



SSANZ

Short Handed Sailing Association



EVOLUTION SAILS ROUND NORTH ISLAND
TWO HANDED YACHT RACE

Round North Island Race Entrants' Guide

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1 About this Guide

As potential competitors decide whether they would like to take part in this race, they are usually seeking information. The purpose of this guide is to provide anyone thinking about entering and preparing for the Two-Handed Round North Island Race with some of the information they may be seeking.

Additional information quite often comes from previous competitors and experienced sailors. As this will be only the fourteenth edition of this race, there is limited information available unless you know any of the previous competitors.

Some experienced competitors in two-handed sailing may have a good handle on the challenge that this race provides, but also question why SSANZ as the organising authority has specified certain items in the Notice of Race and Sailing Instructions. This guide gives some explanations, but feel free to contact committee members or the Race Director to discuss anything in particular.

The Short Handed Sailing Association of New Zealand (SSANZ) is very experienced at running some of the toughest and most challenging races on the coast of New Zealand on a regular basis. That said, SSANZ is not perfect. It is a group of enthusiastic, short-handed sailors trying to provide great events for other sailors.

Please be aware that in organising major races, SSANZ needs to fulfil numerous requirements, whether regulatory, relating to sailing rules, or just providing sailors with a fun and exciting event. In the modern world, that means the level of compliance for SSANZ has risen, and so it has for the competitors. Therefore, we all need to work together to ensure the event for everyone is run to the highest possible standards.

This guide is intended to give you broad information and help in planning your approach to the Race. However, it is important that all Co-Skippers understand that the Race itself is governed by the Notice of Race (NOR) and the Sailing Instructions (SI), as well as to the rules and regulations specifically referenced in the NOR and SI. If there is any conflict between this guide and the NOR or SI, the NOR and SI take precedence.

If you are thinking about entering this unique event, are you ready for New Zealand's most challenging yacht race? SSANZ is committed to running the next edition of this race

Now is the time to start preparing. The race may seem a long way away, but that time will pass very quickly and there is a huge workload for competitors to get through. Yachts need to be prepared for safe and effective operation by a two-handed crew. Upgrades to various systems, items of equipment, sails and rigs will all need to be considered. The list can be as big as you want to make it.

Your yacht has to be prepared to all the requirements stated in the Notice of Race, ready for pre-race inspection.

The crew need to train and know the systems and procedures inside out and be able to perform them in all conditions, and with sleep deprivation. Crews also need to be physically and mentally fit to take on the challenge. They need to know how to manage their bodies for diet, sleep, sea sickness and potential injury while keeping the brain and body functioning at a high level.

So, the work now begins.....

2 The Round North Island Race - History

The Two-Handed Round North Island Race (RNI) was created over a number of jugs of beer at the Masonic Hotel in Devonport, Auckland in 1976 by Sir Peter Blake and Martin Foster. The idea was based on Sir Peter's experience in the Round Britain Race, and Martin's experience of sailing around New Zealand in his yacht Truant.

The Devonport Yacht club took up their proposal for the race and a committee was formed to organise the race with Martin Foster as chair, Sir Peter Blake as technical director, with Brian Blake (Sir Peter's father), and John Woollacott as members of the committee.

The first race was started on Tuesday 22 February 1977 by Prince Philip off Devonport Wharf as part of the Queen's Silver Jubilee tour. The race attracted forty-five entries and thirty-nine starters. First to finish was Sir Peter Blake and Graham Eder on the yacht Gerontius. The overall winner on handicap was the 25-foot sloop Marimba sailed by Eric Wing and David Anderson.

Devonport Yacht Club ran the second race in February 1980. This race amassed twenty-nine starters, but encountered an unforecasted storm off North Cape, and further bad weather for most of the race. Only nineteen yachts finished the race.

Devonport Yacht Club continued to run the race in 1983, 1986, and 1989. After 1989 Devonport Yacht Club put the race into recess for seven years due to a lack of sponsorship to be able to afford to run it. The Short-Handed Sailing Association of New Zealand (SSANZ) took over the organisation of the race entirely, working with Devonport Yacht Club for the running of the race in 1996. Since then, SSANZ has run the race every three years and grown the race to be New Zealand's most challenging yacht race held on a regular basis.

The Two-Handed Round North Island race has not always been easy sailing. The 1983 race suffered a fatality when Phil Levy was lost overboard off Brilliant in fairly light conditions one night in the vicinity of Cape Turnagain. Phil's body was never recovered after an intensive eight-day search. His sister Lady Fay Gair presented the Phil Levy Memorial Trophy for the race in Phil's memory.

In the 1996 race Sneaky Frog hit a submerged object and later sank under tow, although her crew were rescued. 2011 is the toughest race in recent history with yachts in the fleet suffering a large amount of damage; three dismasting's, two yachts suffering major keel issues, one yacht suffering rudder issues and a competitor with a broken back. Of the thirty-six starters only eighteen yachts completed the race.

The race has a very strong element of adventure. It is quite unlike almost any other race you will compete in. There are two other major aspects to the race.

Firstly, the friendships that are made through the event. Even years afterwards at yachting functions you will often find Two Handed RNI crews in a corner catching up. Completing your "lap" is an initiation into a very special club.

Secondly the race attracts a very large number of people worldwide who become totally fascinated with the race and follow its progress in absolute awe. With the use of YB Trackers on the yachts and the ability to get updates off the boats via social media, it is easier for people to follow the race.

As HRH Prince Philip warned in his prelude in the programme for the 1977 Two Handed Round North Island Race:

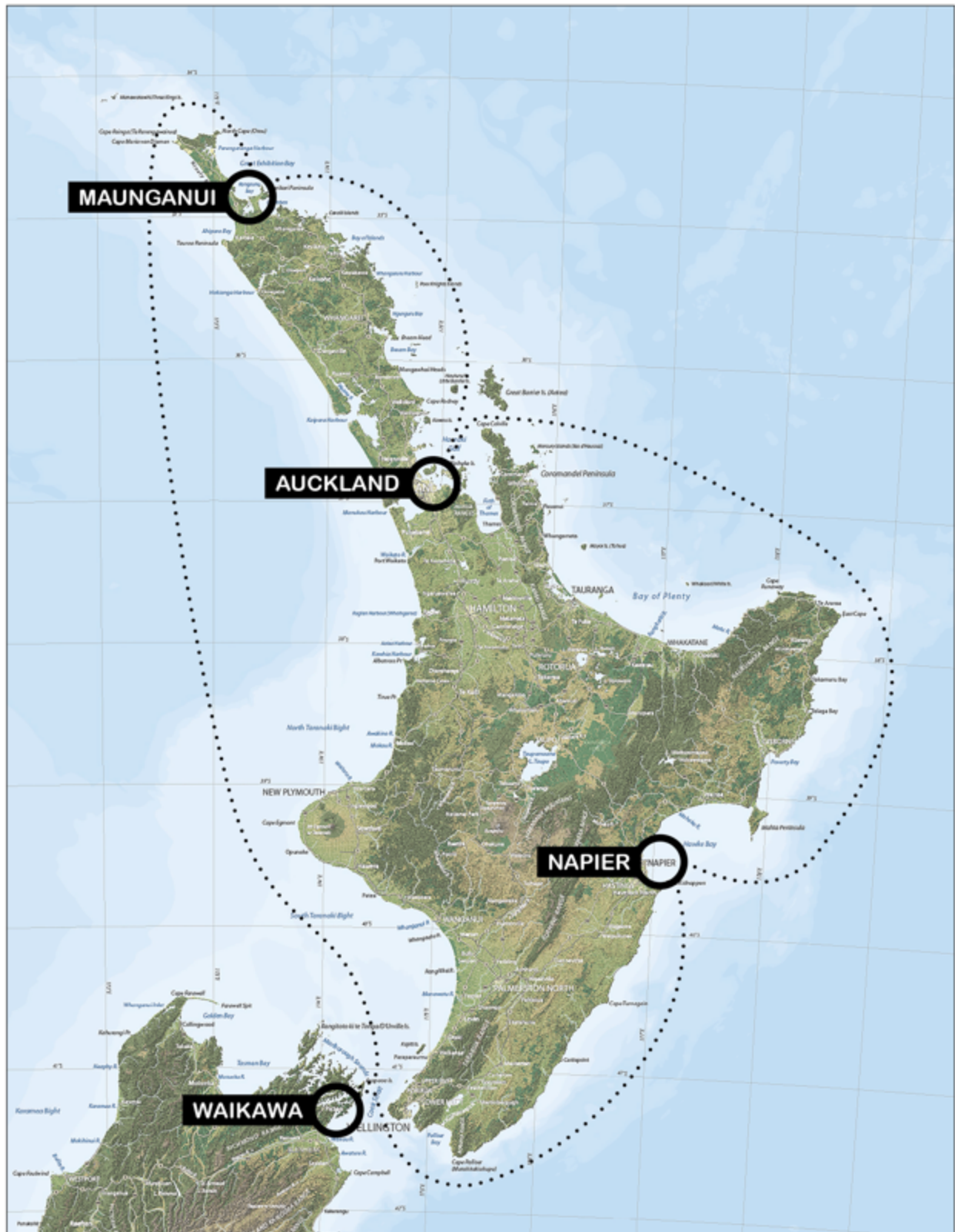
"This race is a serious challenge even to experienced yachtsmen, and completing the course without mishap will be an achievement in itself."

The Prince also said

"There may be no practical purpose in a race of this sort, nevertheless I suspect that Captain Cook himself would have heartily approved of the project."

3 The Course

The course for the 2023 Round North Island Race is an anticlockwise circumnavigation of the North Island of New Zealand, taking all North Island capes to port.



3.1 Leg One – Auckland to Mangonui

Leg One starts off Devonport Wharf in the Waitemata Harbour in Auckland, rounds North Head and out through the Rangitoto Channel heading north past the Whangaparaoa Peninsula, Kawau Island, Cape Rodney. Then choose inside or outside the Hen and Chicks, past the Poor Knights, across the Bay of Islands, then inside or outside the Cavalli Islands, before rounding Berghan Point into Doubtless Bay to finish off Mangonui Harbour. A bit longer than the Coastal Classic, this leg allows the crew to settle into the race and get systems sorted.

Distance 154 Nautical Miles

Off we go – on February 25 – for a well earned break away from the hustle and bustle..... last fifty can be tricky! Inside the islands or outside? Hungry? The worlds greatest feed of fish and chips awaits you. Watch out for the flora and fauna. They've been lonely these past few years.



Start of Leg 1, Devonport Wharf RNI 2017

3.2 Leg Two – Mangonui to Queen Charlotte Sound

Leg Two is the long leg. Start off Mangonui Harbour, leave Doubtless Bay and head for North Cape. After rounding both North Cape and Cape Reinga it's inside or outside of Pandora Bank, then into the Tasman Sea heading South. The weather will change, and it is getting colder. Rounding Cape Egmont watch out for the oil rigs. Then across the top of Cook Strait, which will be kind or not. Enter Queen Charlotte sound to finish in the outer sound near Motuara Is. Then a peaceful cruise 18nm up the sound to Waikawa. Time for a craft beer/wine tour!

Distance 480 Nautical Miles

Study 'the banks' while you regroup in Mangonui. Don't forget to turn left at the top. Keep an eye out for oil rigs and Albatross. Kapiti Island and the South Island – which beckons you away from the North Island with naked mermaids... or was that just sleep deprivation? Study the tides !!

Mangonui Clubrooms, RNI stopover 2017





Waikawa cannot wait to welcome the fleet

3.3 Leg Three – Tory Channel to Napier

Leg Three starts outside Tory Channel, taking you across the notorious Wellington South Coast, question here will be, do you sail close to use the tidal rips or go wide to avoid? Now Turakirae Head leads you into Palliser Bay passing Ngawi to Cape Palliser. Then up the Wairarapa Coast passing Castle Point and Cape Turnagain. Around Cape Kidnappers into Hawke Bay to finish off Napier Harbour. Time for a wine/craft beer tour.

Distance 220 Nautical Miles

Windy at Palliser. Can be a windy trip up the Wairarapa, but the hospitality in Napier makes up for any hardship.

3.4 Leg Four – Napier to Auckland

Leg four is the home stretch. Start off Napier Harbour heading for Portland Island, past Bull Rock and north to the East Cape, then across to Cape Runaway and into the Bay of Plenty. Get through the Colville Channel and past Channel Island to the choice, Motuihe Channel or Rangitoto Channel, and up to the finish off Westhaven.

Distance 367 Nautical Miles

The thinking man's leg – well, you should really have been thinking the whole trip. But now, as you approach the finish – do you go offshore or stay inshore? Cover him or cover her? Right about now – It's all about the loaded gun.....!

Napier stopover sail repairs, RNI 2017



4 Application for Entry and Entry Process

The entry process and eligibility requirements are stated in the Notice of Race. SSANZ will require an application for entry with the required entry fee of \$2000.00 to be paid on application for entry.

The entrant will be required to enter the following details into the race portal. Further details can and will need to be updated by the entrants.

- Full details, sail numbers, Design of the yacht and contact details of both skippers

SSANZ will review the application based on the criteria stated in the Notice of Race, but also SSANZ need to be satisfied that the yacht design and build is capable of undertaking such a punishing race. The Co-Skipper's experience at two-handed sailing will also be considered.

The aim is that SSANZ, as the organising authority, is comfortable that the yacht and the crew will meet all the requirements of the Notice of Race and should be capable of competing in the race. SSANZ are asked by competitors from time to time to accept entries from sports boats or trailer yachts in the large coastal races that it runs. These yachts were never designed or built to withstand serious offshore conditions. If SSANZ has some questions about the yacht they will discuss these with the owner and designer in order to make a sound, reasoned judgement of the yacht's capability, however the decision to allow or not a yacht to race will be final and SSANZ will not enter into any further discussion.

SSANZ will notify the Skipper/applicant as to whether the application for entry has been accepted or declined within 5 weeks of application. At this point, if an entry is declined, the full entry fee will be refunded, and reasons given as to why the application was declined. SSANZ decision is final.

When an application is accepted, all entry criteria must be met by the due dates as laid out in the Notice of Race. Failure to meet these requirements and time frames will be taken to mean that the entry has withdrawn from the Race. There will be no entry fee refunds for yachts that withdraw from the race.

Entries into the Two Handed Round North Island Race will be limited to 40 yachts. There are already a number of crews and owners working on their campaigns for this running of the race. So, with the level of interest in the race being so high, the first 40 places will be snapped up quickly. SSANZ will run a waiting list for those that wish to enter but have missed out on the limited places. Due to the preparation required for the race, there are always a few yachts that drop off for various reasons. When this happens the place in the race is offered the next available yacht in the waiting list.

This may seem harsh to some competitors, but SSANZ has a huge workload, undertaken by only a small group of extremely enthusiastic volunteers. The information required needs to be delivered by the due dates so that the organisation with local authorities, yacht clubs and government agencies, such as Maritime Radio and the Rescue Coordination Centre, can be delivered and arrangements finalised by race start.

SSANZ also produces a race programme and website information so friends, family, keen yachties, and the general public can follow the race via the trackers and also know some information about the competitors. This helps to promote the race to the media and other organisations to support the event.

Additionally there will be a WhatsApp group setup where info will be shared and questions can be asked (there is no such thing as a stupid question)

4.0 Race Documents

The Two-Handed Round North Island Race is governed by two main documents that are issued to the competitors. These are the Notice of Race and the Sailing Instructions.

4.1 Notice of Race

The Notice of Race (NOR) document lays out the rules that the race will be sailed under and the requirements that the yacht and the co-skippers must comply with to be accepted as a competitor in the race. This document is what you agree to when you enter the race.

The yacht must meet all the safety requirements as detailed in the NOR to be ready for the safety check prior to the start of the race. This includes all the Cat 2 requirements in Part II of the Yachting New Zealand (YNZ) Safety Regulations, and all additional items in the rules section of the NOR. Included, but not limited to, are communications equipment, navigation equipment and charts, fuel and emergency fuel requirements and trackers.

The NOR also states the required items and criteria that the co-skippers must meet, and the paperwork that must be provided to verify that those requirements have been met. Items included, but not limited to, are the qualifying voyage, Advanced Sea Survival certificate, First-Aid certificate, medical clearance certificate, photographs of the co-skippers and yacht, as well as co-skipper biographies.

On completing the entry form you are agreeing to be bound by the conditions and rules set out in the NOR. SSANZ will be checking that all yachts do, in fact, meet these requirements. There are no shortcuts.

4.2 Important Dates

The Notice of Race specifies all the important dates for the race, eligibility requirements. These dates must be met and signed off so that you meet the requirements of the entry and eligibility requirements as detailed in the Notice of Race.

All requirements of the Notice of Race need to be met to retain your entry status or you will be classed as having withdrawn from the race at that point.

Eligibility criteria and dates that it needs to be delivered by need to be planned for from the beginning of your planning to do the race. Leaving it to the last minute before the briefing or the start will not be accepted by SSANZ.

4.3 Sailing Instructions

The Sailing Instructions state how the race will be run on the water. Start line and finish lines are defined, plus berthage and anchoring requirements in the stopover ports. This is everything you need to know while racing or once the race is under way.

Your yacht should have met the requirements of the NOR and completed the required safety checks and the co-skippers should have met all the eligibility and entry requirements, plus paperwork provided and completed before the Sailing Instructions are enforced for the race.

5 Boat Suitability

5.0 Overview

Like the crew, the boat needs to be capable of taking on the conditions likely to be seen during the Round North Island Race. We invoke the **Category 2 requirements of Part II of the Yachting New Zealand Safety Regulations**, to decide on the suitability of a boat's stability, equipment and construction standards. [Link to Yachting NZ Safety Regulations 2021- 2024](#)

The Notice of Race has modified the standard Cat 2 requirements above the standard prescribed by Yachting New Zealand to enable the yachts to have more tools and items available to deal with unforeseen situations. (Co-Skippers seeking further information regarding safety may wish to consult World Sailing's Category 2 special regulations, which are similar but not identical to those of YNZ. [http://www.sailing.org/tools/documents/OSR2017mo230012017-\[19870\].pdf](http://www.sailing.org/tools/documents/OSR2017mo230012017-[19870].pdf))

The yacht's design and construction also needs to be able to withstand the stresses and strains that could be encountered in a longer offshore race. Even though this race may only be seen as a coastal race, the course passes through areas that are notorious for bad weather, and also along stretches of coast where there is nowhere available to seek shelter.

Yacht Suitability

All yachts must be monohull yachts, and hold a valid YNZ PHRF certificate.

Length	Suitable keelboats over 7.924 metres overall hull length. Prod and bow sprits are additional to the overall hull length.
Hull Construction	All yachts must meet the hull construction requirements as stated in the Yachting New Zealand Safety Regulation Part II category 2 or above. This includes the series or launch date requirements for build certificates and plan approvals.
Stability	All yachts must meet the stability requirement of Yachting New Zealand Safety Regulations Part II category 2. SSANZ recommend that where possible yachts exceed this requirement and meet the requirements of category 1 or category 0.
Safety Certificate	Yachts are required to be inspected by a Yachting New Zealand approved safety inspector, and provide to the organising authority, by the due date in the Notice of Race, a Yachting New Zealand Category 2 safety certificate, the validity date of which extends beyond 1 April 2023.

5.1 Hull Construction

To ensure that your yacht is designed and constructed to withstand the rigours of offshore racing, the yacht must meet certain design and construction standards.

To determine whether a hull construction certificate needs to be provided to the safety inspector or organising authority please find out the earliest of the age and series date for your yacht. When was your yacht launched, and when was the first yacht of your class launched. List the subsequent modifications made to your yacht.

Age date specifies the date the build of the yacht was completed. The series date is the date of the completion of the first yacht in the series for the class. Typically, the series date is earlier than the age date. The requirements for hull construction are based on the earlier of these two dates. If you are unsure about this please talk with your approved safety inspector about this requirement.

For application for entry, SSANZ would like to know the design, designer, builder and launch date of your yacht. This will allow the SSANZ to decide the overall suitability of your yacht for the race. These details would be required by your safety inspector when doing the safety inspection for Cat 2.

5.2 Stability

The Yachting New Zealand Safety Regulations Part II category state the required angle of vanishing stability that a yacht is required to meet for Category 2.

Offshore Race Category	Minimum Limit of Positive Stability
0	120
1	115
2	110

A safety inspector will require documentation of the stability angle the yacht has. This can be done via the following methods:

- Designers GZ curve and declaration
- Designers incline test
- Calculated from a like design similarly equipped and rigged
- An ORC Club rating certificate
- A STIX index certificate

While the safety regulations specify that 110 degrees is the minimum requirement, SSANZ recommends that yacht owners should aim to have Category 0 or 1 stability.

5.3 Fuel Requirement for the Race

All yachts must carry enough fuel to be able to motor for a minimum of 150 nautical miles in flat water.

The easiest way to work this out is to consult the engine manual and find out how many litres of fuel your engine burns per hour at three quarters revs or higher (be conservative!) Find out what speed you yacht motors at. Divide 150 by this speed, and multiply by the number of litres per hour. Then round it up.

Add some extra for motoring requirements to and from start and finish lines and battery charging during the leg. Once again be conservative and carry a few more litres than necessary.

There is also a requirement to have a minimum of 20 litres of the fuel in a separate container if the bulk of your fuel is carried in built in tanks. Normally this is a 20 litre jerry can lashed into the yacht somewhere, and you will hope to not need it. The reason for this requirement is that in a previous race we had a yacht disabled in rough weather and required to motor to safety, only to find that the fuel in the main tank/s was contaminated.

Therefore, as well as carrying the fuel in a spare container, the Co-Skippers need to have a method to connect a hose to the primary filter for the engine from the spare fuel container, in order to run the engine.

5.4 Additional Cat 2 Requirements

All yachts are recommended to carry and have the means to set a storm trysail, in accordance with the requirements given in YNZ Safety Regulations for Category 1. Due to the weather conditions that can be encountered in this race, a tri-sail should be carried even if you meet the reefing requirements of the Safety Regulations. Having a backup if the mainsail is blown out on a lee shore is a useful option.

5.5 Requirement to Carry AIS

For the Round North Island Race, SSANZ requires all yachts to carry an Automatic Identification System (AIS) transponder on board. The AIS transponder must have transmit functions as a minimum and be turned on at all times while racing. This is not negotiable and is a stated requirement in the Notice of Race and Sailing Instructions.

Therefore, turning off the transmit function as you have competitors close to you is prohibited, and the competitor is liable for protest. Also installing a Receive Only unit does not meet this requirement.

The AIS is especially handy when in areas with larger concentrations of shipping, such as Cook Strait, Marlborough Sounds, Wairarapa Coast, Napier Roads, East Cape, and Auckland harbour. The shipping traffic will be able to see you. It also is of major benefit to the Rescue Coordination Centre and Maritime Radio should there be an emergency.

Some competitors voice the concern that this is giving away too much information. With all competitors transmitting the same information, then it is available to everyone. The yachts carry trackers that provide the same information, and this is available to the competitors from the website as well.



Start of Leg 2 RNI 2017

6 Crew Qualification

6.0 Overview

The Round North Island Race is not a race for novices. Both experience and training are essential for both Co-Skippers. All crew must have a date of birth on or before 24 February 2005.

Co-Skippers and your boat must be prepared for severe weather, large and confused seas, and gale force or even storm force winds and above. SSANZ emphasise that proper preparation, planning and training is essential for this race. This is reflected in our criteria which apply to every entrant.

6.1 Advanced Sea Survival

Co-Skippers must both have completed an Advanced Sea Survival course and provide a copy of a valid certificate of completion. Please be aware that Advanced Sea Survival certificates are only valid for five years. We recommend that you check your current certificate and make sure it will be valid for the race. If not, plan to attend a course to recertify.

SSANZ recommends that if both Co-Skippers need to do an Advanced Sea Survival course, if possible, both attend the same course together. This will prompt you to talk further about safety systems, equipment and preparation for the boat. Also, what further planning, equipment and practice of safety systems are required to be race-ready.

The Advanced Sea Survival course covers the following modules:

- General
- History, Statistics and Legislation
- Accidents & Emergencies
- Equipment
- Safety & Emergency Planning
- Risk Assessment
- Man Overboard, Life rafts and Equipment
- Distress Signals & Responsibilities
- Fire Precautions & Fire Fighting
- Medical Care Aboard
- Damage Control
- Weather & Forecasting
- Heavy Weather Techniques
- Storm Sails
- Wet drills include: Liferaft, Lifejacket and swimming in clothes

There are a number of providers for Advanced Sea Survival Courses, however we recommend the Skipper Training NZ Course as being the most comprehensive.

Check that the organisation that's running the course is accredited with World Sailing.

6.2 First Aid Certificate

Co-Skippers are both required to have a first aid certificate to Workplace First Aid level, Coastguard Coastal Medic or higher. Both these first aid courses cover the same modules with the Coastal Medic being more boating focused.

It is a requirement that both crew have a first aid certificate to be able to deal with any accident or medical emergency on board. Co-Skippers need to be able to deal with a situation and be able to administer first aid and look after a person for an extended period of time until professional help or medivac can assist.

During this race, you do not have fast access to ambulance services, and you may be outside helicopter range for medivac assistance for twenty-four hours or more. Therefore, both crew need to be able to support each other and manage the situation.

If actual professional medical support is required, contact Maritime radio and advise them of the situation and medical condition. They will then patch you straight through to medical professionals at a hospital emergency department who can provide support and advice if you have a good understanding of first aid.



Life raft demonstration, briefing 2011 RNI

6.3 Doctor's Medical Certificate

SSANZ requires you to have a medical health check with your doctor within two months prior to 1 February. This ensures that the organising authority knows that you are medically fit to undertake such a punishing race.

If you have any condition which requires prescription medications, you need to have discussed with your doctor, whether and how your condition can be managed, remembering that sea-sickness may affect your ability to take medication. You will also need to plan for sufficient medication to cover the duration of the race.

It is recommended that you consult your doctor six months to a year out, about your intention to do this race, and that it is two-handed. If there are any issues, then you can deal with them with your doctor during the months before your medical certificate must be signed off.

7 Replacement Crew

The Co-Skippers are to be the same two persons for the whole race, unless there is an accident causing injury to one the crew, a medical reason that the person is not medically fit to continue or extenuating family circumstances, such as the death or a serious medical condition of an immediate family member.

The Race is not just a sailing competition, it is also about the challenge of the entered Co-Skippers completing the full race distance together, competing against other crews achieving the same thing. This is the expectation on entry among all the competitors. This is a core value for SSANZ in how the race is run. It also means that competitors are not allowed to structure their race so that they have fresh crew for each leg. This would disadvantage the rest of the fleet undertaking the Race in the spirit of the event.

Having established this core value, there are times when there may be very good and legitimate reasons that a Co-Skipper may need to be changed: as stated above, medical reasons, injury and accident, extenuating family circumstances. The fact that a crew member didn't book enough leave from work, or similar reason would not be deemed a legitimate requirement for a crew change. This problem would have been known before the race start, and the Co-Skipper combination could have been changed before the start to meet this requirement.

The advice to Co-Skippers is that if one of them is going to be unable to complete the Race for any pre-planned or known reason, then the change of crew should be done before the start of the Race.

In this situation or if there is a chance this could happen, then the replacement crew can be made eligible to compete as per the Notice of Race. These include the Advanced Sea Survival course, first aid certificate, and medical certificate. They also need to complete the same requirements, including the qualifying voyage.

When there is a situation in which a crew replacement may be required the Notice of Race and Sailing Instructions cover the requirements.

The application must be made to SSANZ in writing, clearly stating the reason for the crew replacement. This needs to be given to SSANZ as soon as possible as they need to review the application, confirm all details, and assess the suitability of the replacement crew member. They need to provide a decision no later than six hours before the start of the next leg.

The details of the replacement crew member are to include, but are not limited to the following items:

- Qualifications: - Advanced Sea Survival certificate, First Aid Certificate, any other relevant qualification
- Sailing history and experience, including experience on the entered yacht and with the remaining Co-Skipper
- Two Handed coastal and offshore sailing experience
- Previous major races they have competed in
- Whether they have completed a qualifying voyage or not

Competitors must be aware that a crew replacement comes with a significant penalty for the rest of the race. The competitors are no longer eligible for overall places or prizes. The penalty is stated in the Notice of Race and Sailing Instructions. The penalty is so that other competitors are not disadvantaged in the overall race.

Please be aware the penalty is not negotiable. If there is a crew replacement it will be applied, and cannot be reduced by talking nicely to the committee.

8 Declarations

Competitors are required to file online both pre-leg and post leg declarations, by the due date and time. Be careful how you fill out the declaration, as there are penalties for breaching rules.

A false declaration will also require the competitor to explain themselves to the protest committee, which could result in a more severe penalty for any breach.

8.0 Pre-leg Declaration

Competitors are required to file a declaration form before the briefing of each leg.

The declaration shall cover details of any of the following items:

- The yacht complies with the safety certificate
- 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
- Co-Skippers are physically and medically fit to undertake this leg of the race

8.1 Post-leg Declaration

Co-Skippers are required to file a declaration form at the end of each leg.

The declaration shall cover details of any of the following events:

- Suspension of racing for any reason
- Breach of Racing Rules of Sailing
- Breach of the Notice of Race
- Breach of the Sailing Instructions
- Breach of Harbour Bylaws
- Use of engine for propulsion for any reason
- Missed Position report

Details of any rule that may have been breached. The declaration should include a full account of the circumstances surrounding the breach and the influence, if any, of the yachts progress towards the finish of the leg.

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 previous leg.

9 Qualifying Voyage

The Notice of Race has a requirement that the Co-Skippers on the yacht they have entered for the Race undertake a qualifying voyage of not less than 250 nautical miles, preferably in a race, or a point to point delivery, non-stop on open water, together on the entered yacht two-handed, and provide evidence of the voyage to the satisfaction of SSANZ.

SSANZ prefers that the qualifying voyage is completed under race conditions. That is, in an official race recognised by a national authority. Those Co-Skippers who completed in the last Round North Island Race would meet this requirement if they enter the same yacht that they did that race on.

Co-skippers who have to deliver a yacht to Auckland for the start of the race, and can do 250 nautical miles or more point to point with no stopovers, will qualify. Evidence of the dates of the delivery will need to be provided to the race committee.

If you need to do a qualifying voyage, but will not meet any of the above, then some thought will be required regarding the course to be sailed. It is recommended that you set a maximum of three waypoints to sail around that cover at least 250 nautical miles with legs of approximately equal lengths.

Send an e-mail to Maritime radio and set up twice-daily safety position reports. Advise them that you are doing this as a qualifier for the Round North Island Race. Ask them to send you and the race director an e-mail (racing@ssanz.co.nz) of all the reports on completion of the qualifying voyage. This will provide evidence required to prove your qualifying voyage.

If the qualifying voyage is not a recognised race, then competitors are required to provide evidence of the qualifying voyage, including dates, times, courses sailed. As well as Maritime Radio sched information.

Co-Skippers that completed the previous edition of the Two Handed Round North Island Race or the Two Handed Round New Zealand Race are qualified automatically as long as they meet the following criteria:

- The same two Co-Skippers as the previous race
- The same yacht as the previous race

If any of these variables has changed, then a qualifying voyage meeting the above requirements must be completed and requirement information submitted to the race committee.

SSANZ doesn't accept a few reaches up and down the Hauraki Gulf for 24 hours as meeting the requirement of a qualifying voyage.



10 Stop-overs

10.0 General

The Round North Island Race has four legs, and the overall race results are the total of points from the four legs. All leg results count, with no drops. Therefore, there are essentially four races around the island.. At the end of each leg except leg four, there is a stopover.

The stop-over ports are Mangonui in Doubtless Bay, Waikawa and Napier. At each stop-over, there will be social time and time for repairs and maintenance to be undertaken on the yachts. The social times are great to catch up with fellow competitors, share stories and build life-long friendships. The Napier wine tour has become a famous social event.

If you have family or support crew travelling to stop-overs, please introduce them to the race management team. They are welcome to get involved in helping the race management team finishing and restarting yachts. This will give them up-to-date information about what is happening with the race. This is a social and friendly environment for them to be part of until you arrive and they can be ready to provide you with support.

The compulsory stop-over durations are:

Mangonui	24 hours (Minimum 12 hours)
Waikawa	48 hours (Minimum 24 hours)
Napier	48 hours (Minimum 24 hours)

Yachts must complete the minimum number of hours at the stop-over before restarting.

The stop-over duration as stated above starts when the yacht finishes in the 60% position of the finishers for that leg. The stop-over clock then starts, and the race officer will post the restart date and time. When setting the restart time, the race officer weighs up many criteria. Some of these are: the restart will not be in the dark; tides at some locations to be able to get the yachts out of the harbour; weather forecasts.

A stop-over can be longer than the stated duration. If there is a compelling reason, usually a weather window to get the yachts out earlier, all skippers will be asked for their feedback.

In past Round New Zealand and Round North Island races, all yachts in the fleet have been able to start in mass starts at each stop-over, unless they have had a technical issue that delayed them.

While there can be a lot happening during stopovers, it is up to Co-Skippers to make sure they get the sleep and rest they require. This needs to be balanced with the maintenance requirements of their yacht and taking part in social activities.

10.1 Berthage and Anchoring

Auckland

All competitors are responsible for arranging their own berthage in Westhaven or central Auckland prior to the race for the pre-race inspections. After the finish of the race competitors will need to make their own arrangements after the first night. However we are in negotiations with the Auckland Council to have a base within Jellicoe Harbour to moor yachts from Tuesday 21st until the race start, this will suit yachts that are based out of westhaven.

Mangonui

All yachts will be anchoring in Mangonui Harbour across the main channel from the Club house, off Oyster Point. Suitable ground tackle is required as the tidal streams are strong and can cause the yachts to regularly sit beam on to the wind. This can cause the yachts to drag their anchors. Many yachts take a heavier than normal anchor for this stopover, this can be sent with shore crew if needed.

Waikawa

It is intended that all yachts will be on berths or rafted up at Waikawa Marina. Some yachts may need to raft up to fit everyone in or deeper draft yachts may need to be anchored off.

It is required that yachts provide suitable berthing lines. There have been instances in marinas of yachts berthed with sheets having fittings ripped out of the decks due to high winds and or surge that can go through.

Napier

Yachts will be in either marina berths, rafted in a med-moor style out the front of the club. Larger deep draft yachts, with draft of 3 metres or more may be alongside the commercial fishing boat wharf, or deeper draft yachts may need to be anchored off.

It is required that yachts provide suitable berthing lines, as well as at least two fenders per yacht for rafting up or tying alongside as for the marina berths available, there will not be berthing lines.



Boats rafted up at Commercial Fishing Wharf in Napier, RNI 2017

11 Position Reporting and Trackers

11.0 Position Reporting

All yachts are required to make twice daily position reports using Satellite communications via email to SSANZ

The position report is your position at 0700 hours and 1900 hours, these need to be received by SSANZ by 0730 and 1930 respectively. You will receive an automated response from all email messages, if you don't receive a response within a short period then we haven't received your message.

It is Co-Skippers' responsibility to ensure they report their position at the scheduled times. This is a safety requirement for the race, so that the organising authority knows the position of each yacht in the fleet. This information is collated and shared with the Maritime Rescue Coordination Centre in case there is an emergency.

There may be times when a sail change could be required at the same time as a scheduled position report. It is recommended that in this situation you do the position report early. If this is not possible then do it straight away after dealing with the situation on the yacht. We would rather you report late, than not at all.

If you have a technical issue, try using VHF radio on channel 16 to Maritime Radio or another competitor, or calling us on your cell phone if you have coverage.

A penalty of 1% of your elapsed time for the leg will be added to your elapsed time for that leg for each and every missed scheduled position report. That can add up to be quite a large penalty if you miss several reports.

SSANZ needs all Co-Skippers to understand that this is a very serious safety requirement.

11.1 Trackers

All yachts will carry YB Trackers. SSANZ will attach a tracker to each yacht during the pre-race inspection period before the briefing. The trackers are usually mounted to push pits or suitable open location at the aft end of the cockpit.

These trackers will be used to record finish times for all legs.

SSANZ will remotely monitor the battery levels, and will remove the trackers for charging in Waikawa, and possibly Napier. SSANZ will be responsible for retrieving the tracker, charging it, and remounting it on the yacht for the next leg.

If the tracker is not returned at the end of the race, the competitor will be **charged the replacement cost** for the missing unit.

The trackers report position, speed, and course every ten minutes, and the data is sent every 30 minutes back to YB Trackers. The data is collected and displayed on a google map web page. The web page is available to everyone including competitors from the SSANZ website.

You can provide the link for the SSANZ website to friends and family anywhere in the world, and they will be able to follow your progress.

While the yachts are carrying trackers in the Race, the trackers are a race management and media/publicity device. They are not a safety device, even though they are available to be used in emergency situations if we are receiving updated information from the yachts. The primary safety update is the scheduled position reporting with Maritime Radio.

12 Official Websites, Facebook and Media

12.0 Official Website

The official website for the race is the SSANZ website. <http://www.ssanz.co.nz/>

This website will have all race information including amendments to sailing instructions and notices to competitors. This is the online noticeboard for the race. Access to the tracker page and the SSANZ Facebook page will also be available through this website. <https://www.ssanz.co.nz/noticeboard/>

12.1 Facebook

SSANZ runs its own Facebook page. Regular updates of the lead up to the Race and what is happening during the Race will be added to this page. All competitors are welcome to, and encouraged to, run their own Facebook pages, blogs or websites for the race. The Organising Authority requests that you add the hashtag #RNI2023 to your posts.

Then posts can be linked into the SSANZ Facebook page and the website so the story of the race can be told to everyone. The more photos, videos, and updates you can post with what is happening in the Race the more we can report to race followers.



Stopover antics at Napier

12.2 Media

SSANZ will do its best to attract as much media and publicity for the race as possible but this is not guaranteed. Press releases and reports will be distributed via sailing media and any local media outlets that we are communicating with. The local newspapers regularly want information about the Race and SSANZ ask that competitors co-operate with any requests to help publicise the event.

13 Scoring

The Round North Island Race is one race based on four legs. Each leg will be scored on lowest elapsed and corrected time results for the leg. The placings are allocated using the low-points scoring system as stated in the Racing Rules of Sailing 2021 – 2024.

All four leg results are added together to provide the score for the overall race.

Prizes and/or trophies are presented for each leg, as well as the overall race. The elapsed times are added together to find the fastest overall yacht in the race.

Prizes will be awarded for the following:

- 1st on Line Overall (shortest total elapsed time)
- 1st on Line by Division
- PHRF Overall (lowest total corrected time overall for all 4 legs)
- PHRF by Division (Divisional lowest total corrected time overall for all 4 legs)
- IRC Overall (lowest total corrected time overall for all 4 legs)
-

Individual leg prizes will be awarded for the following:

- 1st on PHRF for the leg

The number of prizes will be determined by the number of yachts starting in each leg in each division according to the following scale of allocation.

Number of Starters	Number of Prizes
3	1
4-6	2
7 or more	3

The SSANZ may present other awards or prizes for notable events or achievements during the race. These may include such things as a fishing award, or an award for exemplary seamanship.

A race plaque or memento will be presented to each Co-Skipper that completes the race. This is something we hope you will reflect on in the future as a major mark of achievement for completing this ultimate sailing challenge.



Trophies for everyone at Prize giving RNI 2017

