



2025 Wellington to Akaroa Race

Sailing Instructions

6 February 2025

The Organising Authority is the Royal Port Nicholson Yacht Club Inc (RPNYC)

The Host Club is the Akaroa Yacht Club.

1 Rules

General and Safety Rules

- 1.1 The event will be governed by the 'rules' as defined in the Racing Rules of Sailing ("RRS"), and the Wellington Regional Navigation and Safety Bylaws 2021, Canterbury Regional Council Navigation Safety Bylaw 2016.
- 1.2 The terms laid out in the 2025 Wellington to Akaroa Race Code of Conduct.
- 1.3 All yachts shall comply with Part II of the Yachting New Zealand ("YNZ") Safety Regulations 2021-2024 ("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 may be made at any time.
- 1.6 Personal Flotation Devices

For all offshore races: Competitors' attention is drawn to RRS 1.2 life-saving equipment: "Each Competitor is individually responsible for wearing a personal flotation device adequate for the conditions." However, in offshore races a combined lifejacket and harness with tether shall be worn when on deck:

- (a) between the hours of sunset and sunrise
- (b) when alone on deck
- (c) when reefed
- (d) when true windspeed is 25 knots or above
- (e) when visibility is less than 1 nautical mile.

See also YNZ Safety Regulations Part II, items 17.5 to 17.9.

2. Changes to Racing Rules

- 2.1 Racing Rules will be changed as follow.
 - (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) Two Handed yachts only may use an autopilot or other self-steering device. This changes rule 52.
- (f) Between the hours of sunset and sunrise the International Regulations for Preventing collisions at Sea shall apply. This changes RRS Part 2.
- (g) Suspension of racing: (changes RRS 41 and RRS 47.1.)
 - (i) A yacht may suspend racing for safety and seamanship reasons (e.g. to make repairs) provided that she informs Race Committee at the first reasonable opportunity. This sailing instruction 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, water or other provisions, or replace sails or equipment, without the prior permission of the Race Committee.
 - (iv) Before resuming racing, a yacht shall return to the position where she suspended racing and inform the Race Committee at the 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) 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, including screenshots of public data no matter how that information is communicated.
 - (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, there is no limitation on private services or any other source of data or consulting.

2.2 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 protest hearing.

3. PHRF Rules

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

4. Notices to Competitors

4.1. Any notices to competitors will be posted on the rpnyc.org.nz website Noticeboard.

5. Changes to the Sailing Instructions

5.1. Any changes to Sailing Instructions will be posted on the rpnyc.org.nz website before 0700 hours on the day they will take effect.

6. Signals Made Ashore

- 6.1. Signals made ashore will be displayed on the flagpole at RPNYC Clubhouse or the Akaroa Yacht Club, as appropriate.
- 6.2. When signals are made ashore, a notice regarding the signal may be posted on the rpnyc.org.nz website Noticeboard.

7. Schedule

- 7.1. Co-Skippers (Two Handed Division) and skippers and navigators (Fully Crewed Division) must attend the race briefing at 1730 hours on Wednesday 5 February 2025 at RPNYC clubhouse boardroom.
- 7.2. All crew are encouraged to the farewell function at 1800hours on Wednesday 5 February 2025 at the RPNYC clubhouse wardroom.
- 7.3. The warning signal for the race will be at 0855 hours Thursday 6 February 2025.
- 7.4. Prizegiving will be held on Saturday night at Akaroa Yacht Club clubhouse at a time to be advised.

8. Class Flags

- 8.1. The class flag will be Flag T.

9. The Course

- 9.1. The course traverses the upper East coast of the South Island of New Zealand.
- 9.2. The course shall be:

Start – Barrett Reef Buoy (S) – Akaroa Head (S) – Green Point Beacon (S) - Finish
(approximately 190 nautical miles.)

10. Fairway Marks and Dangers

- 10.1. The following shall be obstructions:

- (a) a line between Point Jerningham light and the nearest point of land
- (b) a line between steeple Rock Light and Steeple Rock

- 10.2. Hazards and Dangers

Yachts shall take note of:

Cook Strait

- Arabella Rock
- Wave rider buoy (41 24.6 S, 174 50.9 E)

Cape Campbell

- Shepherdess Reef

Kaikoura

- Rocks and seabed height post Kaikoura Earthquake
- Bushetts Shoal and Bushetts Rocks south of Kaikoura

Banks Peninsula

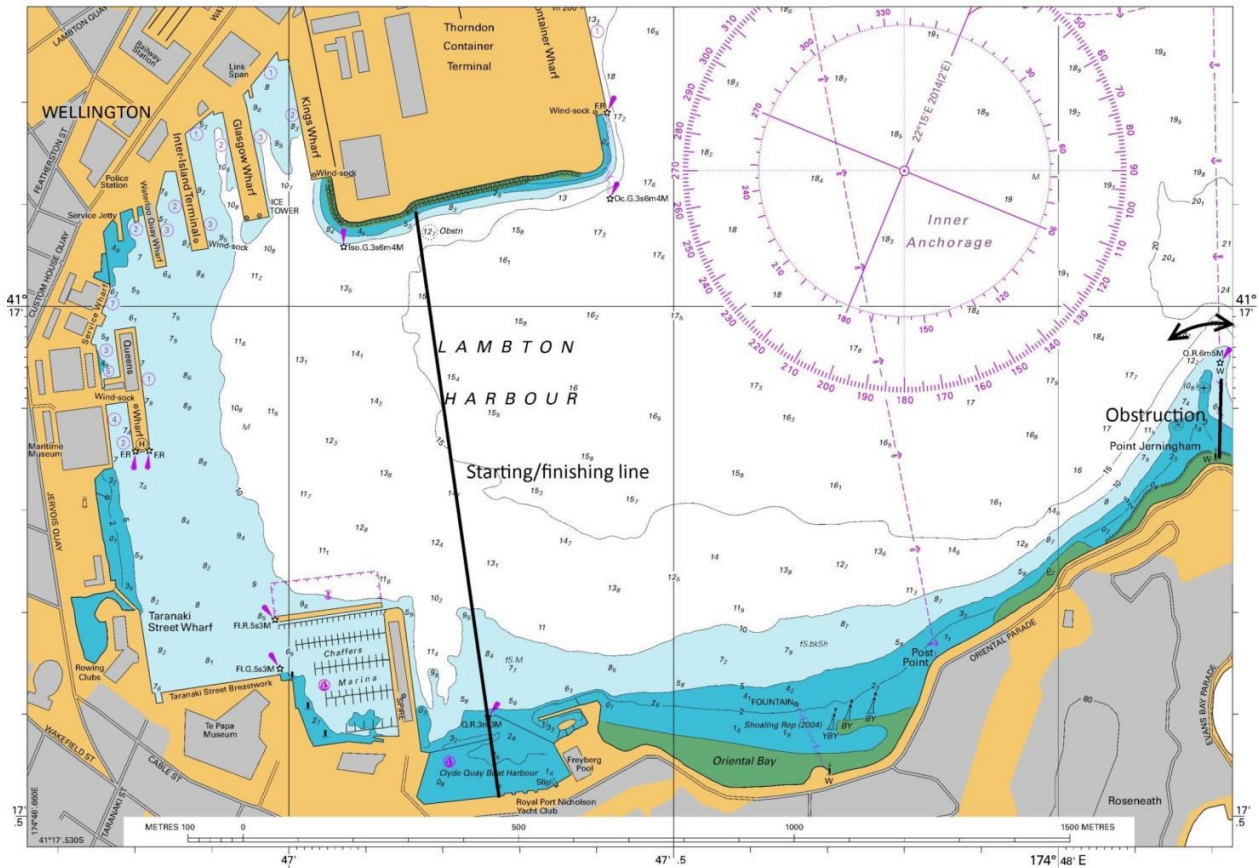
- Scientific Buoy of Steep Head at position 43Deg 45.437'S 173Deg 20.156' E (approximately Nine miles off Steep Head);
- Rocks off Putakolo Head;
- Pompeys Pillar;
- Rocks between Pompeys Pillar and Dyke Head;
- Rocks off Dyke Head;
- Rocks off Akaroa Head;
- Rocks off TimuTimu Head;

- Marine farms on the western side of Akaroa Harbour;
- Rock SW of Green Point Beacon;
- Rocks around Green Point.

11. The Start

11.1. The start area will be in Lambton Harbour, Wellington.

11.2. The starting line shall be an extension of the line between the RPNYC clubhouse start box flagpole and the orange staff mounted at the outer end of the Clyde Quay Boat Harbour entrance, bearing $155^{\circ} - 335^{\circ}M$.



12. The Finish

12.1. The finish line shall be between the Akaroa Yacht Club clubhouse start box flagpole ($43^{\circ}48.731'S$, $172^{\circ}57.439'E$) and a buoy ($43^{\circ}48.737'S$, $172^{\circ}57.440'E$) with flashing light bearing $140^{\circ} - 320^{\circ}M$ laid approximately 400m from the end of Akaroa Yacht Club wharf (see below).



13. Race Postponements

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

13.2. The Race Officer may also make a postponement whereby the start will not take place before a certain time.

13.3. Postponements will be notified on VHF and on the rpnyc.org.nz website Noticeboard.

14. Declaration Forms

14.1. Pre-Race Declaration Form

- (a) Both Co-skippers (Two-Handed) and Skippers (Fully Crewed) are required to submit a signed declaration at the briefing of each leg, as provided in the entry pack supplied at the race briefing.
- (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 and Sailing Instructions.
 - (iii) That all crew are physically fit and healthy to complete the next leg.
 - (iv) Plus any further amendments that may be posted by the Organising Authority.
 - (v) And any other info requested by the race committee.

14.2. Post Race Declaration Form

- (a) Both Co-Skippers (Two Handed) and Skippers (Fully Crewed) are required to submit a declaration form at the end of each leg, as provided in the entry pack supplied at the race briefing.
- (b) The declaration shall include the time they cross the finish line for the 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) Breaches of Racing Rules of Sailing and any penalty already taken.
 - (iii) Breaches of the Notice of Race or the Sailing Instructions.
 - (iv) Breaches 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 any breaches, and advantage, if any, of the yachts progress towards the finish of the leg.
 - (e) Failure to submit a declaration to the race committee within 24 hours after finishing will result in a 5% penalty to be added to the elapsed time of the leg.

15. Berthage

- 15.1. Yachts will anchor in Akaroa Harbour, and crews will be collected by a dinghy on request.
- 15.2. When in a water taxi going ashore or being taken back to a boat, all crew must wear lifejackets at all times while in the RIB. Crew are to provide their own lifejacket for this purpose.
- 15.3. Yachts will be met and directed to a safe anchorage and will be collected on request.
- 15.4. Yachts can request a pickup by calling "Akaroa Yacht Club" on VHF 77.

16. Hull Cleaning

- 16.1. All yachts are to have their hulls cleaned before the race start on Friday 4 March 2022 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 marinas or harbours during the race. A copy of the receipt is to be lodged with the race committee by 1800 Wednesday 5 February 2025.

17. Twice Daily Check in

- 17.1. All yachts are required to complete twice daily check in reports with RPNYC Race Committee giving their position at 0700hrs and 1900hrs respectively.
- 17.2. 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:
sailing@rpnyc.org.nz
- 17.3. 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 an update of what has happened onboard in the last 12 hours (e.g. all is well, average or top speed, weather, sea state, current sail selection, what's for breakfast or dinner.)
- 17.4. **sailing@rpnyc.org.nz** will send an automated acknowledgement.
- 17.5. It is a yachts responsibility to complete all required Twice Daily Check Ins.
- 17.6. 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.

18. Radio and Communications Instructions

- 18.1. All yachts are to check in with Port Nich Sports on VHF channel 62, 30 minutes before the start to confirm their VHF is working and declare their intention to start the race and confirm POB.
- 18.2. Boats shall maintain a listening watch on VHF 62 from the time they leave their mooring until they pass the Barrett Reef Buoy. If possible, boats shall also maintain a listening watch on VHF 14.

- 18.3. Yachts are to maintain a listening watch on VHF Channel 16 at all times after passing Barrett Reef Buoy.
- 18.4. Boats shall call "Akaroa Yacht Club" on VHF 04 (or 77 if no answer) to advise their ETA upon passing Akaroa Head.
- 18.5. Boats shall maintain a listening watch on VHF 04 from the time they pass Akaroa Head until they have berthed.
- 18.6. For any emergency or when outside Harbour limits yachts are to contact Maritime Radio in the first instance. Call Maritime Radio on Channel 16, and if not heard, call Maritime Radio on 00644 5505280 via Satellite Phone. SSB can be used if carried. This includes Mayday, Pan Pan, and/or seeking medical assistance.
- 18.7. 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.
- 18.8. The satellite voice communication system shall be powered on, and able to receive calls at all times while racing.
- 18.9. Contact with the Race Committee is via phone, text or e-mail to the following numbers:
 - (a) Race Officer
 - (i) Phone & text:
 - (ii) E-mail: sailing@rpnyc.org.nz
 - (b) Race Committee Assistant
 - (i) Phone & text
 - (ii) E-mail: sailing@rpnyc.org.nz

19. Time Limits

- 19.1. In order to qualify as a finisher, a yacht must finish the race no later than 1800 hours on Saturday 8 February 2024. 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 a race official.
- 20.2. For protests where only a rule of Part 2 is alleged to have been broken, an arbitration hearing will be offered prior to any formal hearing. Yachting New Zealand regulation 4.5.5 will apply. This changes RRS 44.1.
- 20.3. Protests and requests for redress or reopening shall be delivered to a RPNYC 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 61.3.
- 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 64.1(a). The scoring abbreviation for a discretionary penalty imposed under this instruction will be DPI. This changes RRS A11.
- 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) impose an elapsed time penalty on the boat; or
 - (b) disqualify the boat from the race; or
 - (c) impose no penalty on the boat.

This changes rule 64.1(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 rule 64.1(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 rule 66.
- 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 rule 66.
- 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 rule 62.2.
- 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 registered sail numbers on mainsails, trysails, all spinnakers, gennakers and overlapping headsails, as well as on both sides of the hull. The minimum size on the hull is 50mm. Rule G1.3 (excluding references to class insignia and national letters) shall apply.
- 21.2. Any yacht withdrawing from the race for any reason must advise Maritime Radio as soon as possible by the best means available.
- 21.3. Yachts shall carry, at the start of the race, sufficient food and water appropriate for the race. The quantity should include provision for mishap.
- 21.4. Yachts are to ensure that their AIS unit is set to transmit at all times.
- 21.5. When in a water taxi going ashore or being taken back to a boat, all crew must wear lifejackets at all times while in the RIB. Crew are to provide their own lifejacket for this purpose.

22. Engine Use

- 22.1. No yacht shall be under power or towed after the Preparatory Signal. Yachts are permitted to run their engines during the race for the purpose of charging batteries or stability functions (i.e. cant keel only) but the engine shall not cause the propeller to rotate.

23. Disclaimer of Liability

- 23.1. RRS Fundamental Rule 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.'
- 23.2. 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.
- 23.3. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.
- 23.4. Competitors who participate in any RPNYC event do so entirely at their own risk. Refer to RRS Fundamental Rule 3. RPNYC will not accept any liability for material damage, personal injury or death sustained in conjunction with or prior to, during or after the event.
- 23.5. RPNYC 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 3 and decide whether or not to start or continue to race.
- 23.6. RPNYC is not responsible for the seaworthiness of a yacht whose entry is accepted and/or the sufficiency / adequacy of its equipment or the competence of its Skippers and crew.