



DOYLE SAILS ROUND NORTH ISLAND
TWO HANDED YACHT RACE

Sailing Instructions

28 February - 15 March 2026

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

PO Box 40-550, Glenfield, Auckland

1 Rules

General and Safety Rules

- 1.1 The race will be governed by the 'rules' as defined in the Racing Rules of Sailing 2025-2028 ("RRS"), along with Part 22 of the Maritime Rules (Collision Prevention Rules, International Regulations for preventing collisions at Sea), the Auckland Harbour Navigation Safety Bylaws 2021, Marlborough District Council Navigation Bylaw 2025, and the Hawke's Bay Regional Council Navigation Safety Bylaws 2024.
- 1.2 Particular attention needs to be given to the following RRS and regulations:
 - 1.1 Helping those in danger
 3. Decision to Race
 6. World Sailing Regulations
 - 6.1 Anti-Doping.** This covers The use of doping substances or doping methods to enhance performance in sailing is fundamentally wrong and is detrimental to the values of World Sailing.

Please also be aware of substances that could cause impairment to decision making that are also covered by the anti-doping code.
- 1.3 All yachts shall comply with Part II of the Yachting New Zealand ("YNZ") Safety Regulations 2025-2028 ("SR"), **Category 2 modified as per ALL the requirements stated in the Notice of Race and amendments.**
- 1.4 If there is a conflict between this document and the Notice of Race then this document will take precedence.
- 1.5 Safety checks of any yacht in any division may be made at any time.

2 Changes to Racing Rules

- 2.1 Racing rules will be changed as follows.
 - (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 RRS 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) RRS 52 shall not apply to the adjustment of a canting keel or water ballast or powered winches.
- (e) Yachts may use an autopilot or other self-steering device. This changes RRS 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 48.1)
 - (i) A yacht may suspend racing for safety and seamanship reasons (e.g. to make repairs, seek shelter) provided that they inform SSANZ at the first reasonable opportunity and advise the position that the suspension will be taken from. 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 where 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).
 - (ii) After the warning signal, a boat shall not contact, or be in contact with, any person or entity using any medium to receive private meteorological forecasts, tactical advice or information customized for a particular boat or group of boats.
 - (iii) 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)
 - (iv) Prior to the Warning Signal for a leg, there is no limitation on private services or any other source of data or consulting.

3 PHRF Rules

3.1 PHRF certificate compliance measurement may be conducted at any time.

3.2 The divisions will be split according to the following PHRF Short Handed (SH) Base rating as they stand at the start of the race.

Division 1 > .900

Division 2 = .900 -> .840

Division 3 = .839 -> .800

Division 4 < .800

3.3 All sails carried at the start on Saturday 28 February 2026 must remain the same for the entire race.

- 3.4 Exceptionally, in the case of significant damage or loss:
- (a) With prior permission from the Race Committee, sails may be replaced with similar sails; and
 - (b) 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).

4 Notices to Competitors

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

5 Changes to the Sailing Instructions

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

6 Signals Made Ashore

- 6.1 Signals made ashore will be displayed on the flagpole at Devonport Wharf, Mangonui Cruising Club, Waikawa Boating Club, and/or Napier Sailing Club as appropriate.
- 6.2 When signals are made ashore, a notice regarding the signal may be posted on the SSANZ website Noticeboard.

7 Schedule of Events

- 7.1 Each co-skipper must attend:
- (a) The event briefing at 1000 hrs on Friday 27 February 2026 at the RNZYS.
 - (b) The leg two, leg three and leg four briefings at the time and place set by the Race Committee.
- 7.2 Racing Schedule:
- (a) Leg One start: 1000 hrs on Saturday 28 February 2026.
 - (b) Leg Two, Leg Three, and Leg Four starts: At a time set by the Race Officer.
- 7.3 Stopover Durations
- (a) Mangonui 24 hours minimum after the 60% of the boats have finished.
 - (b) Waikawa 48 hours minimum after the 60% of the boats have finished.
 - (c) Napier 48 hours minimum after 60% of the boats have finished.

8 Class Flags

- 8.1 The class flag will be a supplied SSANZ burgee.

9 The Course

The course rounds the North Island of New Zealand in an anticlockwise direction starting and finishing in Auckland's Waitemata Harbour.

9.1 Leg 1: (154 Nautical Miles)

Start off Victoria Wharf Devonport, to finish off Mangonui Harbour in Doubtless Bay.

9.2 Leg 2: (479 Nautical Miles)

Start in Doubtless Bay, North Island to Port, to finish in Queen Charlotte Sound.

9.3 **Leg 3:** (222 Nautical Miles)

Start off Queen Charlotte Sound, North Island to Port to Finish between Pania Reef South Cardinal Marker and the green-red-green Lateral Buoy off the Port of Napier.

9.4 **Leg 4:** (367 Nautical Miles)

Start in Hawke Bay, Portland Island to Port, North Island to Port, to finish off Westhaven Tower in the 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"
- (b) In Napier Harbour yachts shall pass north of the buoys that form the Napier Harbour exclusion zone at all times whether racing or not

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

- (a) Elizabeth Reef north off Tutukaka
- (b) Albert and Fairway Reefs in Doubtless Bay
- (c) Columbia Bank off Cape Reinga
- (d) Pandora Reef southwest of Cape Maria Van Diemen
- (e) Oil Rigs and exclusion zones off Cape Egmont
- (f) New salmon farm North of Cape Lambert Marlborough Sounds
- (g) Walkers, White and Cooks Rocks off Queen Charlotte Sound
- (h) Rocks and tidal rips off Cape Jackson.
- (i) Stella rock inside Cape Koamaru
- (j) Tidal rips off Cape Koamaru and the Brothers Islands
- (k) Awash rock south of The Brothers Islands
- (l) Tidal rips off Cape Terewhiti, Karori, Sinclair Head
- (m) Thoms Rock off Karori
- (n) Honeycomb and Kahu Rocks off Honeycomb Point
- (o) Uncharted sections off the Wairarapa Coast
- (p) Mercia Rocks and Black Reef at Cape Kidnappers
- (q) Town Reef and Pania Reef Napier Harbour
- (r) Bull Rocks off Mahia Peninsula
- (s) Ariel Rocks off Gisborne
- (t) Richards Rock off the Mercury Islands
- (u) The Reefs off Cape Colville and Port Jackson
- (v) Ahaaha and D'Urville Rocks north of Waiheke Island

11 The Start

11.1 Race legs will be started using RRS 26.

11.2 There will be a mass start at each port for all yachts that have completed their stopover requirements.

11.3 Leg 1 Auckland

- (a) The starting line is between the southeastern corner of Victoria Wharf (known as Devonport Wharf) and a laid outer distance mark.
- (b) All signals will be displayed from the Wharf.
- (c) Yachts shall start in an easterly direction.
- (d) **No boat shall enter the Auckland Harbour Restricted Areas as designated in the Auckland Harbourmasters diagrams in Appendix B. (see picture below).**
- (e) **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 Auckland – Mangonui leg increased by 10%. This changes RRS 63.1.**
- (f) **Yachts entering the exclusion zone may also be fined by the Auckland Harbourmaster.**

11.4 Leg 2 Mangonui

- (a) The start area will be in Doubtless Bay off the Mangonui Harbour entrance.
- (b) The starting line is between an anchored/moored committee boat displaying a large orange flag at the starboard end of the line, and an outer distance mark at the port end of the line. An inner distance mark may also be laid.
- (c) Yachts shall start in a northerly direction.

11.5 Leg 3 Waikawa

- (a) The start area will be in the area of the northern entrance of Queen Charlotte Sound
- (b) The starting line will be between two committee boats displaying a large orange flag at the starboard end of the line. An inner distance mark may also be laid.
- (c) Yachts shall start in a north easterly direction.

11.6 Leg 4 Napier

- (a) The start will be in the vicinity of the NAPIER ROADS.
- (b) The starting line will be between an anchored / moored committee boat displaying a large orange flag at the starboard end of the line, and an outer distance mark at the port end of the line. An inner distance mark may also be laid.
- (c) Yachts will start in an easterly direction.
- (d) **No boat shall enter the area (“Port of Napier Exclusion Zone”) formed by the straight lines between Port of Napier Mole Head Light (Oc R. 3s 9m 4M) to Buoy “B”(FI.R.2s), to Buoy “A”(FI.G.4s), to Buoy “C”(FI.G.3s), to the Harbour Breakwater Beacon (FI.R.) (see picture below).**
- (e) **Boats that are seen by the Race Committee or a harbour official to enter the Port of Napier Exclusion Zone may be penalised, without a hearing, by having their elapsed time for the Napier – Auckland leg increased by 10%. This changes rule 63.1.**
- (f) **Yachts entering the exclusion zone may also be fined by the Napier Harbourmaster.**

- 11.7 Yachts not finished in time for the mass restarts will start themselves at the designated start time after fulfilling their compulsory stopover requirements. The Race Committee will provide these vessels with the Lat and Long positions of the start line used for the mass restart.
- 11.8 Yachts starting themselves will provide the start time to the Race Committee via the first Daily Check in (see 14) after they start.

12 The Finish

12.1 Mangonui

- (a) The finish line will be between 2 waypoints [34°58.243S - 173°31.691E] and [34°58.312S - 173°31.113E]
- (b) Buoy's may be laid in the approximate positions as above.
- (c) Finishing times will be taken from the YB Tracker.

12.2 Waikawa

- (a) The finish line shall be between 2 waypoints [41°5.927S - 174°16.597E] and [41°6.344S - 174°18.095E].
- (b) Finishing times will be taken from the YB Tracker.

12.3 Napier

- (a) The finish line shall be between 2 waypoints [39°27.557S - 176°55.810E] and [39°27.780S - 176°55.402E].
- (b) Finishing times will be taken from the YB Tracker.
- (c) ***No boat shall enter the area ("Port of Napier Exclusion Zone") formed by the straight lines between Port of Napier Mole Head Light (Oc R. 3s 9m 4M) to Buoy "B"(FI.R.2s), to Buoy "A"(FI.G.4s), to Buoy "C"(FI.G.3s), to the Harbour Breakwater Beacon (FI.R.) (see picture below).***
- (d) ***Yachts entering the exclusion zone may also be fined by the Napier Harbourmaster.***

12.4 Auckland

- (a) The finish line will be a line out from the combined clubs tower on the breakwater at Westhaven to a permanently moored yellow outer distance mark.
- (b) ***No boat shall enter the Auckland Harbour Restricted Areas as designated in the Auckland Harbourmasters diagrams in Appendix B. (see picture below).***
- (c) ***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 Napier – Auckland leg increased by 10%. This changes RRS 63.1.***
- (d) ***Yachts entering the exclusion zone may also be fined by the Auckland Harbourmaster.***
- (e) Finish times will be taken from the Combined Clubs Tower but may be taken from the YB Tracker.

- 12.5 Yachts must record the time they cross the finish line for all legs using local GPS time and record it on their leg finish declaration form.

13 Declaration Forms

13.1 Leg Start Declaration Form

- (a) Yachts are required to submit an online declaration form before the briefing of each leg, https://www.ssanz.co.nz/pre-leg_declaration/

- (b) The declaration shall cover details of the following items:
 - (i) The yacht complies in all respects with the Cat 2 safety certificate.
 - (ii) The yacht complies in all respects with the safety requirements of the Notice of Race, Sailing Instructions any included amendments that may be posted by the organising authority
 - (iii) Both co-skippers are physically fit and healthy to complete the next leg.
 - (iv) Any other information requested by the race committee.
 - (v) Failure to submit a declaration to the race committee prior to the leg briefing will result in a 5% penalty to be added to the elapsed time of the leg. This changes RRS 63.1

13.2 Leg Finish Declaration Form

- (a) Yachts are required to submit an online declaration form at the end of each leg within 12 hours after finishing https://www.ssanz.co.nz/post-leg_declaration/
- (b) The declaration shall include the time they cross the finish line for the completed leg using local GPS time.
- (c) The declaration shall cover details of any of the following events:
 - (i) Suspension of racing for any reason
 - (ii) Breach of Racing Rules of Sailing and any penalty already taken.
 - (iii) Breach of the Notice of Race or the Sailing Instructions
 - (iv) Breach of Harbour Bylaws
 - (v) Use of the engine for propulsion for any reason
 - (vi) All missed position reports
- (d) The declaration should include a full account of the circumstances surrounding the breach, and influence, if any, of the yacht's progress towards the finish of the leg.
- (e) Failure to submit a declaration to the race committee within the required timeframe will result in a 5% penalty to be added to the elapsed time of the leg. This changes RRS 63.1

14 Race Postponements

14.1 The Race Officer may postpone by any amount of time that he/she sees fit.

14.2 Postponements will be notified on VHF Channel 77 or Ashore as applicable and on the SSANZ website Noticeboard

15 Stopovers and Restarts

15.1 The compulsory stopover durations are:

- (a) Mangonui 24 hours (Minimum 6 hours, see 15.4 below)
- (b) Waikawa 48 hours (Minimum 12 hours, see 15.4 below)
- (c) Napier 48 hours (Minimum 12 hours, see 15.4 below)

15.2 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 fleet 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.

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

15.4 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 stop over duration from their arrival time. Yachts outside this period will have a restart time set by SSANZ after the minimum stop over duration.

16 Berthage

16.1 Auckland

Yachts are to assemble in Auckland four (4) days prior to the start. Non central Auckland yachts to make their own arrangements and inform SSANZ of their location. Yachts must be available for a safety inspection by a SSANZ appointed safety inspector on the Tuesday, Wednesday or Thursday prior to the start, they must be presented in a ready to race state.

Finishing in Auckland. Non central Auckland yachts must make their own berthage arrangement for berthage prior to finishing. If staying at Westhaven or another close marina, yachts are to have a berth arranged prior to finishing.

Mangonui

Yachts will anchor in the harbour to the East of the main channel off Goldfinch Pt. Crews will be collected by a dinghy on request. VHF channel 77 shall be used.

16.2 Waikawa

Yachts will be directed to their berth at Waikawa Marina. However, yachts may need to anchor off the marina.

16.3 Napier

Yachts will be directed to the Inner Harbour and either be allocated a berth in the marina, tied to Napier Sailing Club breastwork or yachts with deep draft may have to be berthed in the commercial area. Yachts will be rafted together in any of these locations in the inner harbour.

16.4 Berthing Lines, Fenders and Anchors

Yachts should expect to anchor in Mangonui harbour. Moorings will not be provided by the organising authority. Yachts should have a substantial anchor, chain and rope in Mangonui, anchoring is just off the main channel and yachts often will hang to the tide not the wind, a minimal racing anchor will not be sufficient.

All yachts are to provide adequate mooring lines and fenders. Yachts will be mooring and rafting in Waikawa and Napier.

Minimum of four fenders of suitable size are required. (Larger yachts may require more fenders.)

Yachts shall carry a minimum of 2 mooring lines made of stretchable material that are of at least 1.5 times the yachts length and of a minimum size as below.

<u>Yacht Length</u>	<u>line size</u>
Up to 10m	10mm
10m to 13m	12mm
13m to 15m	14mm
Over 15m	16mm

16.5 Additional berthing lines may be required to securely berth or raft a yacht, these lines may be carried by shore-based support crews.

16.6 An additional heavy anchor maybe carried by shore crew in addition to the anchors required for Category 2 safety requirements.

17 Hull Cleaning

17.1 All yachts are to have their hulls cleaned before the race starts on Saturday 28 February 2026 and 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 marina or harbour's during the race. A copy of the receipt is to be lodged (via rni.ssanz.co.nz) with the race committee by 1000 hrs Friday 27 February 2026.

18 Twice Daily Check in

18.1 All yachts are required to complete twice daily check in reports with SSANZ giving their position at 0700 hrs and 1900 hrs respectively.

18.2 Yachts are to complete their twice daily check in report using email during the following time periods, 0700-0730 hours and 1900-1930 hours. Email messages are to be sent to **rni@ssanz.co.nz**

18.3 The message must include the following information:

- (a) Vessel Name and Sail Number in the subject line
- (b) On the first line. Position in latitude and longitude in Degrees and Minutes e.g. 39'25S - 177'30E.
- (c) On the second line. Update of what has happened onboard in the last 12 hours (e.g. top speed, weather, sea state, current sail selection, what's for breakfast or dinner).
- (d) On the third line. Answer to the question requested in previous check in acknowledgement.

18.4 **rni@ssanz.co.nz** will send an acknowledgement. The acknowledgement may have a question that is to be answered at the next check in.

18.5 It is a yacht's responsibility to complete all required Twice Daily Check Ins.

18.6 Yachts failing to comply with the Twice Daily Check In requirements will receive a 1%-time penalty for every report they don't complete per leg. This changes RRS 63.1

19 Radio Instructions

19.1 Mangonui

Approaching Mangonui

- (a) Call SSANZ Sports Radio on VHF Channel 77 30 minutes prior to the finish, after passing and well clear of Berghan Point.

Leg 2 Restart

- (a) All boats must call SSANZ sports radio on VHF Channel 77, 30 to 60 minutes before the start.

19.2 Waikawa

Approaching the Finish Line

- (a) Call SSANZ Sports Radio on VHF Channel 1 30 minutes prior to the finish after passing Cape Jackson.
- (b) Call SSANZ Sports Radio on VHF Channel 1 after finishing to advise intentions of direct travel to Waikawa or rest prior to proceeding up the sound.

Approaching the Waikawa marina

- (a) Call SSANZ Sports Radio on VHF Channel 1 when approaching Waikawa marina.

Leg 3 Restart

- (a) All boats must call SSANZ sports radio on VHF Channel 77, 30 to 60 minutes before the start.

19.3 Napier

Approaching Napier

- (a) Call SSANZ Sports Radio on VHF Channel 62, 30 minutes prior to the finish.

Leg 4 Restart

- (a) All boats must call SSANZ sports radio on VHF Channel 77, 30 to 60 minutes before the start.

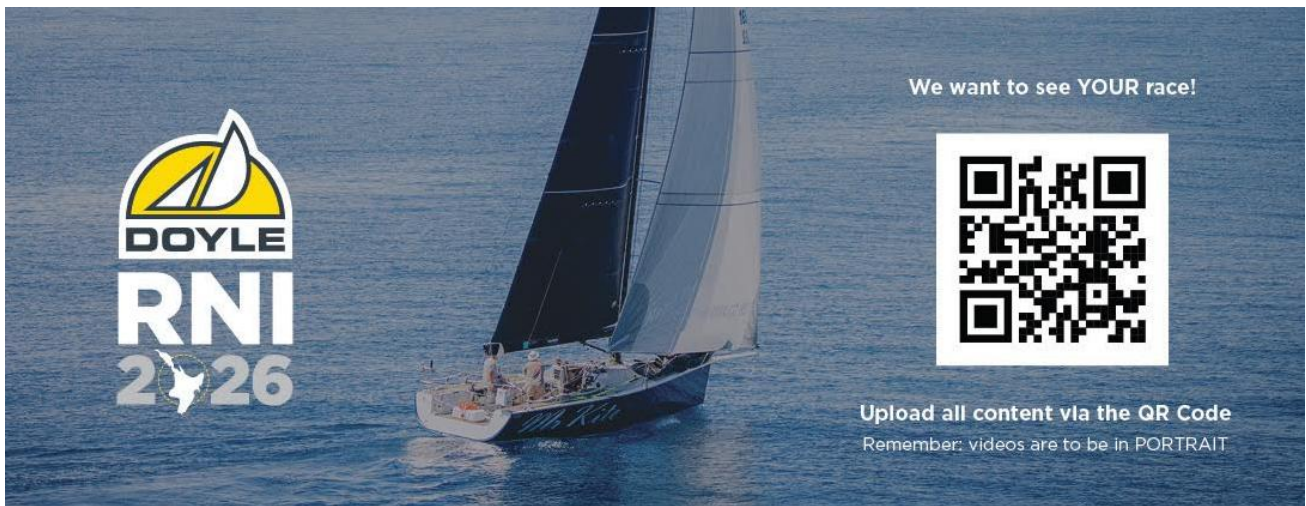
19.4 Auckland

Approaching Auckland


- (a) VHF Channel 77 call SSANZ Sport Radio after passing Bean Rock Light.

Leg 1 Start

- (a) All boats must call SSANZ sports radio on VHF Channel 77, 30 to 60 minutes before the start



We want to see YOUR race!



Upload all content via the QR Code
Remember: videos are to be in PORTRAIT

- 19.5 Yachts should be aware of the Maritime New Zealand VHF emergency and working frequencies around the North Island Coast.
- 19.6 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.
- 19.7 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.
- 19.8 Yachts must maintain a listening watch on VHF Channel 16 at all times whilst racing.
- 19.9 Yachts shall have a handheld VHF radio in the cockpit close at hand after making the call to SSANZ Sports radio when approaching the finish.
- 19.10 When yachts need to contact SSANZ for any other reason whilst racing outside of cell phone range, they are to firstly call Maritime Radio on Channel 16, if not heard call maritime radio on 00644 5505280 via Satellite Phone and failing this Email rni@ssanz.co.nz.

20 Trackers

- 20.1 All yachts are required to carry a tracker provided by SSANZ.
- 20.2 A representative from the SSANZ will fit the tracker to each yacht in consultation with the yachts Co-Skippers. Instructions will be provided on the operation of the device.
- 20.3 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.
- 20.4 Nothing shall be done to inhibit YB tracker transmissions.
- 20.5 A yacht failing to keep their tracking device operating will receive a 1% time penalty for each extended outage unless a satisfactory explanation is made with the declaration. (See Sailing Instruction 13.) This changes RRS 63.1
- 20.6 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.
- 20.7 YB Tracking Links

HTML Leaderboard <https://yb.tl/Leaderboard/ssanz2026>

Simple <https://yb.tl/Simple/ssanz2026>

Expedition

<https://yb.tl/ssanz2026-expedition.txt>

<https://yb.tl/ssanz2026-boatids.txt>

Recent versions of Expedition have a YB Tracking option which requires this code: **ssanz2026**

Text Leaderboard (all classes) <https://yb.tl/ssanz2026>

21 Time Limits

- 21.1 In order to qualify as a finisher, a yacht must finish the race no later than noon on Wednesday 18 March 2026. This may be extended by the race committee if there are any major delays during the race.

22 Protests and Requests for Redress

- 22.1 Protest forms are available from a race official or from:
<https://www.yachtingnz.org.nz/sites/default/files/2018-07/Protest%20Form.pdf>
- 22.2 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 hearing. RRS appendix T will apply
- 22.3 Protests and requests for redress or reopening shall be delivered to a SSANZ race official within the protest time limit.
- 22.4 The protest time limit is 12 hours after the protesting yacht has finished the leg that the protest relates to.
- 22.5 The time limit for protests by the race committee will be 24 hours after the last yacht has finished the leg that the protest relates to. This changes to RRS 61.3.
- 22.6 Competitors will be informed of hearings to which they are parties via the SSANZ Official notice board. (<https://www.ssanz.co.nz/noticeboard>)
- 22.7 The Protest Committee may give a penalty less than disqualification at their discretion. This changes RRS 64.2. The scoring abbreviation for a discretionary penalty imposed under this instruction will be DPI.
- 22.8 When the protest committee decides that a boat which is a party to a protest hearing has broken a rule, it may:
- (a) disqualify the boat from the leg that the protest relates to; or
 - (b) impose an elapsed time penalty on the boat; or
 - (c) disqualify the boat from the entire race; or
 - (d) impose no penalty on the boat. This changes RRS 64.2.
- 22.9 The protest committee shall not disqualify a boat from the entire race unless it would be inappropriate to do otherwise. This changes RRS 64.2.
- 22.10 No request to reopen a hearing will be accepted after two hours from the publication of a protest decision. This changes RRS 66
- 22.11 A request for reopening based on a leg 4 protest decision shall be delivered no later than 30 minutes after the decision is posted. This changes RRS 62.2.
- 22.12 Protests will be heard as soon as practically possible following the finish of each leg.

23 Safety Regulations

- 23.1 It is expected that all competitors, support crew, visitors and race committee will wear lifejackets when in tenders or water taxis.
- 23.2 All yachts are required to display an allotted race number for the duration of the race, plus fly any other supplied flags whilst in port for stopovers.
- 23.3 A yacht starting a leg of the race without all distinguishing numbers displayed correctly, may be penalised or disqualified
- 23.4 Any yacht withdrawing from a leg for any reason must advise Maritime Radio as soon as possible by the best means available.
- 23.5 Yachts shall carry, at the start of each leg, sufficient food and water appropriate for the leg. The quantity should include provision for mishap.
- 23.6 Yachts are to ensure they manage battery capacity to maintain required communications systems at all times.
- 23.7 Yachts are to ensure that the AIS unit is powered on and set to transmit at all times. Nothing shall be done to inhibit AIS transmissions.
- 23.8 The satellite communication system shall be powered on, and able to receive voice calls at all times.

24 Replacement Crew

- 24.1 If approved by the race committee, either co-skipper may be replaced by another properly qualified person until 4 hours prior to the start of any leg. From this time forward the crew may not be changed for the leg.
- 24.2 The same crew must complete all legs to be eligible for overall prizes.

25 Engine Use

- 25.1 No yacht shall be under power or tow after the Preparatory Signal. Yachts may suspend racing in accordance with 2.1(g). 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.
- 25.2 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.
- 25.3 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.

26 Rule Infringements (Changes RRS63.1 and 64)

- 26.1 The Race Committee may without a hearing apply a time penalty of 1 hour added to a boat's elapsed time, that fails to lodge a declaration as required by SI 13. This changes RRS 63.1

- 26.2 The Race Committee may without a hearing apply a time penalty of 2 hours per leg to any boat in breach of SI 23.7 for not transmitting their AIS as required. This changes RRS 63.1
- 26.3 The Race Committee may without a hearing apply a time penalty of 2 hours per leg to any boat in breach of SI23.8 for not having their satellite communications powered on and able to receive calls at all times. This changes RRS 63.1
- 26.4 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. This changes RRS 63.1
- 26.5 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 RRS30 (This changes RRS 28, 90.3 and A4).

27 Use of Drone and Helicopter for Approved Media

- 27.1 Participation in the 2026 Doyle Sails Two Handed Round North Island Race as competitors as well as support crew, spectators and officials, agree to be overflown by a drone / RPAS (Remote Piloted Aircraft System) and/or helicopter at any time during the event.
- 27.2 Use of Drones / RPAS (Remote Piloted Aircraft System) is strictly forbidden by all competitors, including support vessels.

28 Event Flags and Battle Flags

- 28.1 All yachts are required to display an allotted race number for the duration of the race, plus fly any other supplied flags whilst in port for stopovers.
- 28.2 The SSANZ burgee must be flown from the backstay whether racing or not.
- 28.3 All yachts are to fly all supplied flags during stopovers. Flags are to be raised as soon as possible after the leg finish and to be flown until in the start area and have completed any required sail past of sponsors prior to the start.
- 28.4 All yachts are to participate in the sail past of Devonport Wharf and the SSANZ Media boat in the vicinity of the eastern end of Devonport Wharf one hour prior to the start with all battle flags, burgees flying, with mainsails hoisted.

29 Disclaimer of Liability

- 29.1 Competitors participate in this event entirely at their own risk, refer to Rule 3.
- 29.2 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**
- 29.3 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.

Further Information

www.ssanz.co.nz

Race Director Garry Jolliffe Ph: 027 434 8186

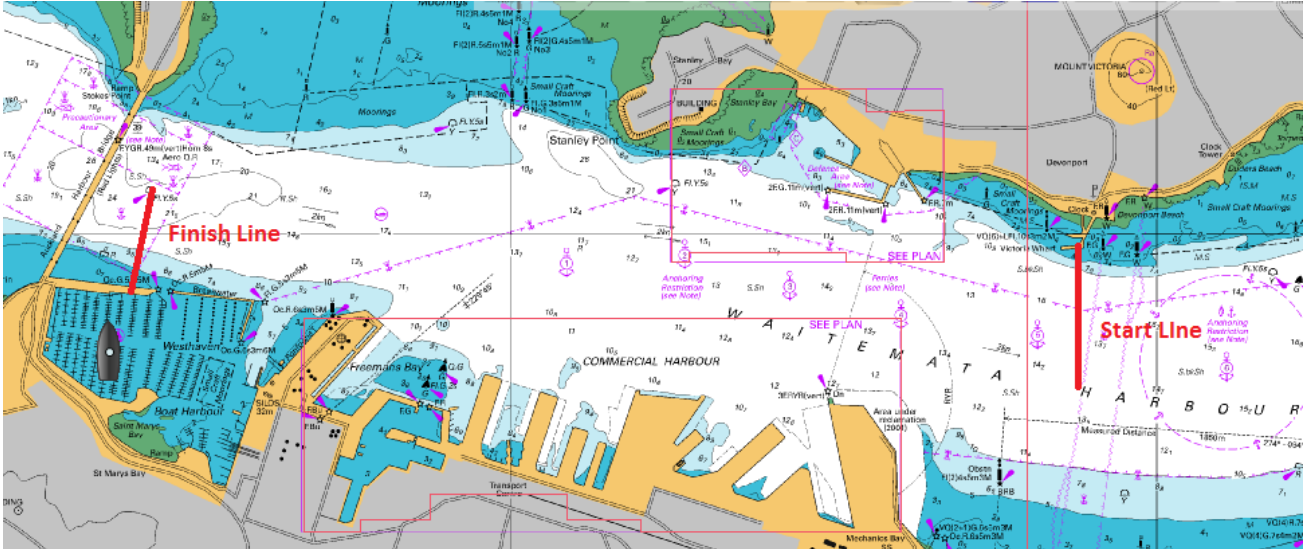
Race Officer Geoff Herd Ph: 027 559 4466

Safety Officer Jon Henry Ph: 027 477 9745

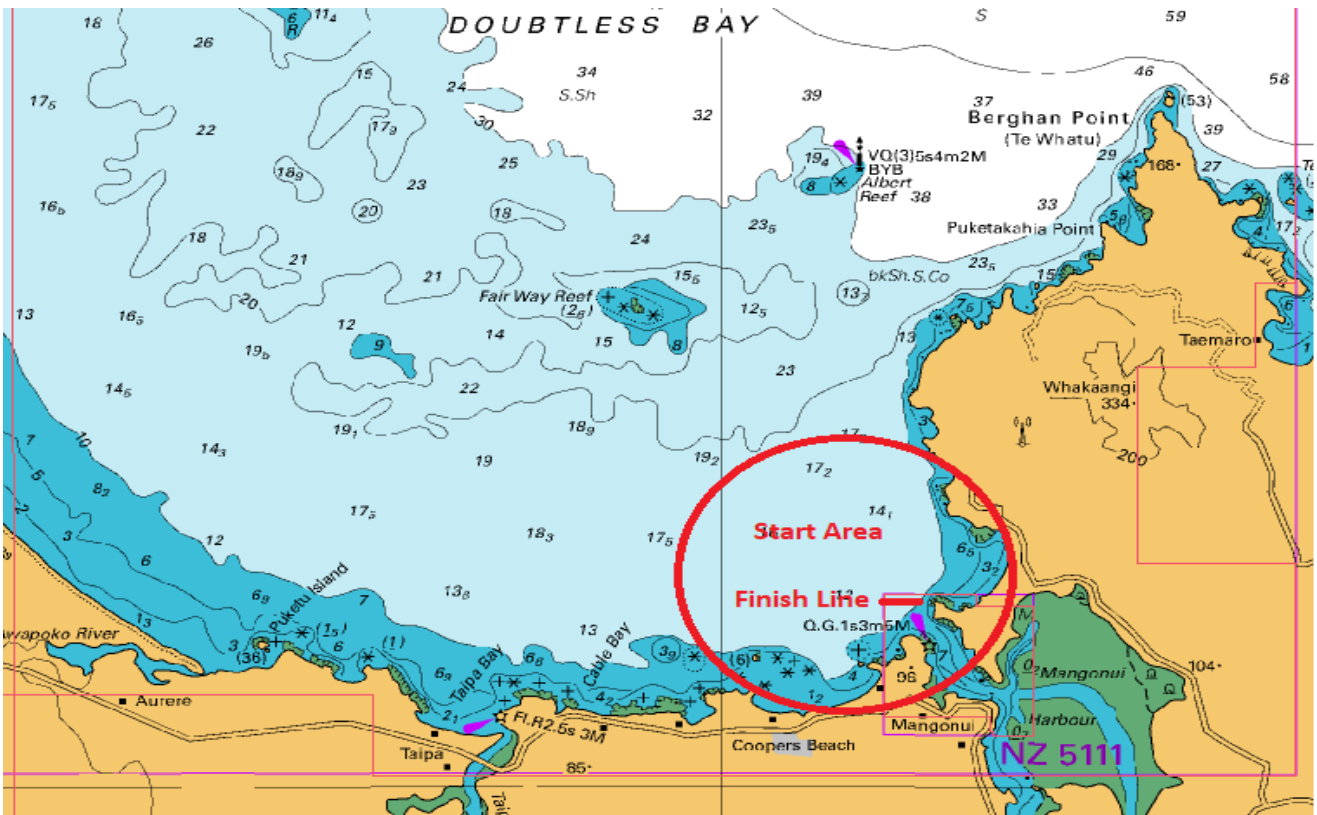
Appendix A Charts of Start Lines and Finish Lines

This appendix has charts showing the approximate locations of start and finish lines for each leg.

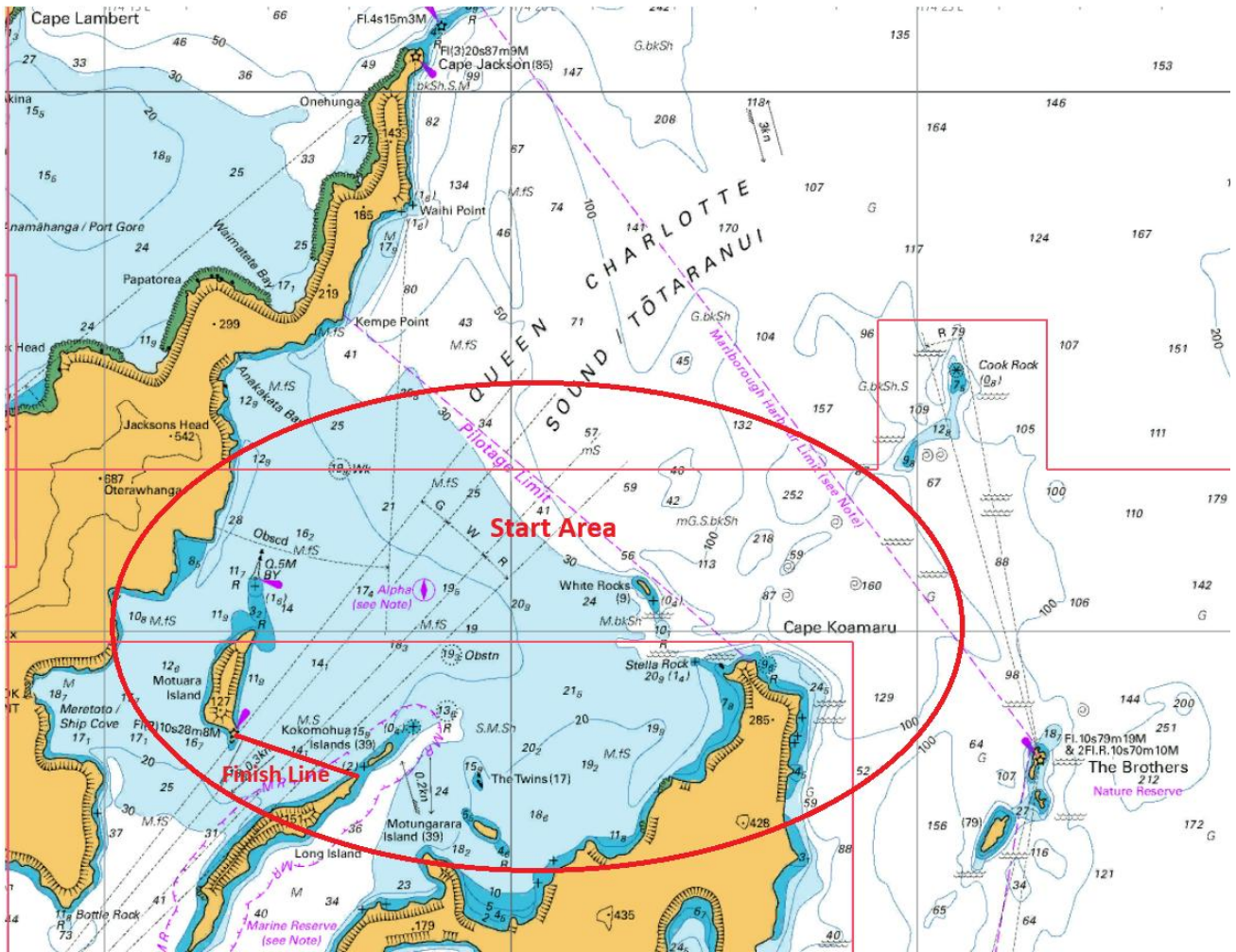
1. Auckland



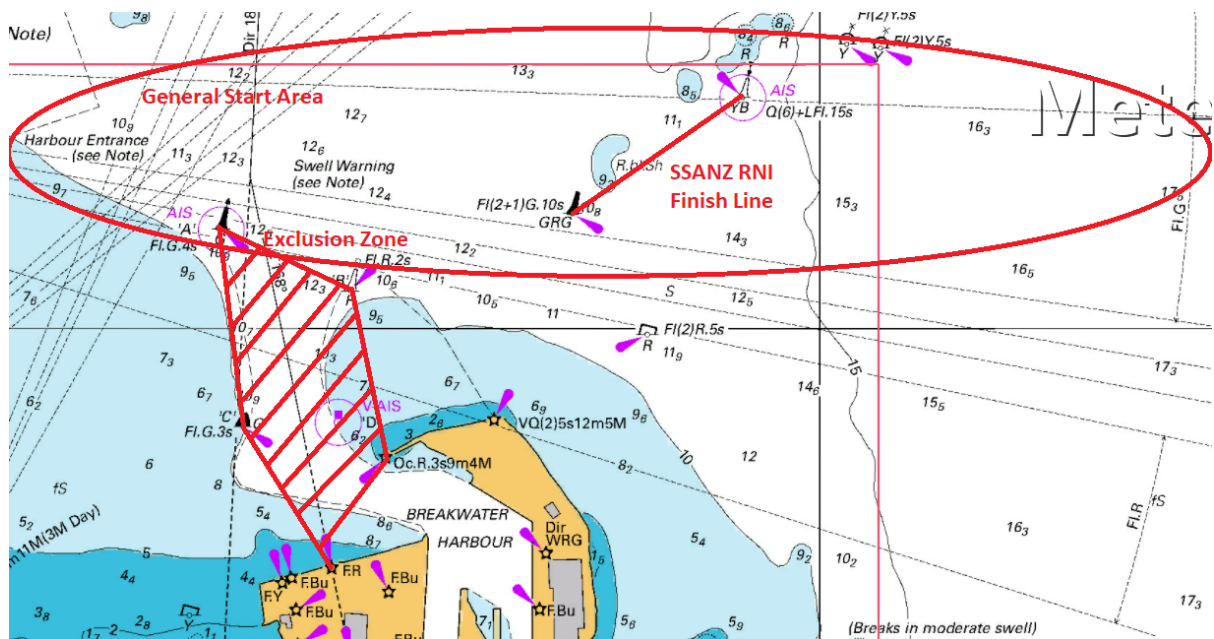
2. Mangonui



3. Waikawa

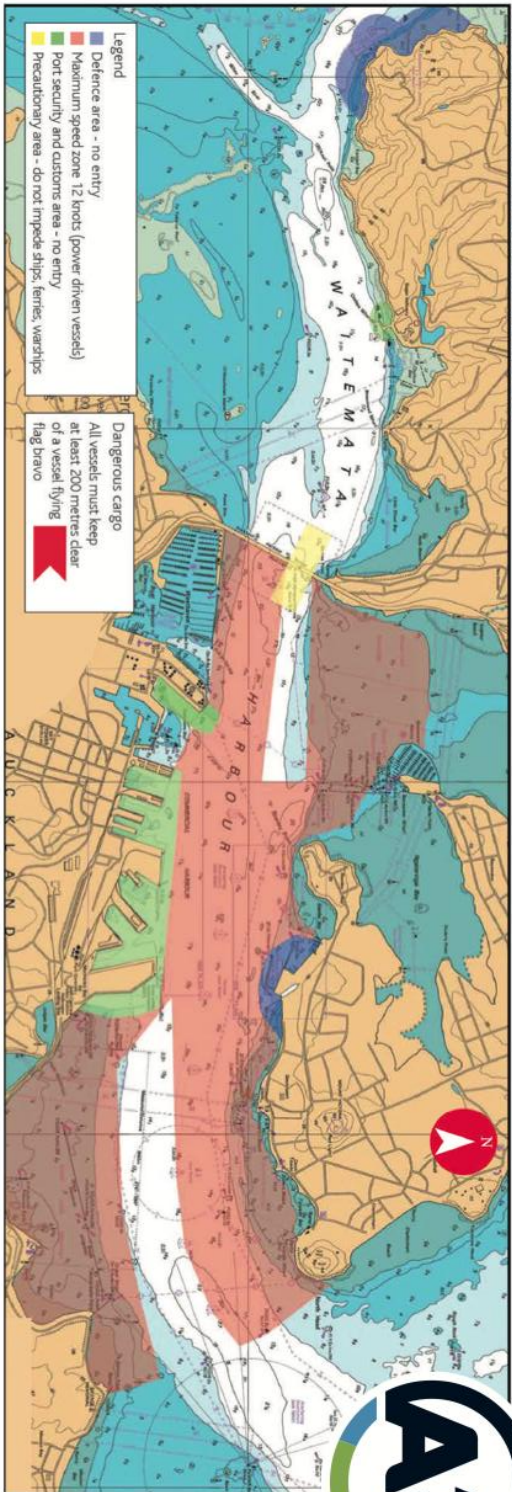


4. Napier

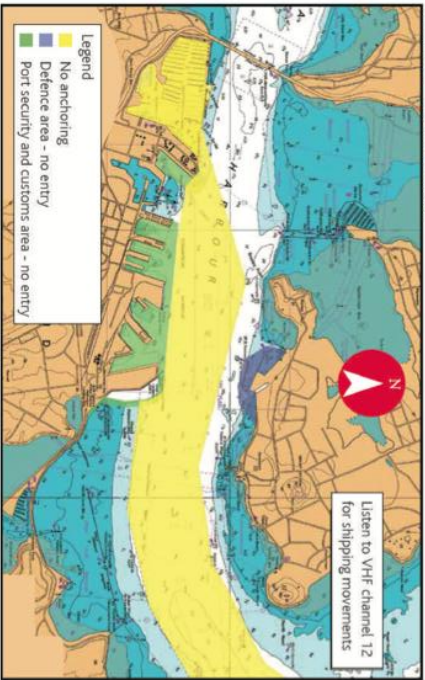


Appendix B Auckland Harbour Restricted Areas

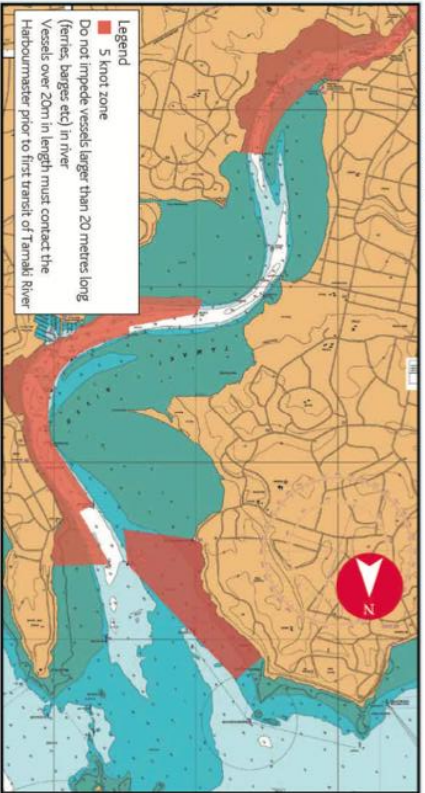
Auckland Restricted Areas



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.

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

In an emergency use VHF channel 16 or phone 111



We want to see YOUR race!



Upload all content via the QR Code
Remember: videos are to be in PORTRAIT