



ROYAL PORT NICHOLSON YACHT CLUB

Established 1883

Central Triangle Race Entrants' Guide



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Contents

About this Guide	3
1 The Central Triangle Race - History	4
2 The Course	5
2.1 Leg One – Wellington to Akaroa	6
2.2 Leg Two – Akaroa to Napier	6
2.3 Leg Three – Napier to Wellington.....	7
3 Application for Entry and Entry Process.....	8
4 Race Documents	9
4.1 Notice of Race	9
4.2 Important Dates	9
4.3 Sailing Instructions	9
5 Boat Suitability	10
5.1 Overview.....	10
5.2 Hull Construction	10
5.3 Stability.....	11
5.4 Fuel Requirement for the Race	11
5.5 Additional Cat 2 Requirements.....	11
5.6 Cat 2 First Aid/Medical Kit.....	12
5.7 Requirement to Carry AIS.....	12
5.8 Safety Drills and Procedures	12
6 Crew Qualification	13
6.1 Overview.....	13
6.2 Advanced Sea Survival	13
6.3 First Aid Certificate.....	13
7 Replacement Crew	14
8 Declarations.....	15
8.1 Pre-leg Declaration	15
8.2 Post-leg Declaration	15
9 Stop-overs	16
9.1 General	16
9.2 Berthage and Anchoring	17
10 Position Reporting and Trackers	18
10.1 Position Reporting.....	18
10.2 Trackers.....	18
11 Official Websites, Facebook and Media	19
11.1 Official Website.....	19
11.2 Facebook	19
11.3 Media.....	19
12 Scoring	20

About this Guide

As potential competitors decide whether they would like to take part in this race, they are usually seeking information. As this will be only the third edition of this race, there is limited information available unless you know any of the previous competitors.

The purpose of this guide is to provide anyone thinking about entering and preparing for the Central Triangle Race with that information.

Some experienced sailors may have a good handle on the challenge that this race provides but may question why Royal Port Nicholson Yacht Club (RPNYC) as the Organising Authority (OA) has specified certain items in the Notice of Race and Sailing Instructions. This guide gives some explanations but feel free to contact committee members or the Race Director to discuss anything in particular.

Please be aware that in organising major races, RPNYC 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 RPNYC has risen, as it has for competitors. Therefore, we all need to work together to ensure the event 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 Skippers understand that the Race itself is governed by the Notice of Race (NOR) and the Sailing Instructions (SI), 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.

Now is the time to start preparing. The race may seem a long way away, but that time will pass very quickly and there can be a huge workload for competitors to get ready for the start line. Yachts need to be prepared for safe and effective operation in a coastal environment. Your yacht has to be prepared to all the requirements stated in the Notice of Race, ready for pre-race inspection.

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.....



Napier start line 2015, photo Deb Williams

1 The Central Triangle Race - History

The Central Triangle Race (CT) was created by Geoff Herd, Deborah Williams, Peter Gray, and Ellen Bailey and was inspired by the SSANZ Two Handed Round North Island Race. The idea was that boats in the central region of NZ didn't have the additional long delivery legs to and from the start line in Auckland. The aim is to run the Central Triangle Race the year before a Two-Handed Round North Island Race to allow yachts and crews to qualify and experience a race with a similar format the year prior to the RNI.

Ten boats crossed the start line in 2013, which was run solely as a two-handed event. Wedgetail, co-skippered by the father and daughter combination of Meric and Rebecca Davies, won the inaugural race. In 2015 there was a fully crewed version of the race, with eight boats starting from Wellington. This second edition of the Triangle was won by Crusader, skippered by Anthony Leigh.



Crusader, 2015 Akaroa Harbour, photo Deb Williams

The race has a strong element of adventure. It is quite unlike almost any other race you will compete in. There are two other major aspects to the race.

Firstly, the friendships that are made through the event.

Secondly the race attracts a large number of people who become totally fascinated with the race and follow its progress. The aim is to use YB Trackers on the yachts, with positions updated hourly on the YB app and event website. That combines with the ability to get updates off the boats via social media to make it easy and almost addictive for people to follow the race.

For video footage of Crusader's race in 2015 check out this link from crew Josh Tucker:

https://youtu.be/B_kdKU-IWVg

"For experienced sailors, this race is a serious event and completing the course without mishap is an achievement."

2 The Course

The course for the Central Triangle Race is on the central east coast of both islands of New Zealand, taking all capes to port.



2.1 Leg One – Wellington to Akaroa

Leg One starts off RPNYC in Oriental Bay Wellington. Takes you out of the harbour heading into Cook Strait and down past Cape Campbell. Then down past Kaikoura and then heading across the outer edges of Pegasus Bay. The biggest decision is on the rhumb line, or inside or outside. The aim is to get to Steep Head as fast as possible. The work around Banks Peninsula heading for Akaroa Harbour. Once inside Akaroa Harbour work your way north, but give Green Point a really wide berth to the finish line off the Akaroa Yacht Club Wharf.

Distance 190 Nautical Miles

It's start time – any containers blowing off the wharf? Off into Cook Strait and further south ... then turn left into Akaroa Harbour and stay clear of Green Point!



Start of Leg 1 2014, photo Pedro Morgan

2.2 Leg Two – Akaroa to Napier

Leg Two is the long leg. Start off Akaroa Yacht Club, leave Akaroa Harbour and head North. After rounding Pompey's Pillar, it is inside or outside of the rhumb line. The weather will start getting warmer. Rounding Cape Kidnappers watch out for the wind patches. It can be a slow final stint to the finish line.

Distance 350 Nautical Miles



Napier stopover sail repairs, RNI 2017, photo Deb Williams

Study the weather in relation to the course, while you regroup in Akaroa. The transition between islands can be tricky. Don't forget to turn left at Cape Kidnappers. How is the sleep deprivation? Have you seen the green flash? Stay clear of the shipping restricted zone in Napier and is it high tide yet??

2.3 Leg Three – Napier to Wellington

Leg Three starts off Napier Harbour, watching out for Pania Reef then turning for Cape Kidnappers. Turning South towards Cape Palliser, but passing Cape Turnagain, and Castle Point. After rounding Cape Palliser, crossing Palliser Bay, and then entering Wellington Harbour. Watch out for shipping in the channel. Then it's to the finish at RPNYC.

Distance 200 Nautical Miles

Can be a windy trip down the Wairarapa. Avoid the gannet colony and there's no time to stop for fish and chips at the Lake Ferry pub. Finish in sight once you enter Wellington harbour. But keep clear of ships and ferries, and those city lights can be confusing for sleep deprived brains. Time for finishing refreshments – at 6am while the commuters walk to work past Chaffers Marina? Of course! The finish makes up for any hardship - it's all about the loaded gun and the rum!



Finish celebrations Wellington 2013, photo Deb Williams

3 Application for Entry and Entry Process

The entry process and eligibility requirements are stated in the Notice of Race. RPNYC will require an entry with the required entry fee of \$1000.00 to be paid on application for entry. The application will require the following details to be provided at that time:

- 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 (Two-Handed) Skipper and Crew (Fully-Crewed) including next of kin

RPNYC will review the application based on the criteria stated in the Notice of Race, but also RPNYC 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 be considered for yachts entering the Two-Handed division. The Skipper and crew experience will be considered for yacht entering the fully crewed division.

The aim is that RPNYC, 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. RPNYC 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 RPNYC 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 yacht's capability.

RPNYC 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 entry fee will be refunded, and reasons given as to why the application was declined. RPNYC decision is final.

When an application is accepted, all further 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. There will be no entry fee refunds for yachts that withdraw from the race.

There are already a number of crews and owners working on their campaign for this running of the race. So, with the level of interest in the race being so high, entry places may be snapped up quickly. RPNYC may run a waiting list for those that wish to enter but have missed out on the limited places. Due to the preparation required for the race, there are always a few yachts that drop off for various reasons. When this happens the place in the race is offered the next available yacht in the waiting list.

This may seem harsh to some competitors, but RPNYC 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.

4 Race Documents

The Central Triangle Race is governed by two main documents that are issued to the competitors. These are the Notice of Race and the Sailing Instructions.

4.1 Notice of Race

The Notice of Race (NOR) document lays out the rules that the race will be sailed under and the requirements that the yacht and the co-skippers must comply with to be accepted as a competitor in the race. This document is what you agree to when you enter the race.

The yacht must meet all the safety requirements as detailed in the NOR to be ready for the safety check prior to the start of the race. This includes all the Cat 2 requirements in Part II of the Yachting New Zealand (YNZ) Safety Regulations, and all additional items in the rules section of the NOR. Included, but not limited to, are communications equipment, navigation equipment and charts, fuel and emergency fuel requirements, trackers.

The NOR also states the required items and criteria that the co-skippers must meet, and the paperwork that must be provided to verify that those requirements have been met. Items included, but not limited to, are qualifying voyage, Advanced Sea Survival certificate, First-Aid certificate, medical clearance certificate, photographs of the co-skippers and yacht, as well as co-skipper biographies.

On completing the entry form you are agreeing to be bound by the conditions and rules set out in the NOR. RPNYC will be checking that all yachts do in fact meet these requirements, there are no short cuts.

4.2 Important Dates

The Notice of Race specifies all the important dates for the race, eligibility requirements. 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.

All requirements of the Notice of Race need to be met to retain your entry status or you will be classed as having withdrawn from the race at that point. This means you need to plan your preparation to be able to meet the documentation timeframes. This may include preparation work on the yacht to then be inspected in time for the required certificate to be supplied to the organising authority.

Eligibility criteria and dates that documentation needs to be delivered by, need to be planned for from the beginning of your planning to do the race. Leaving it to the last minute before the briefing or the start will not be accepted by RPNYC.

4.3 Sailing Instructions

The Sailing Instructions state how the race will be run on the water. Start line and finish lines are defined, plus berthage and anchoring requirements in the stopover ports. This is everything you need to know while racing or once the race is under way.

Your yacht should have met the requirements of the NOR and completed the required safety checks and the crew should have met all the eligibility and entry requirements, plus paperwork provided and completed before the Sailing Instructions are enforced for the race.

5 Boat Suitability

5.1 Overview

Like the crew, the boat needs to be capable of taking on the conditions likely to be seen during the Central Triangle. 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 YNZ. [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 YNZ PHRF certificate.

Length	Suitable cruiser/racer or race yachts over 7.924 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. RPNYC recommends 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.

5.2 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 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, RPNYC would like to know the design, designer, builder and launch date of your yacht. This will allow the RPNYC 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.

5.3 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, RPNYC recommends that yacht owners should aim to have Category 0 or 1 stability.

5.4 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.

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 crew need to have a method to connect a hose to the primary filter for the engine from the spare fuel container, and the fuel return line, in order to run the engine.

5.5 Additional Cat 2 Requirements

It is recommended that yachts carry and have the means to set a storm trysail, in accordance with the requirements given in YNZ Safety Regulations for Category 1. Due to the weather conditions that can be encountered in this race, a trysail is recommended to 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 useful option.

5.6 Cat 2 First Aid/Medical Kit

For the Central Triangle race all yachts are required to have a first aid and medical kit that meets or exceeds the requirements of Cat 2. In the current Yachting New Zealand Safety Regulations 2021 – 2024 there is not a specific Cat 2 first aid and medical kit.

All yachts are required to carry a First Aid and medical kit that meets or exceeds the requirements for a "Coastal Kit" as stated in SR Appendix 1 of the Yachting New Zealand Safety Regulations 2021-2024.

The "Coastal Kit" has the minimum requirements for a Cat 2 Coastal Race, that the Central Triangle race is. Please discuss with your GP or medical professional as to any other items that you may need to carry to enhance the "Coastal Kit" for your individual medical requirements.

5.7 Requirement to Carry AIS

For the Central triangle Race RPNYC requires all yachts to carry an Automatic Identification System (AIS) transponder on board. The AIS transponder must have transmit functions as a minimum and be turned on at all times while racing. This is not negotiable and is a stated requirement in the Notice of Race and Sailing Instructions.

Therefore, turning off the transmit function as you have competitors close to you is prohibited, and the competitor is liable for protest. Also installing a Receive Only unit does not meet this requirement.

Please be aware that installing a new VHF with AIS receive function does not meet this requirement. All yachts must have a full transponder that transmits that yacht's details.

The AIS is especially handy when in areas with larger concentrations of shipping, such as Cook Strait, Wellington Harbour, Banks Peninsula and the Wairarapa Coast. The shipping traffic will be able to see you. It also is of major benefit to the Rescue Co-ordination Centre and Maritime Radio should there be an emergency.

Some competitors voice the concern that this is giving away too much information. With all competitors transmitting the same information, it is available to everyone.

5.8 Safety Drills and Procedures

Part of a Cat 2 safety inspection deals with crew training and procedures on board. Crew should spend time working through the procedures to deal with emergencies on board and document them. Once this has been done crew should undertake drills and practices of these procedures to make sure they will work as documented, but also practice so that if an emergency was to happen the response is automatic, structured and dealt with safely.

Drills and procedures should include the following items but not limited to:

- Crew overboard
- Emergency steering
- Fire Fighting
- Abandon ship
- Use of storm sails
- Dismasting

If there is only two people on board normal procedures would need to be modified. Also, in the case of a crew overboard, how would you get them on board, especially if they were unconscious? How do you manoeuvre the yacht single handed to get back to them?

For storm sails and emergency steering, how does the yacht react to the use of these items? What is required to be done to set up these items and systems to be used effectively. Can it be done easily and quickly in the dark in rough weather?

It is recommended that a log is kept of when these drills and practices are under taken as a record of having completed this training. It is something that gets asked at the pre-race inspections.

6 Crew Qualification

6.1 Overview

The Central Triangle race is a serious undertaking and crews should undertake some serious, regular training. All crew must be eighteen years of age or older.

Skippers and crew must be prepared for severe weather, large and confused seas, and gale force or even storm force winds. The OA emphasise that proper preparation, planning and training is essential for this race.

6.2 Advanced Sea Survival

For two-handed boats both Co-Skippers must have completed an Advanced Sea Survival course and provide a copy of a valid certificate of completion. For fully-crewed boats 50 percent of the crew must have a valid Advanced Sea Survival certificate. 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.

RPNYC recommends that if crew attend a 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.

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/
Wellington Ocean Sports <http://www.rpnyc.org.nz/wos/>
Coastguard Boating Education www.boatingeducation.org.nz
Or check for local providers in your area.

6.3 First Aid Certificate

For two-handed boats both Co-Skippers are 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. For fully-crewed boats a minimum of three crew are to have the same thing.

It is a requirement to have first aid knowledge to be able to deal with any accident or medical emergency on board. Crew need to be able to deal with a situation, 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, 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 Replacement Crew

The skipper and crew are to be the same 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 skippers and crews 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 RPNYC 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 and is against the spirit of the event.

Having established this core value, there are times when there may be very good and legitimate reason that a Skipper or crew may need to be changed: as stated above, medical reasons, injury and accident, extenuating family circumstances. The fact that a crew member didn't book enough leave from work, or similar reason would not be deemed a legitimate requirement for a crew change. This problem would have been known before the race start, and the crew combination could have been changed before the start to meet this requirement.

The advice to Skippers and crew is that if someone 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, and medical certificate. They also need to complete the same requirements, including the qualifying voyage.

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 RPNYC in writing, clearly stating the reason for the crew replacement. This needs to be given to RPNYC as soon as possible as they need to review the application, confirm all details, and assess the suitability of the replacement crew member. They need to provide a decision 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 Skipper and crew
- Two Handed and fully crewed 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 for the rest of the race. The competitors are no longer eligible for overall places or prizes. 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.

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!

8 Declarations

Competitors are required to fill out and sign pre-leg and post leg declarations to be handed to the race committee by the due date and time. The declarations must be signed by both Co-Skippers. Be careful how you fill out the declaration, as there are penalties for breaching rules, and the Notice of Race and Sailing Instructions.

A false declaration will also require the competitor to explain themselves to the protest committee, which could result in a more severe penalty for any breach.

8.1 Pre-leg Declaration

Competitors are required to submit a declaration form signed by both Co-Skippers at the briefing of each leg.

The declaration shall cover details of any of the following items:

- The yacht complies with the safety certificate
- The yacht complies with the safety requirements stated in the Notice of Race, Sailing Instructions, and any further amendments that may be posted by the organising authority
- Co-Skippers are physically and medically fit to undertake the leg of the race

8.2 Post-leg Declaration

Co-Skippers are required to submit a declaration form at the end of each leg, as provided in the entry pack supplied at or prior to the briefing.

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

- Suspension of racing for any reason
- Breach of Racing Rules of Sailing
- Breach of the Notice of Race
- Breach of the Sailing Instructions
- Breach of Harbour Bylaws
- Use of engine for propulsion for any reason
- Missed Position report

Details of any rule that may have been breached. The declaration should include a full account of the circumstances surrounding the breach, and influence if any, of the yachts progress towards the finish of the leg.

Failure to submit a finish declaration prior to the start of the briefing for the following leg will result in a 5% penalty to be added to the elapsed time of the appropriate leg.

9 Stop-overs

9.1 General

The Central Triangle Race has three legs, and the overall race results are the major prize. All leg results count, with no drops therefore it is three races that combine into one. At the end of each leg except leg three, there is a stopover.

The stop-over ports are Akaroa 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.

If you have family or support crew travelling to stop-overs, please introduce them to the race management team. This will give them up-to-date information about what is happening with the race. They are even welcome to get involved in helping the race management team finishing and restarting yachts. 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:

Akaroa	36 hours (Minimum 12 hours)
Napier	36 hours (Minimum 12 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. Therefore, a stop-over can be longer than the stated duration.

If there is a compelling reason to get the yachts out earlier than the stated duration, usually a weather window, all skippers will be consulted.

In past Central Triangle 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 Skippers and crews 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.



Napier Stopover Central Triangle 2015, photo Deb Williams

9.2 Berthage and Anchoring

Wellington

All competitors are responsible for arranging their own berthage in Wellington 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.

Akaroa

All yachts will be anchoring in Akaroa Harbour. Suitable ground tackle is required as southerly sector winds can be strong. This can cause the yachts to drag their anchors. In addition, shallower drafted boats may be able to tie up to the Akaroa Yacht Club wharf temporarily and we will endeavour to secure the use of some moorings but be prepared to anchor as this is not guaranteed.

Napier

Yachts will be in either marina berths, rafted in a med-moor style out the front of the club or larger deep draft yachts, with draft of 3 metres or more maybe alongside the commercial fishing boat wharf.

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 as for the marina berths available, there will not be berthing lines.



Boats rafted up at Commercial Fishing Wharf in Napier, RNI 2017

10 Position Reporting and Trackers

10.1 Position Reporting

All yachts are required to make twice daily position reports with Maritime Radio. These position reports will be done by e-mail via satellite phone. It is recommended that this function is well tested before the race and evidence must be provided as per the NOR. Satellite connectivity is not the same as normal broadband or mobile broadband – it is slow to upload and download.

The position report schedule is at 0700 hours and 1900 hours. It is 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 if you have SSB to Taupo Maritime Radio, or calling them on your cell phone if you have coverage.

A penalty of 1% of your elapsed time for the leg 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.

RPNYC need all Skippers to understand that this is a very serious safety requirement.

10.2 Trackers

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

RPNYC will remotely monitor the battery levels, and will remove the trackers for charging in Wellington, and possibly Napier. RPNYC 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 the replacement cost for the missing unit.

The trackers report position, speed, and course every ten minutes, and the 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 RPNYC website.

You can provide the link for the RPNYC 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 device. 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.

11 Official Websites, Facebook and Media

11.1 Official Website

The official website for the race is the event website - <http://www.centraltriangle.org.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 RPNYC Facebook page will also be available through this website.

11.2 Facebook

RPNYC 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 to, and encouraged to, run their own Facebook pages, blogs or websites for the race. The Organising Authority requests that you add the hashtag #ct2022 to your posts.

Then posts can be linked into the RPNYC 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.

11.3 Media

RPNYC 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 RPNYC ask that competitors co-operate with any requests to help publicise the event.

RPNYC 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.

Competitors will be asked to provide a boat and crew bio and a high resolution photo of the boat to be used for such promotion purposes.



Start of 2015 Central Triangle, Wellington photo Chris Coad

12 Scoring

The Central Triangle Race is one race based on three legs. Each leg is a race which will be scored on lowest elapsed and corrected time results for the leg. The placings are allocated using the low-points scoring system as stated in the Racing Rules of Sailing.

All three leg results are added together for the overall race.

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:

- Major prize 1st PHRF Two Handed Overall (lowest total corrected time overall for all 3 legs)
- Minor prize 1st on Line Two Handed Overall (shortest total elapsed time)
- Major prize 1st PHRF Fully Crewed (lowest total corrected time overall for all 3 legs)
- Minor prize 1st on Line Fully Crewed Overall (shortest total elapsed time)

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

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

RPNYC 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.