



**SSANZ**

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**2019 Round New Zealand Race  
Entrants' Guide**

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# 1 About this Guide

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As potential competitors decide whether they would like to take part in this race, they are usually seeking further information. The purpose of this guide is to provide anyone thinking about entering and preparing for the 2019 Two Handed Round New Zealand Race the information they may be seeking.

Additional information quite often comes from previous competitors and experienced sailors. As this will be only the third 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. Feel free to contact committee members or the race director to discuss anything you would like.

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, but 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 and the Sailing Instructions, 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.

**Please Note:**

**This document is not an official document.  
It is a guide to provide additional information.**

## 2 The Round New Zealand Race

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SSANZ first ran the Two Handed Round New Zealand Race in 1990. This was the first time there had been a race around New Zealand whether fully crewed or two-handed. It proved to be an epic challenge for the competitors, organisers, and the toughest yacht race in New Zealand. SSANZ ran the second race in 2012 and this proved to be just as tough as the first race.

To date thirteen yachts and twenty-six sailors have completed this race. They are an elite group of New Zealand sailors. They are true adventuring sailors who took on some of the toughest sailing waters along some of the most rugged and beautiful coastlines in the world. They did this two-handed to make it an especially tough challenge. So far no one has completed this race twice.

Yachts that have completed this event.

### 1990 Race

Yacht Name	Design	Skipper and Co-Skipper
Head Office	Ross 35	Steve Ashley – Craig Torkler
Miss Conduct	Townson 34	Jim Williamson – Warwick Hayward
Prospector	Smith 33'6"	Owen Stewart – Hugh Porter
Provincial Cowboy	Ross 40	Geoff Bagg – Harry White
Southern Huntress	Spencer 38	Julian Boyd – John Sinclair

### 2012 Race

Yacht Name	Design	Skipper and Co-Skipper
Coppelia	Farr 11.6	Rob Croft – Sally Garrett
Danaide	Beale 11.6	Jon Henry – Paddy Greene
Pelagian 2	Stewart 34	Kurt Boyle – Matthew Burkhardt
Revs	Ross 12	Mark Gordon – Kim McMorran
Sunstone	S&S 40	Vicky Jackson – Tom Jackson
Surreal	Beneteau 47.7	Tim Holgate – Cameron Thorpe
Truxton	Tiller 35	Chris Skinner – Shane Kirkman
Vingilot	Cav 45	Charles Bradfield – Matthew Bradfield

If you are thinking about entering this unique event, are you ready for New Zealand's ultimate challenge? SSANZ has committed to running the third edition of this tough race, starting on Saturday 16 February 2019. Who will step up for the challenge this time?

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 work load 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.

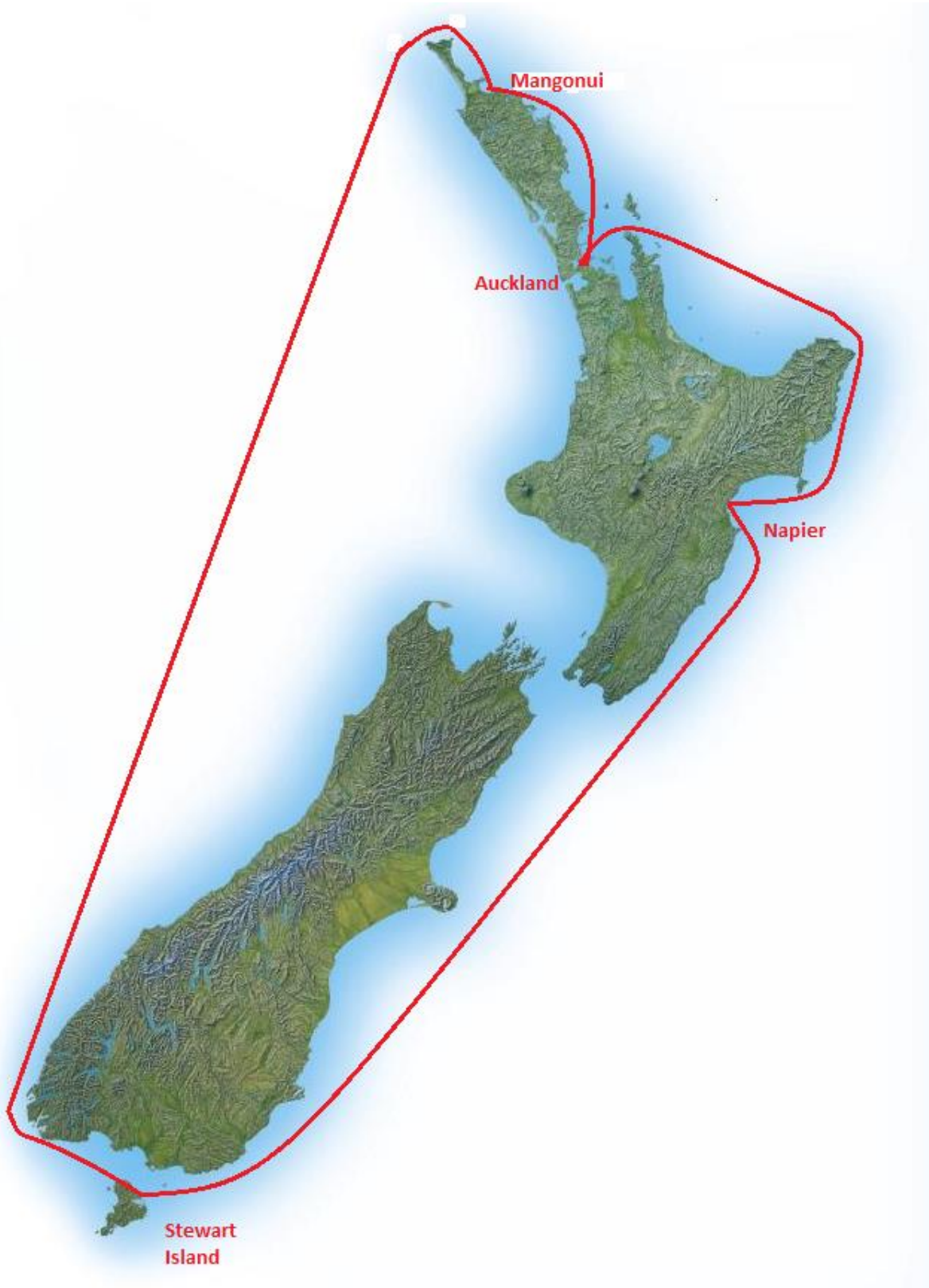
The crew need to train and know the systems and procedures inside out, and be able to perform them in all conditions and with sleep deprivation. Crews also need to be physically and mentally fit to take on the challenge. They need to know how to manage their bodies for diet, sleep, sea sickness and potential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

***So, the work now begins.....***

### 3 The Course

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The course for the 2019 Round New Zealand Race is an anticlockwise circumnavigation of mainland New Zealand. Starting in temperate Auckland, around subtropical Northland, then down through the 40s into the Southern Ocean, before returning via the east coast of New Zealand to Auckland.



### 3.1 Leg One – Auckland to Mangonui

Leg one starts off Westhaven Marina 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.

Distance 154 Nautical Miles

### 3.2 Leg Two – Mangonui to Stewart Island

Leg two is the long leg. Start off Mangonui Harbour, leave Doubtless 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 SSW. The weather will change and it is getting colder. The transition from the west coast of the North Island to the west coast of the South Island will always be tricky even though you may be about 200nm offshore. Down past Fiordland heading for Puysegur Point, the roughest cape in New Zealand, where the wind blows either a storm or a gale 300+ days per year. Then it is through Foveaux Strait to finish in Half Moon Bay, Stewart Island. Time for a rest!

Distance 918 Nautical Miles

### 3.3 Leg Three – Stewart Island to Napier

Leg three starts in Half Moon Bay, heading NE up the South Island past the Otago Peninsula and Banks Peninsula, then the tricky transition from the Kaikoura Coast to the Wairarapa Coast on the North Island. Do you go wide or get sucked into Cook Strait? Around Cape Kidnappers into Hawke Bay to finish off Napier Harbour. Time for a wine tour.

Distance 680 Nautical Miles

### 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

## 4 Application for Entry and Entry Process

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The entry process and eligibility requirements are stated in the Notice of Race. SSANZ will require an application for entry with a deposit of \$750.00 to be paid, this being 50% the entry fee. The application will require the following details to be provided.

- Full details including measurements of the yacht to be entered in the race
- Does the yacht currently have a Cat 2 certificate?
- Details of the Co-Skippers including next of kin and a brief sailing history

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

The aim is that SSANZ as the organising authority is comfortable that 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 modified 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 yachts capability.

For the 2019 Round New Zealand Race, SSANZ have a minimum length requirement of 10 metres overall length. This is in keeping with the aim to have good, offshore-capable yachts that have been prepared to a high-level for offshore conditions. However, capable yachts that fall under this limit may be considered if they are built to a very high standard for offshore, and are well crewed and have a proven ability to compete at this level.

The SSANZ Committee 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 deposit will be refunded and reasons given as to why the application was declined. The SSANZ Committee decision is final.

When an application is accepted, the full entry fee is then due for payment, and 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.

This may seem harsh to some competitors, but the SSANZ Committee 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 co-ordination 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 media and other organisations to support the event.

Total entry Fee is \$1500.00 NZD

Late entry Fee is \$2200.00 NZD

## 5 Important Dates

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The following dates are important and need to be planned for from the beginning of your planning to do the race. 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. The requirements need to be met to retain your entry status, or you will be classed as having withdrawn from the race at that point.

Applications for Entry Open	NOR 3.6		Friday 22 <sup>nd</sup> September 2017
Regular entries close	NOR 3.7	1830hrs	Wednesday 1 August 2018
Late entries close	NOR 3.12	1830hrs	Friday 2 November 2018
PHRF and/or IRC Certificate	NOR 7.1 NOR 7.2	1830hrs	Saturday 1 December 2018
All other eligibility requirements e.g. Biographies, photos,	NOR3.5(o)	1830hrs	Saturday 1 December 2018
Insurance Certificate	NOR 15.2	1830hrs	Saturday 1 December 2018
Sailing Instruction available on or before	NOR 8.1		Friday 1 February 2019
Copy of Valid Category 2 Safety Certificate	NOR 1.4	1830hrs	Friday 1 February 2019
Medical Certificates	NOR 3.5(j)	1830hrs	Friday 1 February 2019
Evidence of Qualification Voyage	NOR3.5(f)	1830hrs	Friday 1 February 2019
Yachts presented for safety inspection	NOR 6.1	1000hrs	Tuesday 12 February 2019
Farewell Function	NOR 5.1(b)	1900hrs	Thursday 14 February 2019
Compulsory briefing	NOR 5.1(a)	1000hrs	Friday 15 February 2019
RNZ Leg One Start	NOR 5.2(a)	1400hrs	Saturday 16 February 2019



## 6 Boat Suitability

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### 6.1 Overview

Like the crew, the boat needs to be capable of taking on the conditions likely to be seen during the Round New Zealand 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 2017- 2020](#)

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 Yachting New Zealand. [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 Yachting New Zealand PHRF certificate. IRC scoring is offered to all competitors who wish to supply a valid IRC certificate.

**Length** Suitable cruiser/racer or race yachts over 10 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 2019.

### 6.2 Hull Construction

To ensure that your yacht was 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.

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 the 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 committee 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.

## 6.3 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 1 or 0 stability.

## 6.4 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 at the beginning of each leg.

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 requiring 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.

## 6.5 Additional Cat 2 Requirements

All yachts will be required to carry and have the means to set a storm trysail, in accordance with the requirements given in Yachting New Zealand Safety Regulations for Category 1. Due to the weather conditions that can be encountered in this race, especially on the west coast of the South Island, a trysail must 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 must.

## 7 Crew Qualification

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### 7.1 Overview

The Round New Zealand 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 14 February 2001.

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. The SSANZ committee emphasise that proper preparation, planning and training is essential for this race. This is reflected in our criteria which apply to every entrant.

### 7.2 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 re-certify.

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, Liferafts 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. The following organisations can be contacted if you need to book a course, however we recommend the Seawise Course as being the most comprehensive.

Seawise Boating [www.seawise.info/](http://www.seawise.info/)

Coastguard Boating Education [www.boatingeducation.org.nz](http://www.boatingeducation.org.nz)

## 7.3 First Aid Certificate

Co-Skippers are both required to have a first aid certificate to work place first aid level, or Coastguard coastal medic. Both these first aid courses cover the same modules with the coastal medic being more boating focused. However, we recommend that you undertake an offshore medic course.

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.

## 7.4 Doctor's Medical Certificate

SSANZ requires you to have a medical health check with your doctor within two months prior to 1 February 2019. This ensures that the organising authority know 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 this 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.

## 8 Replacement Crew

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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, medical reason that the person is not medically fit to continue or extenuating family circumstances, such as the death or 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 reason that a Co-Skipper may need to be changed: as stated above, medical reasons, injury and accident, extenuating family circumstances. Work commitments or similar 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 Advance Sea Survival, First Aid certificate, medical certificate. They also need to complete the same requirements, including the qualifying voyage if possible.

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 the SSANZ Race Committee in writing, clearly stating the reason for the crew replacement. This needs to be given to the Committee as soon as possible as they need to review the application, confirm all details, and assess the suitability of the replacement crew member. This must be provided 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 to the elapsed time for the next leg. 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.

The penalty is added to the elapsed time for the immediate leg that the replacement crew sails in. If the replacement crew sail in more than one leg, only one penalty for that person is applied. So, if a crew member is replaced in Stewart Island, the penalty will be applied to the Stewart Island to Napier leg only.

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.

## 9 Qualifying Voyage

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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 500 nautical miles two handed, preferably in a race, or a point to point delivery, non-stop on open water, together on the entered yacht, and provide evidence of the voyage to the satisfaction of SSANZ committee.

SSANZ Committee prefer 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 500 nautical miles or more point to point with no stopovers, will qualify.

SSANZ is proposing to run the ANZAC Race in 2018 that will have a distance that the SSANZ Committee deem to meet the requirement.

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 500 nautical miles with legs of approximately equal lengths. Reaching up and down the coast will not be accepted.

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 New Zealand Race. Ask them to send you and the race director an e-mail of all the reports on completion of the qualifying voyage. This will provide evidence required to prove your qualifying voyage.

## 10 Stop-overs

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The Round New Zealand Race has four legs, but is one race, the overall race results are the total of the corrected time from the four legs. All leg results count, with no drops. At the end of each leg except leg four, there is a stopover.

The stop-over ports are Mangonui in Doubtless Bay, Half Moon Bay on Stewart Island 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)
Stewart Island	72 hours (Minimum 36 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 75% 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 or shorter 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 and then it will only be shortened if there is full agreement from the Co-Skippers.

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 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 balance with the maintenance requirements of their yacht and taking part in social activities.

SSANZ has arranged for well-known sailmaker, Roger Hall, from North Sails Opuia, to travel to each stop-over to do any necessary sail repairs. Give Roger a call during the leg, or see him as soon as you arrive at each stop-over. He will take care of all your sail repair requirements. The cost of any repair is negotiated direct with Roger.

## 10 Berthage, Anchoring and Supplies

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### 10.1 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.

### 10.2 Mangonui

Yachts need to be ready to anchor, though a few shallower draft yachts can sometimes be accommodated on local moorings. Suitable ground tackle is required as the tidal streams are strong and cause the yachts to regularly sit beam-on to the wind. This can cause the yachts to drag their anchors. Fuel and water must be ferried by jerry can. There are only limited supplies from a small shop. It is strongly recommended that yachts stock before the start for both Legs 1 and 2.

### 10.3 Stewart Island

It is intended that all yachts will be on moorings subject to availability. Yachts should be prepared to anchor in Half Moon Bay if necessary. It is possible to come alongside the wharf, fuel must be brought by jerry can from the service station. There is a shop with moderate supplies. For the last race in 2012, it was possible to pre-order supplies from the shop, particularly perishable goods like bread and produce. If family or friends are coming out for this stop-over it is recommended that they book accommodation early as it is limited and Stewart Island has become a tourist destination.

### 10.4 Napier

Yachts will be in either marina berths or rafted stern-to out in front of the NSC. Larger deep draft yachts, with draft of 3 metres or more maybe alongside the commercial fishing boat wharf or in the main harbour. It is recommended that suitable berthing lines, usually polyester or nylon are carried, as well as at least two fenders per yacht for rafting up or tying alongside. The marina berths available will not have berthing lines. There are very good supplies available, but at some distance from the marina. There is good accommodation available for family or friends.

Most yachts have found that one full 4.5kg bottle of LPG will be adequate for the Race. If in doubt, take a spare. It may be possible to refill in Napier.

It has been helpful in the past, if family or friends are coming to Mangonui, Oban or Napier that they contact the Race Committee beforehand. It may then be possible for them to bring items of replacement equipment which may be required by one or more yachts.



# 11 Position Reporting and Trackers

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## 11.1 Position Reporting

All yachts are required to make twice daily position reports with Maritime Radio. These position reports can be done by Single Side Band (SSB) radio if the yacht is carrying one, or e-mail, text to e-mail, or satellite phone call.

The position report schedule is at 0700 hours and 1900 hours, for yachts using satellite communications; 0733 hours and 1933 hours for yachts using SSB with Taupo Maritime Radio.

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 Co-Ordination 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 calling them on your cell phone if you have coverage.

A penalty of 1% 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 need all Co-Skippers to understand that this is a very serious safety requirement.

## 11.2 Trackers

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

SSANZ committee will remotely monitor the battery levels, and will remove the trackers for charging in Stewart Island, and possibly Napier. The SSANZ Committee 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 \$1000.00 for the missing unit.

The trackers report position, speed, and course every ten minutes, and then that 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 tool. 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

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### 12.1 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.

### 12.2 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, and encouraged to, run their own Facebook pages, blogs or websites for the race. The Organising Authority requests that you add the hashtag #2019RNZ 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.

### 12.3 Media

SSANZ will do its best to get 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

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The 2019 Round New Zealand Race, is one race based on the total corrected results for the four legs. 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:

- 1<sup>st</sup> on Line Overall (shortest total elapsed time)
- PHRF Overall (lowest total corrected time for all 4 legs)
- IRC Overall (lowest total corrected time for all 4 legs)

Individual leg prizes may also be awarded for the following:

- 1<sup>st</sup> on PHRF for the leg
- 1<sup>st</sup> on IRC for the leg

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

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

The SSANZ Committee may present other awards or prizes for notable events or achievement during the race. These may include such things as a fishing award, or 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 the ultimate sailing challenge.