



2022 Chains, Ropes and Anchors Enduro

Notice of Race

22 April – 24 April 2022

The Organising Authority is the Short Handed Sailing Association of New Zealand. (SSANZ)
PO Box 40-550, Glenfield, Auckland

This Notice of Race states the requirements that yachts must meet to enter the race. The Sailing Instructions provide the detail of how the race will be run on the water. All yachts must meet all requirements of this Notice of Race to be acknowledged as an accepted competitor.

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 the Auckland Harbour Navigation Safety Bylaws 2014.
- 1.2 All **Shorthaul Division** yachts shall comply with Part II of the Yachting New Zealand ("YNZ") Safety Regulations 2021-2024 ("SR"), Category 4 modified as follows:
 - (a) A 406MHz Emergency Position Indicating Radio Beacon (EPIRB) which is registered with the Rescue Coordination Centre of Maritime New Zealand in the name of the entered yacht.
 - (b) Jackstays to category 3. (SR 17.23).
 - (c) Lifelines must be fitted to category 3 (SR 17.24).
 - (d) A floating grab bag containing the following items: (SR 17.33).
 - (i) Cat 4 Flare pack
 - (ii) The 406MHz Emergency Position Indicating Radio Beacon (EPIRB), or PLB registered with the Rescue Coordination Centre of Maritime New Zealand in the name of the yacht or crew person's name.
 - (iii) Waterproof floating torch
 - (iv) Cell phone and/or handheld VHF.
 - (v) All electrical devices shall be waterproof, or in a waterproof holder, and be fully charged.

- 1.3 All **Longhaul Division** yachts shall comply with Part II of the Yachting New Zealand (“YNZ”) Safety Regulations 2021-2024 (“SR”), Category 3 safety certificate. This is to be submitted no later than 1830 hours 15 April 2022.
- (a) Yachts shall carry communications equipment to comply with Rule 18 (refer SR Part 2)
 - (b) A liferaft for the duration of the race as defined by rule 17.11 (refer SR Part 2)
 - (c) A Coastal First Aid/Medical Kit that meets or exceeds the requirements of a “Coastal Kit” as defined in SR Appendix 1
 - (d) 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. Yachts may have a dispensation of this requirement if they satisfy all the requirements of NOR 1.13
 - NZ51 (Tauroa Point to Cape Brett)
 - NZ52 (Cape Brett to Cuvier Island)
 - NZ532 (Approaches to Auckland)
 - NZ54 (Cuvier Island to East Cape)
 - NZ5324 (Tamaki Strait and Approaches)
 - Symbols, Terms and Abbreviations NP5011 or equivalent.
 - Current NZ Almanac, including tide tables 2016/2017
 - Cruising Guides
 - (e) The above charts shall also 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 yachts 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. Yachts may have a dispensation of this requirement if they satisfy all the requirements of NOR 1.12. Life jackets are to be serviced in accordance with manufacturer’s requirements and the necessary documentation available for the Safety Inspector at the time of inspection or the organising authority at the time of declaration. (YNZ SR 17.07). Documentation is to be carried on board at all times.
- 1.4 SSANZ recommends that ALL competitors, while underway, wear lifejackets that meet New Zealand Standard 5823:2005 (inflatable type 401 150N+) with crotch strap, and the use of personal EPIRBs/PLBs and strobe lights.
- 1.5 All crew are recommended to be clipped on before leaving the safety of the cockpit.
- 1.6 All yachts shall display navigation lights between sunset and sunrise that comply with Part II of the Yachting New Zealand Safety Regulations.
- 1.7 If any damage is caused, however minor, to a Ports of Auckland red or green navigational buoy or beacon the yacht shall immediately inform the race officer and the Auckland Harbourmaster (phone 09 366 0055) of the occurrence and the extent of the damage to the buoy or beacon.
- 1.8 Competitors shall keep clear of all ships over 500 tonnes when in pilotage waters. This particularly refers to, but is not limited to, ships in the main navigational channels. This rule is not open to protest by other competitors.
- 1.9 Safety checks of any yacht in any division may be made at any time.
- 1.10 The Longhaul Division will be scored on PHRF, yachts entering without a current certificate will not receive a handicap result.
- 1.11 PHRF certificate compliance measurement may be conducted at any time.
- 1.12 The Shorthaul and Cruising Divisions will be scored on General handicaps issued for this event.

- 1.13 In the Cruising Divisions, yachts should use only headsails used to advantage to windward (Close-hauled) and attach the full length of the luff to a permanent load bearing forestay. One sail is allowed per forestay. Headsails may be boomed out using a spinnaker pole.
- 1.14 All boats shall have 2 crew. Yachts in the Cruising Division may carry children under the age of 13 years of age as passengers, and these children should not be involved with the sailing of the yacht whilst racing.
- 1.15 Appendix T, Arbitration, will apply.

2 Changes to Racing Rules

- 2.1 Racing rules shall be changed as follows.
- 2.2 Yachts with lifting keels shall have keels locked in the down position and not moved whilst racing. This changes RRS 51.
- 2.3 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.
- 2.4 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.
- 2.5 Rule 52 shall not apply to the adjustment of a canting keel or water ballast.
- 2.6 Yachts may use an autopilot or other self-steering device. This changes rule 52.
- 2.7 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.
- 2.8 Suspension of racing: (changes RRS 41 and RRS 48.1.)
 - (a) A yacht may suspend racing for safety or seamanship reasons (e.g. to make repairs) 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 or current, etc.)
 - (b) A yacht that has suspended racing may use a propulsion engine, haul out, or make fast, until she resumes racing.
 - (c) 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.
 - (d) Before resuming racing, a yacht shall return to the position where she suspended racing, and inform SSANZ at her first reasonable opportunity.
- 2.9 Outside Assistance: (Changes RRS 41(c))
 - (a) Whilst racing, boats may utilise weather information that is routinely available throughout the year to the general public, and whose availability is publicly indexed. (i.e. 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, screenshots of public data during the race, no matter how that information is communicated.
 - (b) Boats may receive regularly scheduled weather broadcasts, GRIB data, weather fax transmissions or other internet based forecast information including Predict Wind weather routing, whether subscription based or free of charge.
 - (c) Prior to the Warning Signal there is no limitation on private services or any other source of data or consulting.
- 2.10 For protests where only a rule of Part 2 or rule 31 is alleged to have been broken, an arbitration hearing may be offered prior to any formal protest hearing.

3 Advertising

- 3.1 Yachts may be required to display advertising chosen and supplied by the SSANZ in accordance with ISAF Regulation 20.

4 Eligibility and Entry

4.1 Eligibility

- (a) The Longhaul Course is open to all self-righting monohull yachts of not less than 7.924m hull length and Multihulls over 8m. (Length as defined in the Equipment Rules of Sailing).
- (b) The Shorthaul Course is open to all self-righting monohull yachts of not less than 6.096m hull length and Multihulls over 8m. (Length as defined in the Equipment Rules of Sailing).
- (c) Each yacht must, in the opinion of the Organising Authority, be capable of safely taking part in the race.
- (d) To be eligible to compete, each entrant and crew member shall:
 - (i) Be a financial member of a club recognised by the entrant and crew member's national authority; and,
 - (ii) The skipper shall sign the entry form or declaration form at the briefing;

4.2 Entries

- (a) Eligible yachts may enter by completing the online entry form at www.ssanz.co.nz and pay the entry fee by 1830hrs on Tuesday the 19th of April 2022.
- (b) In the event of an entrant being found to have made a false statement, their entry may be refused and their entry fee will be forfeited.
- (c) The Organising Authority reserves the right to include or exclude any yacht or person for whatever reason.

5 Fees

- 5.1 Required entry fees are as follows: \$95.00 (Non SSANZ members) / \$85.00 (SSANZ members)
- 5.2 Entry fees will not be refunded unless the entry is rejected by the Organising Authority.
- 5.3 Payment of entry fees to be made on the SSANZ website only.

6 Schedule

- 6.1 Online briefing Wednesday 20 April 2022, briefing meeting details will be published by Monday 18 April 2022.

Skipper and/or Co-Skipper must attend.

- 6.2 Racing Schedule:

- (a) The warning signal for the Longhaul division will be at 0955 hours Friday 22 April 2022.
- (b) The warning signal for the Shorthaul division will be at 1720 hours Friday 22 April 2022.
- (c) The warning signal for the Cruising division will be at 1725 hours Friday 22 April 2022.

7 Sailing Instructions

Final Sailing Instructions will be available on or before 13th April 2022

If there are any conflicts between the SI and NOR then the SI shall prevail.

8 Start

The starts will be conducted from the Westhaven Tower and the line will be between the tower and the ODM using rule 26.

9 Finish.

The finish line will be in the area of Bon Accord Harbour.

10 The Courses

Course Area: Hauraki Gulf, Colville Channel, North of Cape of Rodney

- 10.1 Longhaul Course to be confirmed.

Course length approximately 255 nm.

- 10.2 Shorthaul Course

Course length approximately 66 nm.

10.3 Cruising Course

Course length approximately 32 nm.

11 Penalty System

The Scoring Penalty, rule 44.3, will apply.

12 Scoring and Prizes

12.1 Race results will be posted on the SSANZ website: www.ssanz.co.nz.

12.2 Prizes will be awarded for line honours, 1st, 2nd, and 3rd on PHRF or General handicap in each division.

12.3 The intention is to have the prizegiving on Saturday 23rd April at 1800 hours, Kawau venue to be confirmed. The exact time and location of the prizegiving will be advised upon finishing.

13 Communications

13.1 Position reports will be required via Text Message at points stated in SI's

13.2 Predictwind Trackers will be required to be operating on each yacht at their start and every endeavour must be made to keep them running whilst racing.

14 Disclaimer of Liability

14.1 Competitors who participate in any SSANZ event do so entirely at their own risk. Refer to RRS Fundamental Rule 4. SSANZ will not accept any liability for material damage, personal injury or death sustained in conjunction with or prior to, during or after the event.

14.2 SSANZ will make starting signals unless in the race committees' opinion it is manifestly unsafe for yachts to race. Each yacht shall exercise her responsibility under RRS Fundamental Rule 4 and decide whether or not to start or continue to race.

14.3 SSANZ is not responsible for the sea-worthiness of a yacht whose entry is accepted and/or the sufficiency / adequacy of its equipment or the competence of its co-skippers.

15 Insurance

15.1 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.

16 Media

SSANZ reserves the right to use any photograph and video taken during the event. Images and videos may be used for promotion and publicity purposes.

Further Information

www.ssanz.co.nz

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