



2022 SSANZ Two-Handed Northern Triangle

Notice of Race *Including Amendments #1, #2 and #3 7/2/2022*
changes highlighted in red

19 February – 6 March 2022

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

PO Box 40-550, Glenfield, Auckland

This Notice of Race states the requirements that must be met by a yacht and the co skippers to enter the race. The Sailing Instructions provide the detail of how the race will be run on the water.

Rules

1. General and Safety Rules

- 1.1 The race will be governed by the 'rules' as defined in the Racing Rules of Sailing 2021-2024 ("RRS"), along with the Auckland Harbour Navigation Safety Bylaws 2014,
- 1.2 All yachts shall comply with Part II of the Yachting New Zealand ("YNZ") Safety Regulations 2021-2024 ("SR"), Category 3 modified as follows:
- 1.3 Yachts shall carry communications equipment to comply with Rule 18 (refer SR Part 2)
- 1.4 Yachts must produce evidence from Maritime Radio that transmissions from their VHF and AIS have been received clearly at a range of no less than 20nm from the nearest Maritime Radio Antenna.
- 1.5 Yachts must carry a copy of the "Failed Communications Plan" and store it near their VHF radio (supplied by SSANZ).
- 1.6 **All Boats are required to operate a Predictwind tracker on a smartphone or similar device whilst racing.**
- 1.7 All boats to run a Class B AIS Transponder (permanently) on active transmit, via a masthead antenna, meeting antenna and coax recognised standards. This may be done by sharing the cable with the fixed VHF via a splitter.
- 1.8 A liferaft for the duration of the race as defined by rule 17.11 (refer SR Part 2)

- 1.9 A Coastal First Aid/Medical Kit that meets or exceeds the requirements of a "Coastal Kit" as defined in SR Appendix 1
- 1.10 Yachts must carry sufficient engine fuel at the start of each leg to give the yacht a motoring range of at least 100nm in flat water.
- 1.11 Each yacht shall carry a minimum of 20L of the above engine fuel in one or more suitable separate containers.
- 1.12 All yachts shall carry sufficient paper charts and associated publications to ensure they can continue to navigate satisfactorily in the event of the failure of electronic navigation aids. The following list is recommended as a minimum. Each yacht is responsible for its own safety and should consider additional charts for inshore navigation and ports of refuge. Yachts may have a dispensation of this requirement if they satisfy all the requirements of NOR 1.13
 - 1.12.1 NZ51 (Tauroa Point to Cape Brett)
 - 1.12.2 NZ52 (Cape Brett to Cuvier Island)
 - 1.12.3 NZ532 (Approaches to Auckland)
 - 1.12.4 NZ54 (Cuvier Island to East Cape)
 - 1.12.5 NZ5324 (Tamaki Strait and Approaches)
 - 1.12.6 NZ5412 (Port of Tauranga)
 - 1.12.7 NZ5114 (Doubtless Bay)
 - 1.12.8 Symbols, Terms and Abbreviations NP5011 or equivalent.
 - 1.12.9 Current NZ Almanac, including tide tables 2016/2017
 - 1.12.10 Cruising Guides
- 1.13 The above charts shall also be stored electronically and shall be stored on at least two (2) separate chart plotting devices, one of which must be able to be powered separately from the yachts main power source and be able to be recharged independently of the main engine and operate for an extended period of time. These devices must not be reliant on cellular coverage to function. Yachts may have a dispensation of this requirement if they satisfy all the requirements of NOR 1.12.
- 1.14 Appendix T, Arbitration, will apply.
- 1.15 This racing is classified as on consecutive days, the sails carried at the start must remain the same throughout the entire race.
- 1.16 Exceptionally, in the case of significant damage or loss:
 - 1.16.1 With prior permission from the Race Committee, damaged sails may be replaced with similar sails; and
 - 1.16.2 With permission from the Race Committee, damaged sails may be removed from the yacht and no longer carried.

2. Changes to Racing Rules

- 2.1 Racing rules will be changed as follows. The changes will appear in full in the sailing instructions. The sailing instructions may also change other racing rules.
- 2.2 Yachts with lifting keels shall have keels locked in the down position and not moved whilst racing. This changes RRS 51.
- 2.3 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.
- 2.4 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.
- 2.5 Rule 52 shall not apply to the adjustment of a canting keel or water ballast.
- 2.6 Yachts may use an autopilot or other self-steering device. This changes rule 52.

- 2.7 Between the hours of sunset and sunrise the International Regulations for Preventing collisions at Sea shall apply. This changes RRS Part 2.
- 2.8 Suspension of racing: (changes RRS 41 and RRS 47)
- 2.8.1 A yacht may suspend racing for safety and seamanship reasons, but not be used to gain tactical advantage (e.g. to get out of adverse tide) provided that she informs SSANZ at the first reasonable opportunity.
 - 2.8.2 A yacht that has suspended racing may use a propulsion engine, haul out, or make fast, until she resumes racing.
 - 2.8.3 A yacht that has suspended racing, may, before resuming racing, remove garbage, use any equipment or receive help to effect repairs but shall not take on food or other provisions, or replace equipment, without the prior permission of SSANZ.
 - 2.8.4 Before resuming racing, a yacht shall return to the position where she suspended racing and inform SSANZ at the first reasonable opportunity.
- 2.9 Outside Assistance: (Changes RRS 41(c))
- 2.9.1 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.
 - 2.9.2 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)
 - 2.9.3 Prior to the Warning Signal for a leg, there is no limitation on private services or any other source of data or consulting.
- 2.10 Neither the Skipper nor the Co-skipper may be replaced without the prior written approval of SSANZ. This approval may be given at any time up until six hours prior to the start of a leg. Approval shall be granted provided SSANZ is satisfied that the replacement is eligible to compete. The same crew must complete all legs to be eligible for overall prizes.
- 2.11 For protests where only a rule of Part 2 or rule 31 is alleged to have been broken, an arbitration hearing may be offered prior to any formal protest hearing.

3. Advertising

- 3.1 Yachts may be required to display advertising chosen and supplied by SSANZ in accordance with ISAF Regulation 20.

4. Eligibility and Entry

- 4.1 All required documentation must be provided to SSANZ by the due date to retain a valid entry.
- 4.2 The event is open to all self-righting monohull yachts of not less than 7.924m hull length (as defined in the Equipment Rules of Sailing).
- 4.3 The event is open to multihull yachts of not less than 10m hull length (as defined in the Equipment Rules of Sailing).
- 4.4 Each monohull yacht must have a current PHRF certificate. Multihulls shall be allotted a handicap by SSANZ.
- 4.5 Each yacht must have a current Category 3 safety certificate. This is to be submitted no later than 1830 hours 31 January 2022.

- 4.6 Each yacht must have a current life raft inspection certificate. This is to be submitted no later than 1830 hours 18 February 2022.
- 4.7 406 EPIRB registration certificate for all EPIRB's and PLB's to be carried during the race. (see beacons.org.nz) Emergency contacts must be up to date. These certificates to be submitted no later than 1830 hours 31 January 2022.
- 4.8 Each yacht must, in the opinion of SSANZ, be capable of safely taking part in the race.
- 4.9 Hull Clean proof is no longer required.**
- 4.10 To be eligible to compete, each Co-Skipper shall:
- 4.10.1 Be a financial member of a club recognised by the co-skipper's national authority;
 - 4.10.2 Born on or before 20 February 2004; Competitors may be required to produce additional documentation following receipt of their entry and will be given a reasonable amount of time to produce this.
 - 4.10.3 For publicity purposes high-resolution digital images of the yacht and co-skippers (approximately 1MB in size) must be forwarded to the Organising Authority no later than the closing date for entries.
- 4.11 One or more digital colour photos of the boat, suitable for search and rescue purposes forming part of the required documentation. One photo shall be of the boat under full sail.
- 4.12 SSANZ require all required documentation, including items of eligibility to be submitted no later than Monday 31st January 2022, unless otherwise specified in this notice of race.

Entries

- 4.13 Eligible yachts may enter by completing the entry form on the SSANZ website by 1830hrs on Wednesday 20 December 2021.**
- 4.14 Any entry will not be considered complete until full payment has been received by SSANZ
- 4.15 Each Entrant must sign the race declaration form at the pre-race briefing for each leg.
- 4.16 Late entries will be accepted until 1830hrs on 31 January 2022, only with the written permission of SSANZ.
- 4.17 In the event of an entrant being found to have made a false statement, their entry will be refused, and their entry fee will be forfeited.
- 4.18 All required documentation must be provided to the organising authority by the due date to retain a valid entry.
- 4.19 SSANZ reserves the right to include or exclude any yacht or person for whatever reason.
- 4.20 Entries are limited. The total number of boats that can participate will be determined by SSANZ.
- 4.21 All Skippers and the Race Management Team must have a current Covid-19 Vaccination Passport and be able to prove they are fully vaccinated against Covid-19. Competitors must complete a Covid Declaration confirming they are fully vaccinated on the SSANZ Portal by 1830 hours on 14 February 2022 and show their current My Vaccine Pass at Briefing on 17 February 2022.**

5. Fees

- 5.1 Required fees are as follows:

Entry fee:	\$ 1000.00 (Non SSANZ members)
	\$ 900.00 (SSANZ members)
Late entry fee:	\$ 1100.00

- 5.2 Entry fees will not be refunded unless the entry is rejected by SSANZ.

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

6. Schedule

6.1 Both Co-Skippers must attend in person or via the Microsoft Teams link, the following:

6.1.1 The event briefing at 1900hrs on Thursday 17 February 2022 at the RNZYS.
a Teams link will be provided 24 hours prior to the briefing

Racing Schedule:

6.2 Leg One start: 0900hrs on Saturday 19 February 2022

6.3 Leg Two start: 1400hrs on Sunday 20 February 2022

7. Inspection

7.1 Yacht's may be inspected by honorary inspectors appointed by the Race Committee for compliance with its safety certificate, this Notice of Race, Sailing Instructions, and its ability to safely take part in the race either prior to, during a stopover or at the end of the race.

8. Divisions

8.1 Yachts will be split into divisions according to entries as decided by the Organising Authority. The Organising Authority reserves the right to alter the divisional split according to entries received.

9 Measurement

9.1 No changes to PHRF may be made after 1700hrs on 31 January 2022, except as a result of a PHRF protest, or as a result of a new PHRF certificate issued by Yachting New Zealand.

9.2 Yachting New Zealand may adjust PHRF handicaps at the end of each leg. Yachts will remain in the same division as they were during the first leg regardless of subsequent changes to PHRF handicap.

10 Sailing Instructions

10.1 Final Sailing Instructions will be available on or before 17 February 2022.

11 Berthage

11.1 Deleted section

12 The Courses

12.1 Leg 1 and Leg 2 shall start and finish in the waitemata harbour.

Approximate total 370 nautical miles.

13. Penalty System

13.1 The Scoring Penalty, rule 44.3, will apply.

14. Scoring

14.1 Legs will be scored using the assigned handicaps.

14.2 The Low Points scoring system of Appendix A will apply.

14.3 No individual leg scores will be excluded. This changes RRS A2.

14.4 Any change to the handicaps for a yacht received by the Organising Authority prior to the start will be applied for that leg and subsequent leg, unless a further change is received.

15. Prizes

15.1 The following prizes will be awarded:

15.1.1 Major prize 1st Handicap Overall (lowest total corrected time overall for all legs)

15.1.2 Minor prize 1st Line Overall (shortest total elapsed time)

15.2 The number of places in each division will be determined by the number of yachts starting according to the following scale;

Starters 3, 4-6, 7 or more

Prizes 1, 2, 3.

15.3 Other awards may be presented for noble events and achievements during the race.

16. Declarations

16.1 Competitors are required to submit a declaration form at the end of each leg, as provided in the entry pack supplied at the briefing.

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

16.2.1 Suspension of racing

16.2.2 Breach of Racing Rules of Sailing

16.2.3 Breach of the Notice of Race

16.2.4 Breach of the Sailing Instructions

16.2.5 Breach of Harbour Bylaws

16.2.6 Use of engine for propulsion for any reason

16.2.7 Missed Position report

16.2.8 Details of any rule that may have been breached.

17. Disclaimer of Liability

17.1 Competitors who participate in any SSANZ event do so entirely at their own risk. Refer to RRS Fundamental Rule 4. SSANZ will not accept any liability for material damage, personal injury or death sustained in conjunction with or prior to, during or after the event.

17.2 SSANZ will make starting signals unless in the race committees' opinion it is manifestly unsafe for yachts to race. Each yacht shall exercise her responsibility under RRS Fundamental Rule 4 and decide whether or not to start or continue to race.

17.3 SSANZ is not responsible for the sea-worthiness of a yacht whose entry is accepted and/or the sufficiency / adequacy of its equipment or the competence of its co-skippers.

18. Insurance

18.1 Each yacht shall be insured with valid third-party liability insurance with a minimum cover of five million dollars (\$5m) and a recommended cover of ten million dollars (\$10m) for the race.

18.2 Evidence of insurance shall be provided by 1830hrs on 31 January 2022.

19. Summary of key dates

Hull Clean proof removed from summary

Regular entries close	NOR 4.13	1830hrs	20 December 2021
Evidence of insurance to be provided	NOR 18.2	1830hrs	31 January 2022
Rating Certificates to be provided	NOR 4.4	1830hrs	31 January 2022
Late entries close	NOR4.16	1830hrs	31 January 2022
Cat 3 safety certificate	NOR 4.5	1830hrs	31 January 2022
Covid-19 Vaccination Declaration to be provided	NOR 4.21	1830hrs	14 February 2022
Liferaft servicing certificate	NOR 4.6	1830hrs	18 February 2022
EPRIB & PLB registration certificates	NOR 4.7	1830hrs	31 January 2022
Final Sailing Instructions on or before	NOR 10.1	1900hrs	17 February 2022
Leg one start	NOR 6.2	0900hrs	19 February 2022

Further Information

www.ssanz.co.nz

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