



**SSANZ**

# 2023 SSANZ Two-Handed Round North Island

## Notice of Race

**25 February - 16 March 2023**

**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 a yacht and the co skippers 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.

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### 1. 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, Wellington Regional Navigation and Safety Bylaws 2003, 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 2021-2024 ("SR"), Category 2 modified as follows:

#### Communications:

- 1.2.1. Yachts shall carry communications equipment. All yachts will carry a satellite communication system.
- 1.2.2. The satellite communication system shall be powered on, and able to receive calls at all times.
- 1.2.3. Yachts shall provide the satphone number and satellite system email address to the race committee. Yachts must produce evidence that their satellite voice and e-mail communications are functioning properly.
- 1.2.4. Yachts shall produce evidence from Maritime Radio that transmissions from their VHF and AIS have been received clearly at a range of no less than 20nm from the nearest Maritime Radio Antenna.
- 1.2.5. Yachts shall carry a copy of the "Failed Communications Plan" and store it near their VHF radio, satellite voice communication system and single sideband marine radio transmitter ( this document will be provided by SSANZ ).
- 1.2.6. All boats shall carry and maintain SSANZ supplied Trackers, which must remain switched on while racing.
- 1.2.7. All yachts shall carry an AIS Transponder capable of transmitting and receiving AIS data.
- 1.3. Category 2 liferaft for the duration of the race as defined by rule 17.11 (refer SR Appendix 2)
- 1.4. 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.
- 1.5. Each yacht shall carry a minimum of 20L of the above engine fuel in one or more suitable separate containers and have a system to enable the use of this fuel independently from the main fuel supply.
- 1.6. 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) NZ4633 (Wellington Harbour)
- (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) NZ4432 (Taranaki Roads)
- (xvi) NZ5322 (Auckland Harbour East)
- (xvii) NZ5324 (Tamaki Strait and Approaches)
- (xviii) NZ5412 (Port of Tauranga)
- (xix) NZ5571 (Gisborne)
- (xx) NZ615 (Marlborough Sounds)
- (xxi) Symbols, Terms and Abbreviations NP5011 or equivalent.
- (xxii) Current NZ Almanac, including tide tables
- (xxiii) Cruising Guides

Each yacht should consider additional charts for inshore navigation and ports of refuge.

- 1.7. 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 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 and must be in addition to the standard Cat 2 requirement.
- 1.8. The following paper charts must be carried as a minimum.
  - (i) NZ 23 North Island
  - (ii) NZ 532 Approaches to Auckland
  - (iii) NZ 5114 Doubtless Bay and Whangaroa Harbour
  - (iv) NZ 46 Cook Strait
  - (v) NZ 5612 Napier Roads
- 1.9. Additional safety checks of any yacht in any division may be made at any time.
- 1.10. For protests where only a rule of RRS Part 2 or Rule 31 is alleged to have been broken, an arbitration hearing may be offered prior to any formal protest hearing. For protest hearings the protest committee may give a penalty less than disqualification at their discretion.
- 1.11. PHRF certificate compliance measurement may be conducted at any time.
- 1.12. For the purposes of this event, racing is on consecutive days and the sails carried must remain the same.
- 1.13. Exceptionally, in the case of significant damage or loss:
  - 1.13.1. With prior permission from the Race Committee, sails may be replaced with similar sails; and
  - 1.13.2. 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).

#### Changes to Racing Rules

- 1.14. Racing rules will be changed as follows. The changes will appear in full in the sailing instructions. The sailing instructions may also change other racing rules.
  - 1.14.1. Yachts with lifting keels shall have keels locked in the down position and not moved whilst racing. This changes RRS 51.
  - 1.14.2. 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.
  - 1.14.3. 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.

- 1.14.4. Rule 52 shall not apply to the adjustment of a canting keel or water ballast.
- 1.14.5. Yachts may use an autopilot or other self-steering device. This changes rule 52.
- 1.14.6. Between the hours of sunset and sunrise the International Regulations for Preventing collisions at Sea shall apply. This changes RRS Part 2.
- 1.14.7. Suspension of racing: (changes RRS 41 and RRS 48.1.)
  - 1.14.7.1. 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.)
  - 1.14.7.2. A yacht that has suspended racing may use a propulsion engine, haul out, or make fast, until she resumes racing.
  - 1.14.7.3. 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.
  - 1.14.7.4. Before resuming racing, a yacht shall return to the position where she suspended racing and inform SSANZ at the first reasonable opportunity.
- 1.14.8. 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.
- 1.14.9. Neither the Skipper nor the Co-skipper may be replaced without the prior written approval of SSANZ. This approval may be given at any time up until six hours prior to the start of a leg. Approval shall be granted provided SSANZ is satisfied that the replacement is eligible to compete. The same crew must complete all legs to be eligible for overall prizes
- 1.14.10. 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.

## **2. Advertising**

- 2.1. Yachts may be required to display advertising chosen and supplied by the SSANZ in accordance with Appendix 1 - 20 World Sailing Advertising Code.

## **3. Eligibility and Entry**

All required documentation must be provided to the SSANZ by the due date to retain a valid entry.

### Eligibility

- 3.1. The event is open to all self-righting monohull yachts of not less than 7.924m hull length (as defined in the Equipment Rules of Sailing).
- 3.2. Each yacht must have a current PHRF certificate.
- 3.3. Each yacht must have a current Category 2 safety certificate. To be submitted no later than 1830 hours 31 January 2023.
- 3.4. Liferaft inspection certificate. To be submitted no later than 1830 hours 31 January 2023.
- 3.5. 406 EIRPB registration certificate for all EIRPB's and PLB's to be carried during the race. (see beacons.org.nz) Emergency contacts must be up to date. These certificates are to be submitted no later than 1830 hours 31 January 2023.
- 3.6. Each yacht must, in the opinion of SSANZ, be capable of safely taking part in the race, designs and construction may rule out some yachts that may otherwise meet other requirements.
- 3.7. All yachts are to provide a receipt of antifouling within six months, or have their hulls cleaned before the race. A copy of the receipt or evidence to be provided no later than the briefing on Friday 24 February 2023. Yachts 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 marinas or harbours during the race.

- 3.8. To be eligible to compete, each Co-Skipper shall:
- 3.8.1. Be a financial member of a club recognised by the co-skipper's national authority;
  - 3.8.2. Born on or before 25 February 2005;
  - 3.8.3. Have completed a qualifying voyage of approximately 250nm or more, non-stop, on open water, together on the entered yacht two handed, and provided evidence of the voyage to the satisfaction of SSANZ. Ideally this will be in a recognised race.
  - 3.8.4. Entrants may be required to submit a log of their qualifying miles showing their course and daily progress, worked up navigation calculations, or independent evidence to substantiate their qualifying miles. Yacht Club Officials, Harbour officials or a person/s authorised by SSANZ would form such evidence. To be submitted no later than 1830 hours, 31 January 2023.
  - 3.8.5. Have a current certificate from a Yachting New Zealand approved Advanced Sea Survival course. To be submitted no later than 1830 hours 31 January 2023.
  - 3.8.6. Have a current first-aid certificate to work-place first aid or coastal medic level. To be submitted no later than 1830 hours 31 January 2023.
  - 3.8.7. All co-skippers must supply a medical certificate declaring them fit to compete. The certificate shall be issued within two months prior to the start to be submitted no later than 1830 hours 20 February 2023.
  - 3.8.8. Competitors may be required to produce additional documentation following receipt of their entry and will be given a reasonable amount of time to produce this.
  - 3.8.9. For publicity purposes high-resolution digital images of the yacht and co-skippers (approximately 1MB in size) must be forwarded to the Organising Authority no later than the closing date for entries.
  - 3.8.10. One or more digital colour photos of the boat, suitable for search and rescue purposes forming part of the required documentation. One photo shall be of the boat under full sail.
  - 3.8.11. SSANZ require all required documentation, including items of eligibility to be submitted no later than Wednesday 30 November 2022, unless otherwise specified in this notice of race.

#### Entries

- 3.9. Entries will open to SSANZ members at 1900 on Sunday 1st May 2022. Entry for Non SSANZ Members will open at 1900 on Tuesday 3rd May 2022. Eligible yachts may enter by completing the entry form on the SSANZ website.
- 3.10. Entries will close at 1830hrs on Friday 4 November 2022 .
- 3.11. Any entry will not be considered complete until full payment has been received by SSANZ
- 3.12. Complete the race declaration form.
- 3.13. Late entries will be accepted until 1830hrs on Sunday 29 January 2023.
- 3.14. In the event of an entrant being found to have made a false statement, their entry will be refused, and their entry fee will be forfeited.
- 3.15. All required documentation must be provided to the organising authority by the due date to retain a valid entry.
- 3.16. SSANZ reserves the right to include or exclude any yacht or person for whatever reason.

#### **4. Fees**

- 4.1. Required fees are as follows:
  - Entry fee:       \$2200.00 (Non SSANZ members)
  - \$2000.00 (SSANZ members)
  - Late entry fee: \$3000.00
- 4.2. Entry fees will not be refunded unless the entry is rejected by SSANZ.

- 4.3. Yachts failing to return a tracking device will be charged the full cost to replace the tracking device.

## **5. Schedule**

- 5.1. Both Co-Skippers must attend the following:
  - 5.1.1. The farewell function at 1900hrs on Thursday 23rd February 2023 Westhaven Marina.
  - 5.1.2. The event briefing at 1000hrs on Friday 24 February 2023 at Westhaven.
  - 5.1.3. The leg two, leg three and leg four briefings at the time and place set by the Race Officer.
- 5.2. Racing Schedule:
  - 5.2.1. Leg One start: 1400hrs on Saturday 25 February 2023
  - 5.2.2. Leg Two, Leg Three, and Leg Four starts: At a time set by the Race Officer
- 5.3. Compulsory Stopover Durations
  - 5.3.1. Mangonui 24 hours minimum after 60% of the yachts have finished
  - 5.3.2. Waikawa 48 hours minimum after the 60% of the yachts have finished
  - 5.3.3. Napier 48 hours minimum after the 60% of the yachts have finished
  - 5.3.4. There will be a mass start for each leg at a convenient time set by the Race Officer soon after 60% of the fleet have fulfilled the stopover duration.

## **6. Inspection**

- 6.1. Every yacht must be in an approved central Auckland Marina with a current Category 2 (or higher) safety certificate and be available for inspection by 1000hrs on Tuesday 21 February 2023.
- 6.2. Every yacht will be inspected by honorary inspectors appointed by the Race Committee for compliance with its safety certificate, this Notice of Race, Sailing Instructions and its ability to safely take part in the race.
- 6.3. Yachts that do not pass the inspection may remedy any defects and request a further inspection.
- 6.4. Any yacht that does not pass an inspection by 1700hrs on Friday 24 February 2023 will be deemed to have withdrawn from the race.

## **7. Divisions**

- 7.1. Yachts will be split into the following divisions.
  - 7.1.1. Division 1 – PHRF 0.9500 and above
  - 7.1.2. Division 2 – PHRF 0.8600 to 0.9499
  - 7.1.3. Division 3 – PHRF 0.7900 to 0.8599
  - 7.1.4. Division 4 – PHRF 0.7899 and below
- 7.2. The Organising Authority reserves the right to alter the divisional split according to entries received.

## **8. Measurement**

- 8.1. Each yacht shall produce a valid PHRF certificate by 1830hrs on Wednesday 30th November 2022.
- 8.2. No changes to PHRF certificates may be made after 1700hrs on Tuesday 7 February 2023, except as a result of a rating protest, to correct rating office errors, or as a result of a new certificate issued by Yachting New Zealand or the rating office.
- 8.3. Yachting New Zealand may adjust PHRF handicaps at the end of each leg. Yachts will remain in the same division as they were during the first leg regardless of subsequent changes to PHRF handicap.

## **9. Sailing Instructions**

- 9.1. Final Sailing Instructions will be available on or before 20 February 2023.

## **10. The Courses**

- 10.1. The course rounds the North Island of New Zealand in an anticlockwise direction starting and finishing in Auckland's Waitemata Harbour.
- 10.2. The course shall be:
  - 10.2.1. Leg One: Auckland Harbour to the entrance of Mangonui Harbour (approximately 154 nautical miles)
  - 10.2.2. Leg Two: Entrance of Mangonui Harbour to Queen Charlotte Sound (approximately 475 nautical miles)
  - 10.2.3. Leg Three: Tory Channel to Napier Harbour (approximately 215 nautical miles)
  - 10.2.4. Leg Four: Napier Harbour to Auckland Harbour (approximately 366 nautical miles)

Approximate total 1210 nautical miles.

## **11. Penalty System**

- 11.1. The Scoring Penalty, rule 44.3, will apply.

## **12. Scoring**

- 12.1. Legs will be scored on PHRF Shorthanded.
- 12.2. The Low Points scoring system of Appendix A will apply.
- 12.3. No individual leg scores will be excluded. This changes RRS A2.
- 12.4. 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 leg, unless a further change is received.

## **13. Prizes**

- 13.1. The following prizes will be awarded:
  - 13.1.1. Major prize 1<sup>st</sup> PHRF Overall (lowest total corrected time overall for all 4 legs)
  - 13.1.2. Major prize 1<sup>st</sup> Line Overall (shortest total elapsed time)
  - 13.1.3. Minor prizes PHRF Overall (lowest total on points for all 4 legs)
  - 13.1.4. Minor prizes PHRF by Division (Divisional lowest total on points for all 4 legs)
  - 13.1.5. Minor prizes Line by Division (Divisional lowest total on points for all 4 legs)
- 13.2. The number of places in each division will be determined by the number of yachts starting according to the following scale;
  - 13.2.1. Starters 3, 1 Prize. Starters 4-6, 2 Prizes. Starters 7 or more, 3 prizes.
- 13.3. Other awards may be presented for noble events and achievements during the race.
- 13.4. A race plaque/memento will be issued to each co-skipper completing the race.

## **14. Declarations**

- 14.1. Competitors are required to submit a declaration form prior to and at the end of each leg, declarations are to be made online via the race portal .

## **15. Disclaimer of Liability**

- 15.1. 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.
- 15.2. 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.
- 15.3. 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.

## 16. Insurance

- 16.1. 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.
- 16.2. Evidence of insurance shall be provided by 1830hrs on Wednesday 30 November 2022.

## 17. Summary of key dates

Regular entries close	NOR 3.10		Friday 4 November 2022
Evidence of insurance to be provided	NOR 16.2		Wednesday 30 November 2022
Rating Certificates to be provided	NOR 8		Wednesday 30 November 2022
Late entries close	NOR 3.13		Sunday 29 January 2023
Qualifying evidence, Advanced Sea Survival, First-Aid Certificates	NOR 3.8		Tuesday 31 January 2023
Cat 2 safety certificate	NOR 3.3		Tuesday 31 January 2023
Liferaft servicing certificate	NOR 3.4		Tuesday 31 January 2023
EPRIB & PLB registration certificates	NOR 3.5		Tuesday 31 January 2023
Final Sailing Instructions on or before	NOR 9.1		Monday 20 February 2023
Medical Certificate	NOR 3.8.7		Monday 20 February 2023
Boats to be present for inspection	NOR 6.1		Tuesday 21 February 2023
Farewell function	NOR 5.1.1		Thursday 23 February 2023
Boats to pass inspection	NOR 6.4		Friday 24 February 2023
Hull cleaning or antifouling receipt or evidence	NOR 3.7		Friday 24 February 2023

### Further Information

[www.ssanz.co.nz](http://www.ssanz.co.nz)

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