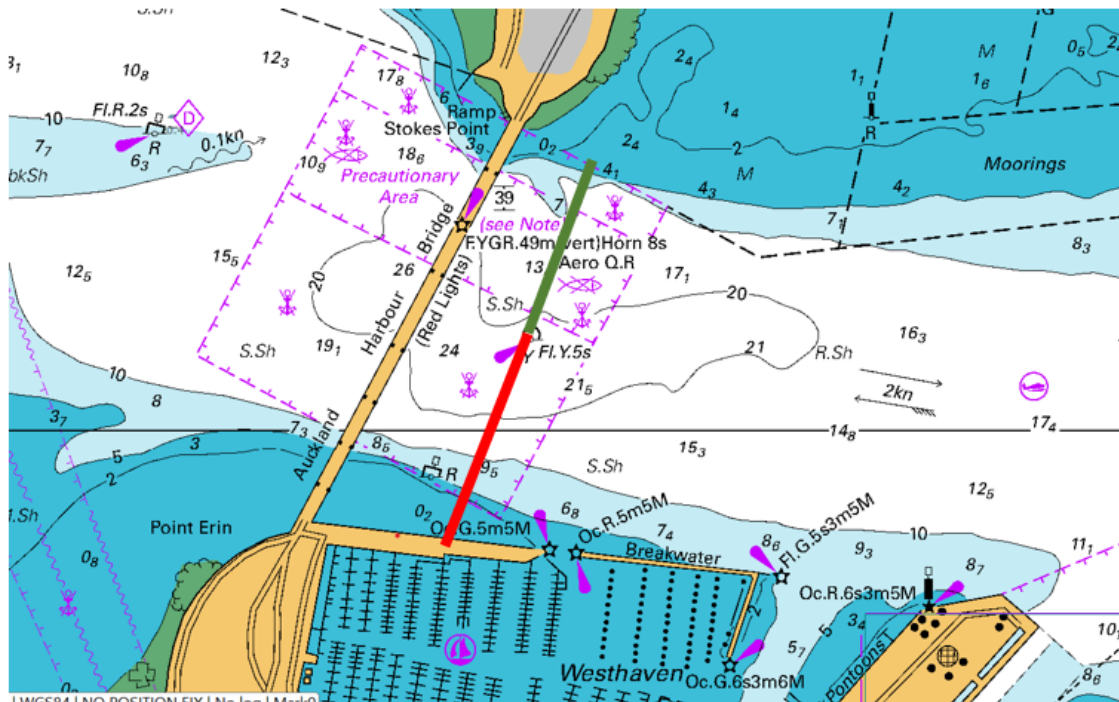
Postal Address SSANZ, P O Box 40 550, Glenfield, Auckland

Appendix A Charts of Start Lines and Finish Lines

1. Auckland Start

Red section for Keel boats Div 1,2,3

Green Section for Multi hulls Div M



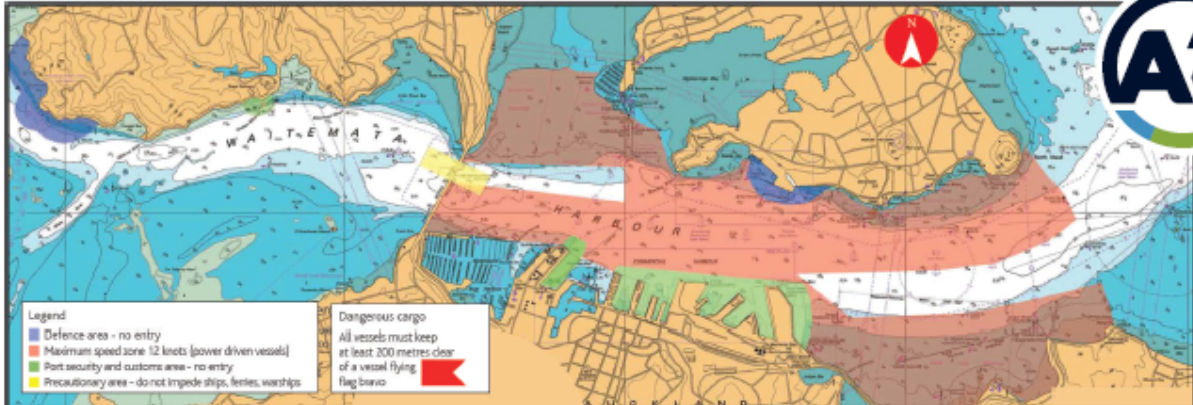
Auckland Finish - Red section for all

Unless directed to finish north of ODM as per 12.4

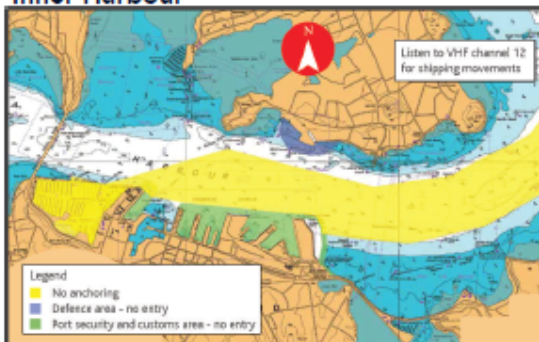
Appendix B

Auckland Harbour Restricted Areas

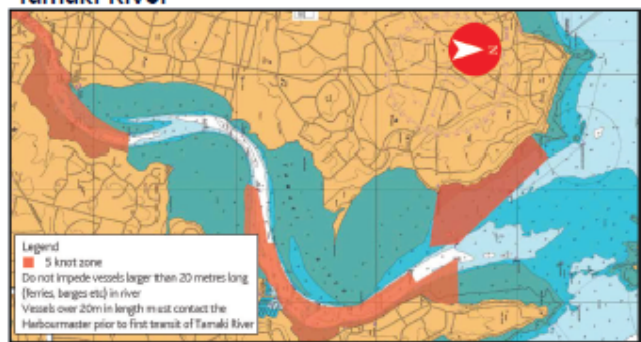
Auckland Restricted Areas



Inner Harbour



Tamaki River



Reproduced courtesy of Land Information New Zealand

**NOT TO BE USED
FOR NAVIGATION**



A speed restriction of 5 knots applies within 200 metres of the shore or 50 metres of another boat or person in the water.

Lif jackets - take them, wear them.

Harbourmaster
24 hour emergency duty officer
Phone: 09 362 0397 ext 1

**In an emergency use
VHF channel 16 or
phone 111**