



2022 Two Handed and Fully Crewed Central Triangle Sailing Instructions

4 March - 19 March 2022

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

103 Oriental Parade, Oriental Bay, Wellington 6011

18 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, and the Hawke Bay Regional Council Navigation Safety Bylaws 2012.
- 1.2 The terms laid out in the RPNYC 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 in any division may be made at any time.
- 1.6 Protocols relating to COVID-19 maybe published at any time and will state if they have the status of a rule.
- 1.7 COVID Vaccine Pass is required for all competitors and support crew to enter Royal Port Nicholson Yacht Club, Akaroa Yacht Club, and Napier Sailing Club. For Napier Sailing Club this includes the marina, hardstand, and grounds and facilities around the club.

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) Yachts 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 for a leg, there is no limitation on private services or any other source of data or consulting.

2.2 A Co-skipper for the two-handed yachts may be replaced with prior written approval of the Race Committee. This approval may be given at any time up until six hours prior to the start of a leg. Approval shall be granted provided the Race Committee is satisfied that the replacement is eligible to compete.

2.3 Two-Handed yachts co-skippers must complete all legs to be eligible for the Two-Handed trophies and prizes.

2.4 Fully crewed yachts may make crew changes with prior written approval of the Race Committee. This approval may be given at any time up until six hours prior to the start of a leg. Approval shall be granted provided the Race Committee is satisfied that the replacement is eligible to compete.

- 2.5 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.
- 3.2 All sails carried at the start on Friday 4 March 2022 must remain the same for the entire race.
- 3.3 Exceptionally, in the case of significant damage or loss:
- (a) With prior permission from the Race Committee, sails may be replaced with similar sails; and
 - (b) With permission from the Race Committee, sails may be removed from the yacht and no longer carried.
- 3.4 Yachting New Zealand may adjust PHRF handicaps at the end of each leg.

4. Notices to Competitors

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

5. Changes to the Sailing Instructions

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

6. Signals Made Ashore

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

7. Schedule of Events

- 7.1. Farewell Function at RPNYC on Thursday 3 March 2022 for all crew.
- 7.2. Each Co-skipper (Two Handed) and Skipper and Navigator (Fully Crewed) must attend:
- (a) The event briefing at 0900hrs on Friday 4 March 2022 at the RPNYC.
 - (b) The leg two, and leg three briefings at the time and place set by the Race Officer.
- 7.3. Racing Schedule:
- (c) Leg One start: 1500hrs on Friday 4 March 2022.
 - (d) Leg Two, and Leg Three starts: At a time set by the Race Officer.

8. Class Flags

- 8.1. The class flag will be the RPNYC burgee.

9. The Course

- 9.1. The course traverses the upper and lower East coasts of the North and South Islands of New Zealand.
- 9.2. The course shall be:
- (a) Leg One: RPNYC Start line Wellington Harbour to the finish line off the Akaroa Yacht Club (approximately 190 nautical miles.)
 - (b) Leg Two: Start line off the Akaroa Yacht Club to Napier Harbour (approximately 350 nautical miles.)

- (c) Leg Three: Napier Harbour to RPNYC Finish line Wellington Harbour (approximately 200 nautical miles.)

Approximate total 730 nautical miles.

10. Fairway Marks and Dangers

- 10.1. Refer individual leg Sailing Instructions Appendix

11. The Start

- 11.1. Start line refer individual leg Sailing Instructions Appendix.
- 11.2. Yachts not finished in time for the mass restarts will start themselves at the designated start time after fulfilling their compulsory stopover requirements. Their start lines will be the same as their finish lines.
- 11.3. Yachts starting themselves will provide the start time to the Race Committee as soon as possible after they start.

12. The Finish

- 12.1. Refer individual leg Sailing Instructions Appendix.

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 Central Triangle website Noticeboard.

14. Declaration Forms

14.1. Leg Start 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. Leg Finish 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. Stopovers and Restarts

- 15.1. The leg stopover duration and subsequent restart time will be determined by the Race Officer and guided by the finish time of the leg prior of the 75% boat.
- (a) Akaroa 36 hours minimum after the 75% of the boats have finished.
 - (b) Napier 36 hours minimum after the 75% of the boats have finished.
 - (c) The aim is to have a 48-hour stopover at each port after the 75% boat, but if conditions or other circumstance require it may be between 36 and 48 hours.
- 15.2. There will be a mass start for leg 2 and leg 3 at a convenient time set by the Race Officer. This will be a minimum of 36 hours after 75% of the total fleet have finished the previous leg.
- 15.3. The Leg 2 and Leg 3 start times will be set by the Race Officer and will be posted on the centraltriangle.org.nz website Noticeboard.
- 15.4. Yachts arriving after 75% of the total fleet have finished the previous leg, may not start the next leg until they have had a minimum stopover of 12 hours.

16. Central Triangle Flags

- 16.1. Each yacht will be supplied with a flag for the race. Where possible it is to be flown from the forestay.
- 16.2. The flag is to be flown on the yacht from the completion of the safety checks until preparing on the water for the start.
- 16.3. At each stopover the flag is to be flown while moored, anchored, or berthed. As well as at Queens Wharf Wellington after the finish.

17. Berthage

- 17.1. Refer individual leg Sailing Instructions Appendix
- 17.2. Yachts will anchor in Akaroa Harbour, and crews will be collected by a dinghy on request.
- 17.3. Yachts will be berthing and rafting in Napier. This may include at the fishing boat wharf for deep draft yachts.

17.4. Berthing Lines and Fenders

All yachts are to provide adequate mooring lines and fenders.

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

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

<u>Yacht Length</u>	<u>line size</u>
Up to 10m	10mm
10m to 13m	12mm

13m to 15m	14mm
Over 15m	16mm

- 17.5. Additional berthing lines may be required to securely berth or raft yachts, and these lines may be carried by shore-based support crews.

18. Hull Cleaning

- 18.1. 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 Thursday 3 March 2022.

19. Twice Daily Check in

- 19.1. All yachts are required to complete twice daily check in reports with RPNYC Race Committee giving their position at 0700hrs and 1900hrs respectively.
- 19.2. 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:
centraltriangle@rpnyc.org.nz
- 19.3. The message must include the following information:
- Vessel Name and Sail Number in the subject line.
 - On the first line: Position in latitude and longitude in Degrees and Minutes e.g. 39'25S - 177'30E.
 - 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.)
- 19.4. **centraltriangle@rpnyc.org.nz** will send an automated acknowledgement.
- 19.5. It is a yachts responsibility to complete all required Twice Daily Check Ins.
- 19.6. 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.

20. Radio and Communications Instructions

- 20.1. Refer individual leg Sailing Instructions Appendix.
- 20.2. 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.
- 20.3. Yachts should be aware of the Maritime New Zealand VHF emergency and working frequencies for the East Coast of the North and South Islands
- 20.4. 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.
- 20.5. Each yacht must be equipped with sufficient battery capacity and charging facilities capable of maintaining the batteries in a charged state, so that efficient radio communications can be conducted at all times, in addition to the yachts other on-board electrical and electronic and engineering demands.
- 20.6. Yachts are to maintain a listening watch on VHF Channel 16 at all times while racing.
- 20.7. The satellite voice communication system shall be powered on, and able to receive calls at all times while racing.
- 20.8. Contact with the Race Committee is via phone, text or e-mail to the following numbers:

- (a) Race Officer Teresa
 - (i) Phone & text: +64 21 161 1620
 - (ii) E-mail: centraltriangle@rpnyc.org.nz
- (b) Race Committee Assistant Janine Small
 - (i) Phone & text +64 21 221 4076
 - (ii) E-mail: centraltriangle@rpnyc.org.nz

21. Trackers

- 21.1. All yachts are required to carry a tracker provided by RPNYC.
- 21.2. A representative from the Race Committee will fit the tracker to each yacht in consultation with the yachts Co-Skippers or Skipper. Instructions will be provided on the operation of the device.
- 21.3. Trackers must remain powered on for the duration of each leg of the race. The race committee will check the trackers and recharge as required at stopovers.
- 21.4. A yacht failing to keep their tracking device operating will receive a 1% time penalty for each extended outage unless a satisfactory explanation is made with the Leg Finish declaration (see Sailing Instruction 14.)
- 21.5. Crews are responsible for returning the tracking device to RPNYC Race Committee at the end of the race. Competitors failing to return the tracking device will be charged the full replacement cost for the missing unit.

22. Time Limits

- 22.1. In order to qualify as a finisher, a yacht must finish the race no later than 1800 hours on Saturday 19 March 2022. This may be extended by the race committee if there are any major delays during the race.

23. Protests and Requests for Redress

- 23.1. Protest forms are available from a race official.
- 23.2. 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.
- 23.3. Protests and requests for redress or reopening shall be delivered to a RPNYC race official within the protest time limit.
- 23.4. The protest time limit is 12 hours after the protesting yacht has finished the leg that the protest relates to.
- 23.5. 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.
- 23.6. Competitors will be informed of hearings to which they are parties.
- 23.7. 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.
- 23.8. When the protest committee decides that a boat which is a party to a protest hearing has broken a rule, it may:
 - (a) disqualify the boat from the leg that the protest relates to; or
 - (b) impose an elapsed time penalty on the boat; or
 - (c) disqualify the boat from the entire race; or
 - (d) impose no penalty on the boat.This changes rule 64.1(a).

- 23.9. 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).
- 23.10. 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.
- 23.11. 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.
- 23.12. 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.
- 23.13. Protests will be heard as soon as practically possible following the finish of each leg.

24. Safety Regulations

- 24.1. 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.
- 24.2. A yacht starting a leg of the race without all distinguishing numbers displayed correctly, may be penalised.
- 24.3. Any yacht withdrawing from a leg for any reason must advise Maritime Radio as soon as possible by the best means available.
- 24.4. Yachts shall carry, at the start of each leg, sufficient food and water appropriate for the leg. The quantity should include provision for mishap.
- 24.5. Any yacht entering an Exclusion Zone, Restricted Zone, or impeding shipping will be penalised by adding 10% to the elapsed time of the appropriate leg.
- 24.6. Yachts are to ensure that their AIS unit is set to transmit at all times.

25. Engine Use

- 25.1. 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 other functions (i.e. cant keel, operate winches) but the engine shall not cause the propeller to rotate.
- 25.2. Inboard engines fuel and exhaust systems shall be securely installed and protected from the effects of heavy weather. Plugs and/or valves shall be provided for the exhaust system.

26. Disclaimer of Liability

- 26.1. 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.'
- 26.2. 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.
- 26.3. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.
- 26.4. 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.
- 26.5. 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.
- 26.6. 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.



2022 Two Handed and Fully Crewed Central Triangle Race Appendix: Leg One

The Organising Authority is the Royal Port Nicholson Yacht Club Incorporated (RPNYC)
103 Oriental Parade Wellington | PO Box 9674, Wellington | centraltriangle@rpnyc.org.nz

1 Course

1.1 The course is:

Start – Barrett Reef Buoy (S) – Akaroa Head (S) – Green Point Beacon (S) - Finish

1.2 All areas that are obstructions apply.

2 Areas that are Obstructions

2.1 The following shall be obstructions:

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

3 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.

4 Start

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

4.2 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° – 335°M.



5 The Finish

- 5.1 The finish line shall be between the Akaroa Yacht Club clubhouse start box flagpole and a buoy with flashing light bearing $140^{\circ} - 320^{\circ}M$ laid approximately 400m from the end of Akaroa Yacht Club wharf (see below).



6 Declaration

- 6.1 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.

7 Radio Instructions

- 7.1 All yachts are to check in with Central Triangle Radio on VHF channel 62, 30 minutes before the start to confirm their VHF is working and declare their intention to start the race.
- 7.2 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.
- 7.3 Boats shall call "Central Triangle Radio" on VHF 04 (or 63 if no answer) to advise their ETA upon passing Akaroa Head.
- 7.4 Boats shall maintain a listening watch on VHF 04 from the time they pass Akaroa Head until they have berthed.

8 Berthage

- 8.1 Yachts will be met and directed to a safe anchorage and will be collected on request.
- 8.2 Yachts can request a pickup by calling "Central Triangle Radio" on VHF 77.



2022 Two Handed and Fully Crewed Central Triangle Race Appendix: Leg Two

The Organising Authority is the Royal Port Nicholson Yacht Club Incorporated (RPNYC)
103 Oriental Parade Wellington | PO Box 9674, Wellington | centraltriangle@rpnyc.org.nz

1 Course

1.1 The course is:

Start – Green Point Beacon (P) – Akaroa Head (P) – Cape Kidnappers (P) – Finish

2 Hazards and Dangers

Yachts shall take note of:

Banks Peninsula

- Rocks around Green Point
- Rock SW of Green Point Beacon
- Marine farms on the western shore of Akaroa Harbour
- rocks off TimuTimu Head.
- rocks off Akaroa Head
- rocks off Dyke Head;
- rocks between Pompeys Pillar and Dyke Head;
- Pompeys Pillar;
- rocks off Putakolo Head;
- Scientific Buoy of Steep Head at position 43Deg 45.437'S 173Deg 20.156' E (Approximately Nine miles off Steep Head)

Kaikoura

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

Wairarapa Coast

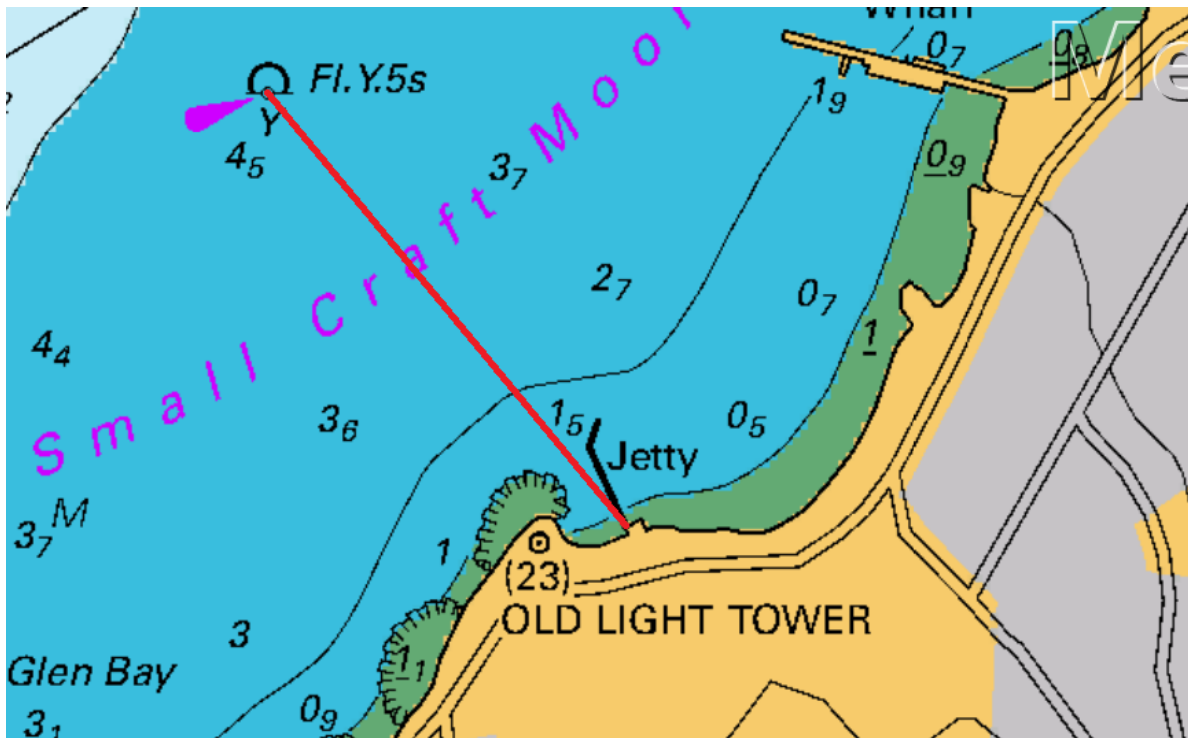
- Honeycomb Rocks
- Kahu Rocks off Honeycomb Point
- Bare Rock off Bare Island
- Mercia Rocks at Cape Kidnappers
- Black Reef at Cape Kidnappers

Napier Harbour

- Town Reef
- Pania Reef

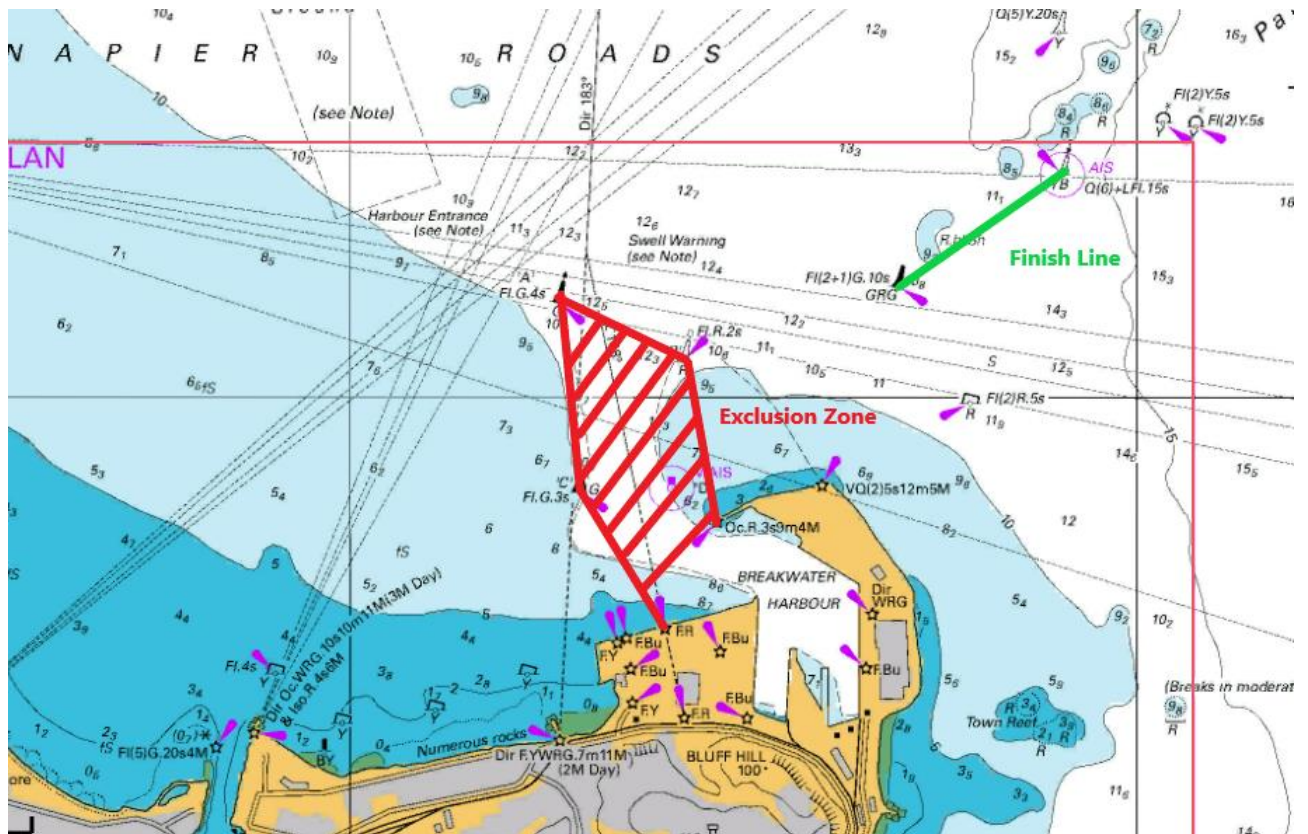
3 Start

- 3.1 The starting line shall be between the Akaroa Yacht Club clubhouse start box flagpole and a buoy with flashing light bearing 140° – 320°M laid approximately 400m from the end of Akaroa Yacht Club wharf (see below).



4 The Finish

- 4.1 The finish line shall be between Pania Reef South Cardinal Marker and the Green-Red-Green Lateral Buoy off the Port of Napier.
- 4.2 Finishing times will be taken from the YB Tracker or a finish boat on station at one end of the Finish line



5 Exclusion Zone

- 5.1 No boat shall enter the area ("Port of Napier Exclusion Zone") formed by the straight lines between Port of Napier Mole Head Light (Oc R. 3s 9m 4M), to Buoy "B" (FI.R.2s), to Buoy "A" (FI.G.4s), to Buoy "C" (FI.G.3s), to the Harbour Breakwater Beacon (FL.R.) (see Above)
- 5.2 Boats that are seen by the Race Committee to enter the Port of Napier Exclusion Zone shall be penalised, without a hearing, by having their elapsed time for Leg 2 increased by 10%. This changes rule 63.1.
- 5.3 Yachts entering the exclusion zone may also be fined for entering the zone by the Napier Harbourmaster.

6 Declaration

- 6.1 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.

7 Radio Instructions

- 7.1 All yachts are to check in with Central Triangle Radio on VHF channel 04, 30 minutes before the start to confirm their VHF is working and declare their intention to start the race.
- 7.2 Boats shall call "Central Triangle Radio" on VHF channel 62 to advise their ETA upon passing Cape Kidnappers.
- 7.3 Boats shall maintain a listening watch on VHF channel 62 from the time they pass Cape Kidnappers until they have berthed. If possible, boats shall also maintain a listening watch on VHF 12.

8 Berthage

- 8.1 Yachts will be directed into the Inner Harbour and allocated a place in the Marina or an area to tie up at the Napier Sailing Club. Yachts with deep draft may be directed to the commercial area.



2022 Two Handed and Fully Crewed Central Triangle Race Appendix: Leg Three

The Organising Authority is the Royal Port Nicholson Yacht Club Incorporated (RPNYC)
103 Oriental Parade Wellington | PO Box 9674, Wellington | centraltriangle@rpnyc.org.nz

1 Course

1.1 The course is:

Start – Cape Kidnappers (S) – Cape Palliser (S) – Baring Head (S) - Finish

1.2 All areas that are obstructions apply.

2 Areas that are Obstructions

2.1 The following shall be obstructions:

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

3 Hazards and Dangers

Boats shall take note of:

Napier Roads:

- Town Reef
- Pania Reef

Wairarapa Coast:

- Black Reef at Cape Kidnappers

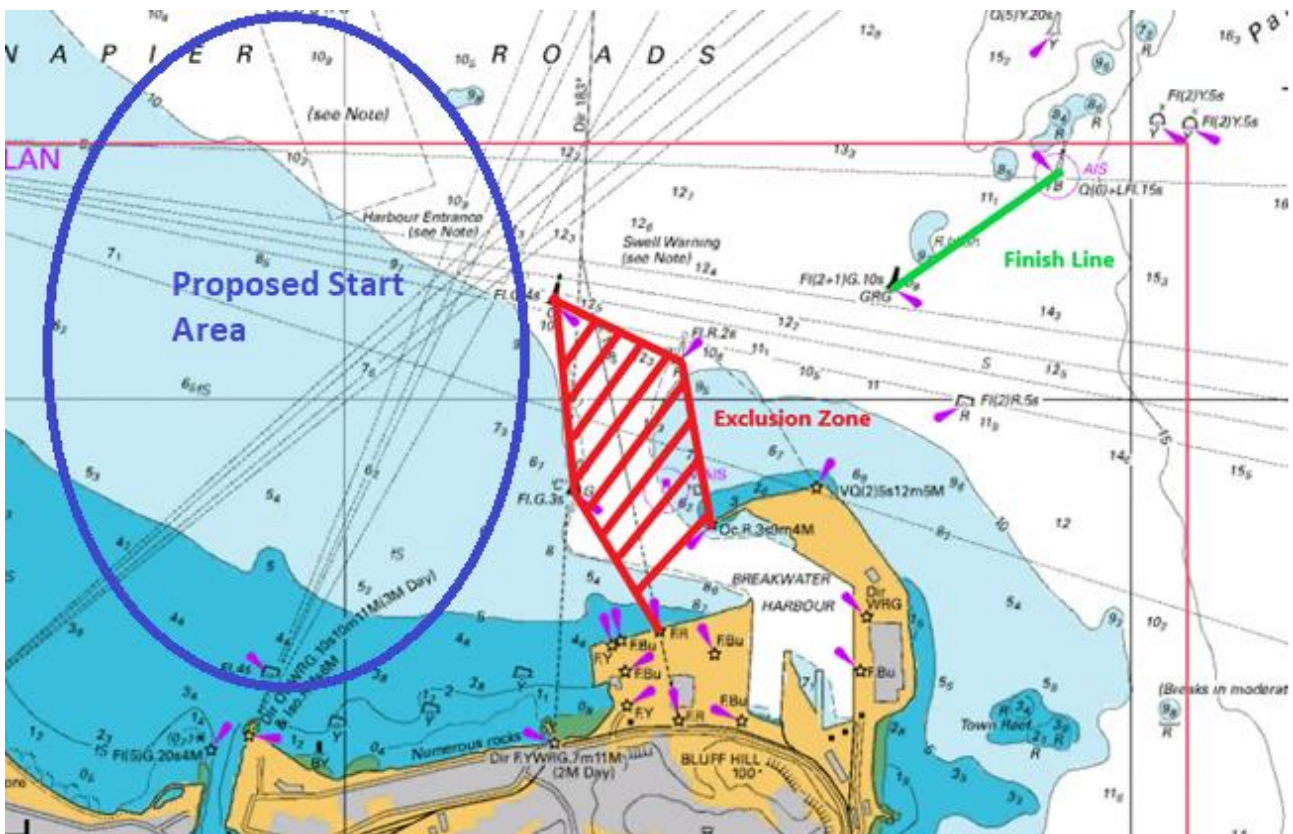
- Mercia Rocks south of Cape Kidnappers
- Bare Rock off Bare Island
- Kahu Rocks off Honeycomb Point
- Honeycomb Rocks
- Uncharted Areas of the Wairarapa Coast

Cook Strait

- Te Kawakawa Rocks
- Hobart Rock
- Arabella Rock
- Wave rider buoy (41 24.6 S, 174 50.9 E)

4 Start

- 4.1 The start area will be in Napier Roads. The area may be moved eastwards to find suit conditions to start the leg.
- 4.2 The start line will be between a moored committee boat displaying a large orange flag at the starboard end of the line and an outer distance mark. An inner mark may also be laid.
- 4.3 Yachts will start in an Easterly direction.



5 The Finish

- 5.1 The finish line shall be an extension of the line between the RPNYC clubhouse start box flagpole and the orange staff/light mounted at the outer end of the Clyde Quay boat harbour entrance, bearing 155° - 355M.



6 Exclusion Zone

- 6.1 No boat shall enter the area ("Port of Napier Exclusion Zone") formed by the straight lines between Port of Napier Mole Head Light (Oc R. 3s 9m 4M), to Buoy "B"(Fl.R.2s), to Buoy "A"(Fl.G.4s), to Buoy "C" (Fl.G.3s), to the Harbour Breakwater Beacon (FL.R.) (see Above)
- 6.2 Boats that are seen by the Race Committee to enter the Port of Napier Exclusion Zone shall be penalised, without a hearing, by having their elapsed time for Leg 2 increased by 10%. This changes rule 63.1.
- 6.3 Yachts entering the exclusion zone may also be fined for entering the zone by the Napier Harbourmaster.

7 Declaration

- 7.1 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.

8 Radio Instructions

- 8.1 All yachts are to check in with Central Triangle Radio on VHF channel 77, 30 minutes before the start to confirm their VHF is working and declare their intention to start the race.
- 8.2 After passing Baring Head, boats shall call Wellington Harbour Radio ("Beacon Hill") on VHF 14 and report their intention to enter the harbour.
- 8.3 Boats shall call "Central Triangle Radio" on VHF 62 to advise their ETA upon passing Barrett Reef Buoy, and upon passing Point Halswell.
- 8.4 Boats shall maintain a listening watch on VHF 14 from the time they pass Baring Head until they have berthed. If possible, boats shall also maintain a listening watch on VHF 62.
- 8.5 All yachts to have a handheld VHF in the cockpit next to the helmsman on channel 14 with the volume turned up.

9 Berthage

- 9.1 No berthage arrangements have been made for finishing boats. Boats are advised to make arrangements directly with Wellington Marinas.