



 **eVOLUTION SAILS**

– NORTHERN TRIANGLE 2025 –

Sailing Instructions

+ [Amendment 3 - 16/02/2025](#)

+ [Amendment 4 - 18/02/2025](#)

+ [Amendment 5 - 19/02/2025](#)

+ [Amendment 7 - 23/02/2025](#)

22 February – 2 March 2025

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

PO Box 40-550, Glenfield, Auckland

1 RULES

- 1.1 The race will be governed by the 'rules' as defined in the Racing Rules of Sailing 2025-2028 ("RRS"), along with Part 22 of the Maritime Rules (Collision Prevention Rules, (International Regulations for preventing collisions at Sea)) and the Auckland Harbour Navigation Safety Bylaws 2021.
- 1.2 All yachts shall comply with Part II of the Yachting New Zealand ("YNZ") Safety Regulations 2025-2028 ("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 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official SSANZ website noticeboard.

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the sailing instructions will be posted on the SSANZ website noticeboard before 0800 on the day it will take effect.
- 3.2 Any change to the schedule of races will be posted on the SSANZ website noticeboard by 2000 on the day before it will take effect.

- 3.3 Changes to the sailing instructions may also be made on the water or when the Race Committee Boat is on station. Race signals - Code Flag "L" Afloat applies. These changes will be broadcast on VHF Channel 77, posted to the SSANZ website noticeboard and posted to the WhatsApp SSANZ Racing Community Announcements.

4 CHANGES TO THE RACING RULES OF SAILING ("RRS")

- 4.1 Racing Rules of Sailing ("RRS") will be changed as follows. The changes will appear in full in the Sailing Instructions.
- (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 **and electric winches**. 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 45)
 - (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.
 - (h) 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.

5 HANDICAPS

- 5.1 Multihulls in Division M shall race under General Handicap
- 5.2 Keelboats in Division 1,2 and 3 shall race under the active PHRF Short-Handed Base handicap certificate.
- 5.3 PHRF certificate compliance measurement may be conducted at any time.
- 5.4 PHRF divisions will be split according to the following PHRF Short-Handed Base rating as they stand at the start of the race.
- (a) Division 1 > 0.860
 - (b) Division 2 0.860 to 0.790
 - (c) Division 3 < 0.790

6 SCHEDULE OF EVENTS

- 6.1 Each co-skipper must attend:

- (a) The event briefing at 1900 hrs on Thursday 20 February 2025 at the RNZYS.
 - (b) The leg two and leg three briefings at the time and place set by the Race Committee.
- 6.2 Racing Schedule:
- (a) Leg One start: 0900hrs on Saturday 22 February 2025
 - (b) Leg Two and Leg Three starts: At a time set by the Race Officer
- 7 DIVISION FLAGS
- 7.1 Multihulls - White
 - 7.2 Keelboat Division 1 - Blue
 - 7.3 Keelboat Division 2 - Yellow
 - 7.4 Keelboat Division 3 - Green
- 8 THE START
- 8.1 Race Legs will be started using RRS 26.
 - 8.2 There will be a mass start at each port for all yachts that have completed their stopover requirements.
 - (a) **The SSANZ Burgee will be used as the start flag.**
 - 8.3 Leg 1 - Auckland to Mangonui
 - (a) The start line is between a start boat and Northern Leading racing mark (See Appendix A)
 - (b) All signals will be displayed from the start boat.
 - (c) Yachts shall start in a north westerly direction, with the start boat at the Eastern end of the line.
 - 8.4 Leg 2 - Mangonui to Marsden Cove
 - (a) The start area will be in Doubtless Bay off the Mangonui Harbour entrance.(See Appendix A)
 - (b) The starting line is between two laid buoys.
 - (c) Yachts shall start in a northerly direction.
 - 8.5 Leg 3 - Marsden Cove to Auckland
 - (a) The Start area will be off the Whangarei Harbour entrance. (See Appendix A)
 - (b) The starting line is between two laid buoys.
 - (c) Yachts shall start in a south easterly direction
 - 8.6 Boats failing to start within 30 minutes of their starting signal shall be scored Did Not Start without a hearing. This changes RRS 35.
 - 8.7 Yachts not finished in time for the mass restarts will start themselves at the designated start time after fulfilling their compulsory stopover requirements. Their start lines will be the same as their finish lines.
 - 8.8 Yachts starting themselves in accordance with SI 8.7 and SI 14.4 will provide the start time to the Race Committee as soon as possible after they start.
- 9 THE LEGS
- 9.1 Leg 1: (154 Nautical Miles)
 - (a) Waitemata Harbour, to Doubtless Bay.
 - 9.2 Leg 2: (269 Nautical Miles)
 - (a) Doubtless Bay, Around Castle Island (Coromandel) rounding to Starboard, to Whangarei Harbour entrance.
 - 9.3 Leg 3: (66 Nautical Miles)
 - (a) Whangarei Harbour, to Waitemata Harbour
- 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
- (b) Competitors should be aware of dangers around the coast of the North Island including but not limited to:
 - (i) Elizabeth Reef north off Tutukaka
 - (ii) Albert and Fairway Reefs in Doubtless Bay
 - (iii) Richards Rock off the Mercury Islands
 - (iv) The Reefs off Cape Colville and Port Jackson
 - (v) Ahaaha and D'Urville Rocks north of Waiheke Island

11 THE FINISH

11.1 Finishing times will be taken from the Yellow Brick (YB) Tracker.

11.2 Mangonui

- (a) The finish line will be between two laid buoys at the following positions:
 - (i) 34° 58.318' S 173° 31.268' E. Western end.
 - (ii) 34° 58.318' S 173° 31.483' E. Eastern end.

11.3 Marsden Cove

- (a) The finish line will be between a laid buoy (south-western end) at position:
 - (i) 35° 52.955' S 174° 32.230' E.
 - (ii) And Whangarei harbour "No. 2" Buoy (First Port channel marker).

11.4 Auckland

- (a) 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

11.5 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.

12 DECLARATION FORMS (<https://portal.ssanzt.co.nz>)

12.1 Leg Start Declaration Form

- (a) Competitors are required to complete the online declaration form by the end of the leg briefing. And the post leg declaration within 6 hours of finishing each leg. Refer to SI 25.1 for time penalty.

13 RACE POSTPONEMENTS

13.1 The Race Officer may postpone by any amount of time that they see fit

13.2 Postponements will be notified on VHF Channel 77 and on the SSANZ Website Noticeboard

14 STOPOVERS AND RESTARTS

14.1 The compulsory stopover durations are:

- (a) Mangonui 24 hours (Minimum 6 hours)
- (b) Marsden Cove 30 hours (Minimum 12 hours)

14.2 There will be a mass start for each subsequent leg at a convenient time set by the Race Officer. This will be soon after 60% of the keelboats have fulfilled the stopover duration requirement. However the restart may take place earlier to avoid unfavourable weather if all affected parties (yachts that haven't completed their full stopover requirement) agree.

14.3 The new start time will be set by the Race officer and will be posted on the SSANZ website Noticeboard.

14.4 The remaining yachts, i.e. yachts arriving after the 60% cut off point, may start in the mass restart if the scheduled mass start is after the minimum period of their arrival time. Yachts outside this period must start at a time which is exactly the minimum period after their previous leg finish time.

15 BERTHAGE

15.1 Auckland

- (a) Yachts are to assemble in Auckland one day prior to the start.
- (b) Skippers are to make their own arrangements for berthage.
- (c) Yachts must be ready and available for a safety inspection by a SSANZ appointed safety inspector and have the YB Tracker fitted.

- (d) Please inform SSANZ of your berth location via the online portal.

15.2 Manganui

- (a) Yachts will anchor in the harbour to the North of the main channel, adjacent to Manganui Boating Club.
- (b) Only crews on vessels within the designated anchoring area will be collected by a RIB on request. Refer to Appendix C for designated anchoring area.
- (c) VHF channel 77 shall be used for hailing.

15.3 Marsden Cove

- (a) Yachts will be directed to the Marsden Cove Marina and be allocated a berth in the marina
- (b) Yachts may need to be rafted together or anchor off the marina until requested to enter by SSANZ.

15.4 Berthing Lines and Fenders

- (a) All yachts are to provide mooring lines (4) and fenders (2) suitable for the size and weight of your vessel.
- (b) Some yachts will be rafting in Marsden Cove. All yachts must have sufficient fenders and lines to raft.

16 CHECK IN REPORTS

- 16.1 You will receive a start day text from SSANZ on start day in Auckland.
- 16.2 All boats are required to reply to the SSANZ text after passing points identified below.
- 16.3 Your reply must contain 'SKED' and the point number you have rounded. For example 'Sked 1'.
- 16.4 If there is no cellphone coverage at the required report position, text as soon as you have coverage.
- 16.5 You will receive a confirmation text back from SSANZ.

Leg 1
Mark SKED 1 - Flat Rock
Mark SKED 2 - Tutukaka
Mark SKED 3 - Cape Brett
Mark SKED 4 - Cavalli Islands

Leg 2
Mark SKED 1 - Cape Brett
Mark SKED 2 - Great Barrier Island
Mark SKED 3 - Castle Island
Mark SKED 4 - Channel Island

Leg 3
Mark SKED 1 - Flat Rock

- 16.6 In the event you cannot text or do not receive a response from SSANZ you are required to call ~~Coast Guard~~ **Maritime Radio** on VHF ~~64 or 69~~ **16** and file a position report.
- 16.7 A boat that retires from a race shall notify SSANZ via a RETIRED text message, a call to ~~Coastguard~~ **Maritime Radio** on VHF channel ~~64 or 69~~ **16** or alternately by phoning the Race Officer as soon as possible after retiring
- 16.8 Voicemails and text will not satisfy communication requirements for any race, unless they have been
- 16.9 acknowledged with a reply from SSANZ.
- 16.10 A yacht shall not receive radio communications that are not available to all yachts. This restriction applies to mobile telephones. Boats are permitted to communicate with the media for the purpose of publicity and promotion but not to gain information to help their performance.
- 16.11 If a yacht can't complete this requirement via txt then you must inform Maritime Radio of your position.
- 16.12 Yachts failing to comply with the Check In requirements will receive, without a hearing, a 1%-time penalty for every report they don't complete per leg.

17 RADIO INSTRUCTIONS

17.1 Leg 1 Start

- (a) VHF Channel 77, 30 to 60 minutes before the start, **call SSANZ Sports Radio on Channel 77, identifying yourself as starters and receive acknowledgement from the race committee.**

17.2 Manganui

- (a) Approaching Mangonui
 - (i) VHF Channel 77, Call SSANZ Sports Radio after you have passed Berghan Point advising ETA
- (b) Leg 2 Restart
 - (i) VHF Channel 77, 30 to 60 minutes before the start, **call SSANZ Sports Radio on Channel 77, identifying yourself as starters and receive acknowledgement from the race committee.**

17.3 Marsden Cove

- (a) Approaching Marsden Cove
 - ~~(i) VHF Channel 77, Call SSANZ Sports Radio when you are abeam of Sail Rock advising ETA~~ **All yachts are to maintain a listening watch on VHF Channel 77 from approximately 15 minutes prior to finishing and though to being berthed in Marsden Cove.**
- (b) Leg 3 Restart
 - (i) VHF Channel 77, 30 to 60 minutes before the start, **call SSANZ Sports Radio on Channel 77, identifying yourself as starters and receive acknowledgement from the race committee.**

17.4 Auckland

- ~~(a) Approaching the finish:~~
 - ~~(i) VHF channel 77, Call SSANZ Sport Radio after passing North Head Racing Buoy.~~ **All yachts are to maintain a listening watch on VHF Channel 77 after passing North Head Racing Buoy.**

17.5 Yachts should be aware of the Maritime New Zealand VHF emergency and working frequencies around the North Island Coast.

17.6 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.

17.7 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 yachts other on-board electrical and electronic and engineering demands.

17.8 Yachts are to maintain a listening watch on VHF Channel 16 at all times whilst racing.

17.9 When yachts need to contact SSANZ for any other reason whilst racing outside of cell phone range, they are to call Maritime Radio on Channel 16, when back in cellphone range email: racing@ssanz.co.nz or text the Race Officer, Garry Jolliffe: 027 434 8186

18 TRACKERS

18.1 All yachts are required to carry a tracker provided by SSANZ.

18.2 A representative from the SSANZ will fit the tracker to each yacht in consultation with the yacht's Co-Skippers. Instructions will be provided on the operation of the device.

18.3 Trackers must remain powered on for the duration of each leg of the race. The race committee will check the trackers and recharge as required at stopovers.

18.4 A yacht failing to keep their tracking device operating will receive, without a hearing, a 1% time penalty for each extended outage unless a satisfactory explanation is made with the declaration.

18.5 Crews are responsible for returning the tracking device to the SSANZ Race Committee at the end of the race. Competitors failing to return the tracking device will be charged the replacement cost for the missing unit.

19 TIME LIMITS

19.1 In order to qualify as a finisher, a yacht must finish the race no later than 2000 on Sunday 2 March 2025. 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> or a race official

- 20.2 For protests where only a rule of Part 2 or RRS 31 is alleged to have been broken, an arbitration hearing will be offered prior to any formal hearing. RRS Appendix T 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 60.2.
- 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. The scoring abbreviation for a discretionary penalty imposed under this instruction will be DPI.
- 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.
 - (e) This changes RRS 63.5(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 RRS 63.5(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 RRS 63.7(b).
- 20.11 A request to reopen a hearing in respect of a leg 3 protest decision shall be delivered within 30 minutes after the requesting party is informed of the protest committee decision. This changes RRS 63.7(b).
- 20.12 A request for redress based on a leg 3 protest decision shall be delivered no later than 30 minutes after the decision is posted. This changes RRS 61.2(b).
- 20.13 Protests will be heard as soon as practically possible following the finish of each leg.

21 SAFETY REGULATIONS

- 21.1 All yachts must carry their Yachting NZ registered sail numbers on mainsails, trysails, all spinnakers and overlapping headsails.
- 21.2 A yacht starting a leg of the race without all distinguishing numbers displayed correctly, may be penalised or disqualified.
- 21.3 Any yacht withdrawing from a leg for any reason must advise Maritime Radio as soon as possible by the best means available.
- 21.4 Yachts shall carry, at the start of each leg, sufficient food and water appropriate for the leg. The quantity should include provision for mishap.
- 21.5 Any yacht entering an Exclusion Zone, Restricted Zone, or impeding shipping will be penalised, without a hearing, by adding 10% to the elapsed time of the appropriate leg.
- 21.6 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. 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. This Changes RRS 65.1

24 ~~USE OF DRONE AND HELICOPTER 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 and/or helicopter during the event. This includes your person and your property (boats).

24.2 No drones are to be flown by skippers whilst racing.

25 RULE INFRINGEMENTS (Changes RRS 63.1 and 64)

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 12.

25.2 The Race Committee may without a hearing apply a time penalty of 2 hours to any boat in breach with SI 22.6 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, 90.3 and A4).

Further Information

www.ssanz.co.nz

Garry Jolliffe Ph: 027 434 8186

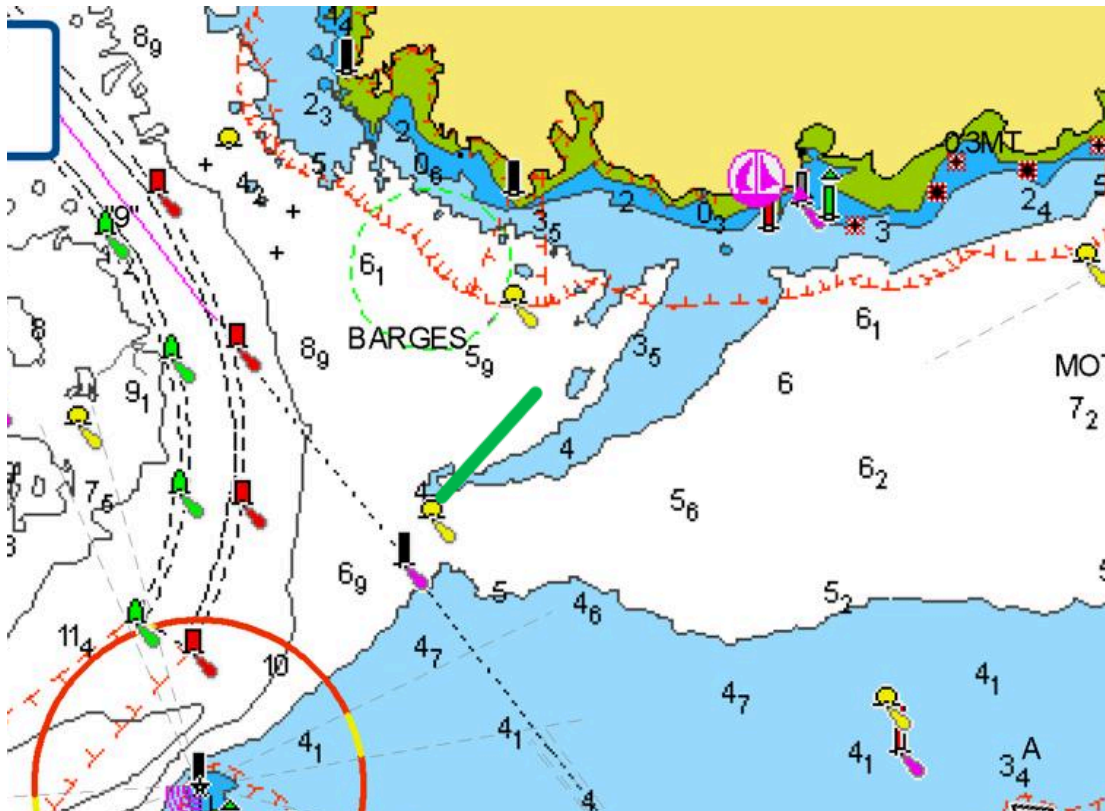
Postal Address SSANZ, P O Box 40 550, Glenfield, Auckland

Appendix A

Charts of Start Lines and Finish Lines

1. Auckland Start

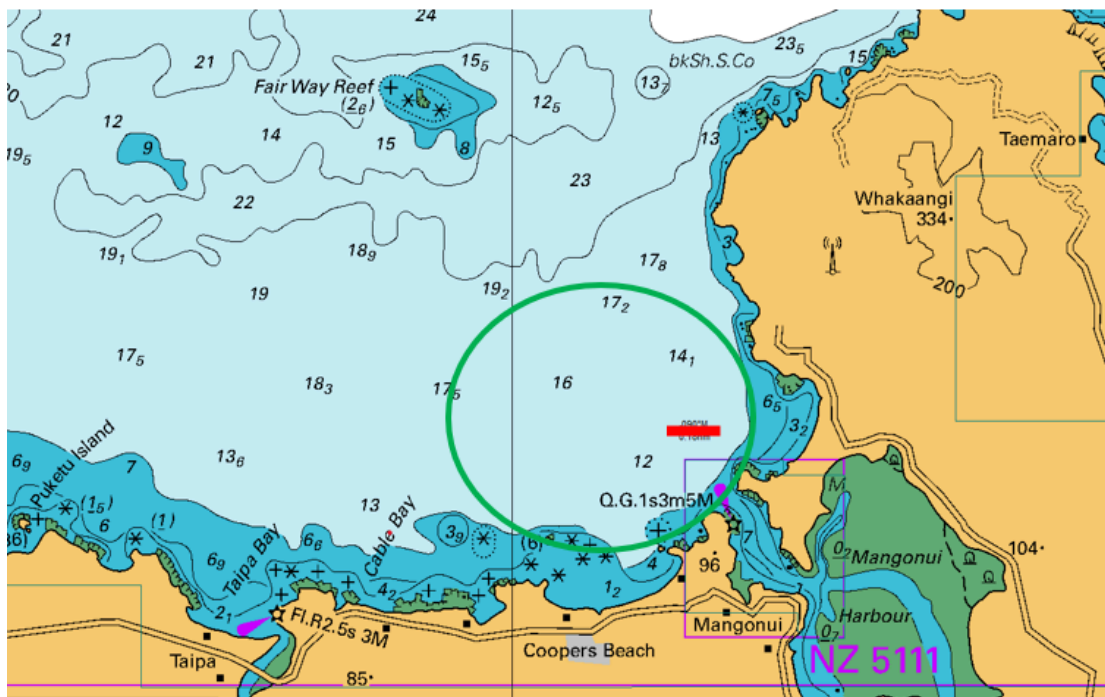
Green Line - Start Line



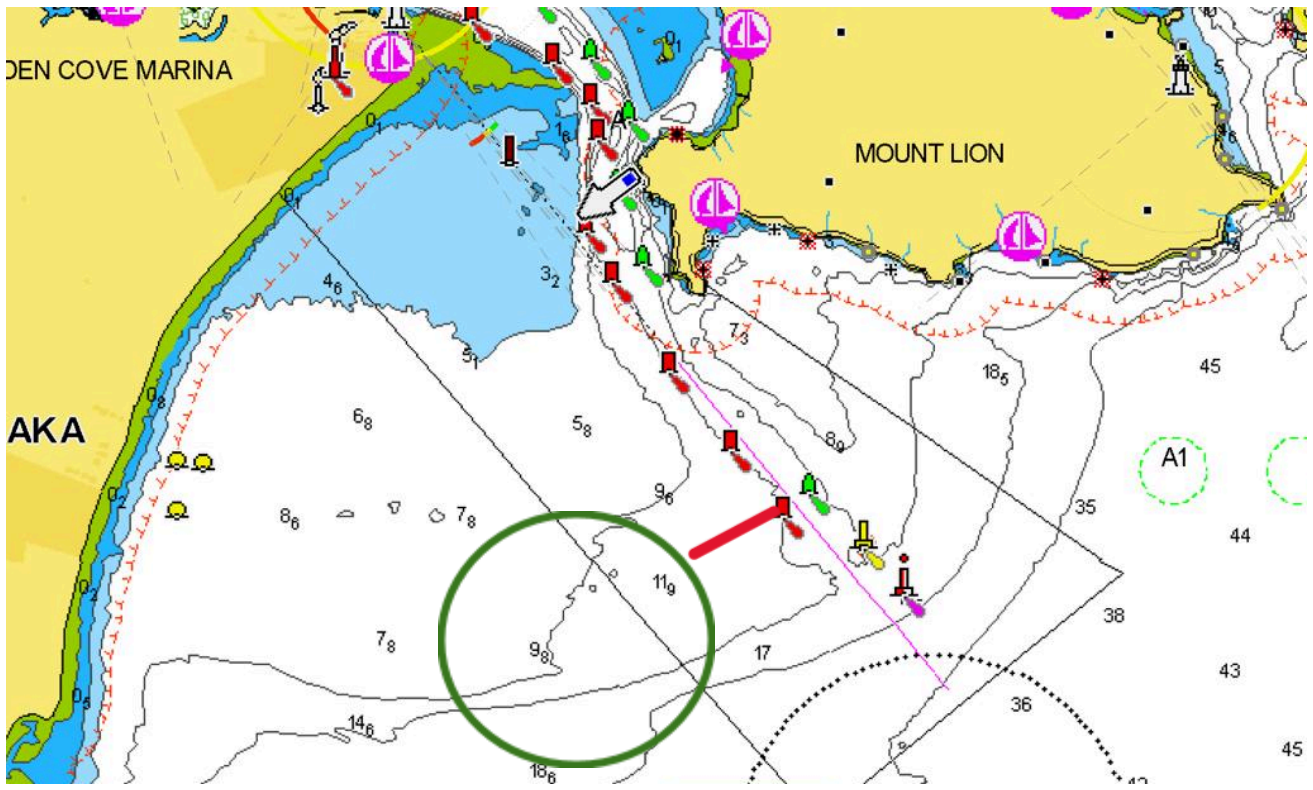
2. Mangonui

Red Line - Finish Line

Green Oval - Start Area



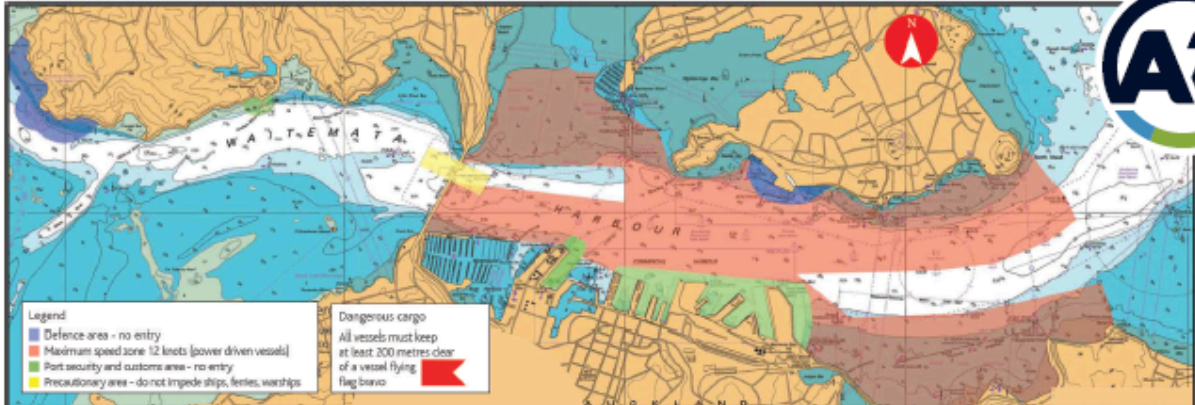
- 3. **Marsden Cove**
Red Line - Finish Line
Green Oval - Start Area



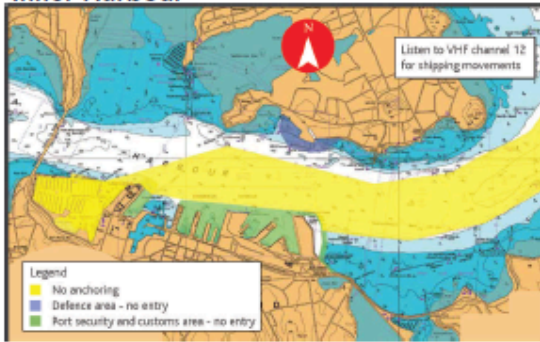
Appendix B

Auckland Harbour Restricted Areas

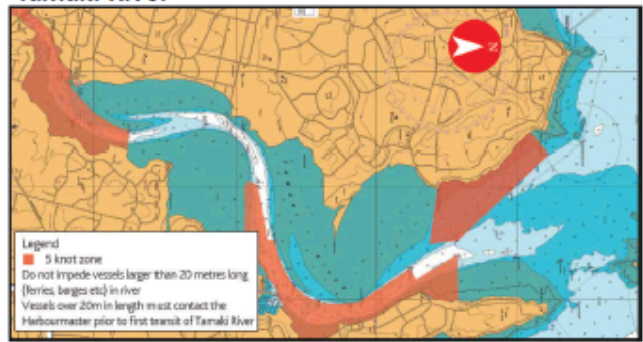
Auckland Restricted Areas



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

Appendix C

Mangonui Harbour Designated Area for Anchoring / RIB pick up/drop off

