



Notice of Race

18 - 21 April 2025

A Two-Handed race off the South Western Coast of the North Island. Starting in Wellington Harbour, around the Kupe gas platform in the South Taranaki Bight, around a virtual mark off Farewell Spit and returning to finish in Wellington Harbour. Total approximate length 300NM.

Prizes for 1st PHRF, 1st Line and for two-handed female crews.

2025 Two-Handed Western Circuit

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The Organising Authority is Lowry Bay Yacht Club (LBYC).

This Notice of Race states the requirements that all yachts and skippers must meet to enter the race. The Sailing Instructions provide the details of how the race will be run on the water. All yachts must meet all requirements of this Notice of Race to be acknowledged as an accepted competitor.

1. Rules

General and Safety Rules

- 1.1 The race will be governed by the 'rules' as defined in the Racing Rules of Sailing ("RRS"), and the Wellington Regional Navigation and Safety Bylaws 2009.
- 1.2 All boats are to remain outside of the 500m protected safety zone around the Kupe and Maari gas production platforms.
- 1.3 All yachts shall be crewed by 2 persons and comply with Part II of the Yachting New Zealand ("YNZ") Safety Regulations 2021- 2024 ("SR"), Category 2 modified as follows:
 - (a) Communications:
 - (i) Yachts shall carry communications equipment to comply with SR 18.1. All yachts will carry an approved satellite voice communication system.
 - (ii) The satellite voice communication system shall be powered on, and able to receive calls at all times.
 - (iii) Yachts will provide the satellite phone number and satellite system e-mail address to the Race Committee.
 - (iv) Yachts must produce evidence from Maritime Radio that transmissions from their VHF have been received clearly, and satellite voice and e-mail communications are functioning properly.
 - (v) All boats must carry and maintain Race Committee supplied Trackers, which must remain switched on while racing.
 - (vi) All yachts shall carry an AIS Transponder capable of transmitting and receiving AIS data.
 - (vii) The AIS transponder shall be switched on at all times, such that it is transmitting data.
 - (viii) The AIS transponder aerial shall be mounted external to the hull.



- (b) Category 2 life raft for the duration of the race as defined by rule 17.11 (refer SR Appendix 2)
- (c) Yachts must carry sufficient engine fuel at the start of the race to give the yacht a motoring range of at least 100nm in flat water.
- (d) Each yacht shall carry a minimum of 20L of the above engine fuel in one or more suitable separate containers.
- (e) It is mandatory that skippers have a method to connecting 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.
- (f) 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. Each yacht is responsible for its own safety and should consider additional charts for inshore navigation and ports of refuge.
 - (i) NZ23 (North Island)
 - (ii) NZ46 (Cook Strait)
 - (iii) NZ463 (Approaches to Wellington)
 - (iv) NZ4633 (Wellington Harbour)
 - (v) NZ45 (Cape Egmont to Rangitikei River)
 - (vi) Symbols, Terms and Abbreviations NP5011 or equivalent.
 - (vii) Current NZ Almanac, including tide tables for 2025.
 - (viii) Central Region Cruising Guide
- (g) The following are the minimum paper charts to be carried on board the yacht:
 - (i) NZ23 (North Island)
 - (ii) NZ46 (Cook Strait)
 - (iii) NZ463 (Approaches to Wellington)
 - (iv) NZ4633 (Wellington Harbour)
 - (v) NZ45 (Cape Egmont to Rangitikei River)

1.4 Electronic charts may be used in place of paper charts, except the minimum required paper charts that must be carried.

1.5 If using electronically stored charts, the above charts shall be stored on at least two (2) separate chart plotting devices. One of which must be able to be powered separately from the yacht's 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 or internet connectivity to function.

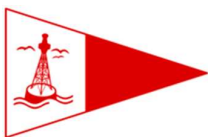
1.6 Appendix T, Arbitration, will apply.

PHRF Rules

1.7 Each yacht shall produce a valid PHRF certificate by 1800hrs on 31 March 2025.

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

1.9 No changes to PHRF certificates may be made after 1800hrs on 31 March 2025, except as a result of a PHRF protest, or as a result of a new certificate issued by Yachting New Zealand after this date.



Changes to Racing Rules

1.10 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.

- (a) 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.
- (b) 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.
- (c) Rule 52 shall not apply to the adjustment of a canting keel or water ballast.
- (d) Yachts may use an autopilot or other self-steering device. This changes rule 52.
- (e) Yachts may not use a propulsion engine in gear while racing unless its use is to avoid imminent danger or to respond to a call for assistance of another yacht or any other vessel that requires assistance.
- (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 any reason, provided that she informs the Race Committee at the first reasonable opportunity.
 - (ii) A yacht that has suspended racing may use a propulsion engine until she resumes racing.
 - (iii) 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). 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.
 - (ii) 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)
 - (iii) Prior to the Warning Signal for the start of the race, there is no limitation on private services or any other source of data or consulting.

1.11 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.

2. Advertising



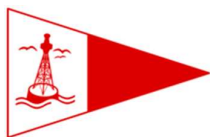
- 2.1 Yachts may be required to display advertising chosen and supplied by the Race Committee in accordance with ISAF Regulation 20.

3. Eligibility and Entry

All required documentation must be provided to the Race Committee by the due date to retain a valid entry.

Eligibility

- 3.1 The event is open to all self-righting monohull keel boats of not less than 7.924m hull length (as defined in the Equipment Rules of Sailing).
- 3.2 Each yacht must have a current PHRF certificate. To be submitted no later than 1800 hours 31 March 2025.
- 3.3 Each yacht must have a current Category 2 safety certificate. To be submitted no later than 1800 hours 31 March 2025.
- 3.4 Life raft inspection certificate. To be submitted no later than 1800 hours 31 March 2025.
- 3.5 406 EIRPB registration certificate for all EIRPB's and PLB's to be carried during the race. (see beacons.org.nz) Emergency contacts must be up to date. These certificates shall be submitted no later than 1800 hours 31 March 2025.
- 3.6 Each yacht must, in the opinion of the Race Committee, be capable of safely taking part in the race.
- 3.7 All yachts are to provide a receipt of antifouling within six months, or have their hulls cleaned before the race. A copy of the receipt or evidence to be provided no later than the briefing on 17 April 2025.
- 3.8 To be eligible to compete, each skipper and co-skipper shall:
- (a) Be a financial member of a club recognised by the skipper's and co-skipper's national authority.
 - (b) Be born on or before 31 March 2007.
 - (c) Skipper and co-skipper to have a current certificate from a Yachting New Zealand approved Advanced Sea Survival course. To be submitted no later than 1800 hours 31 March 2025.
 - (d) Skipper and co-skipper to have a current first-aid certificate to work place or coastal medic level. To be submitted no later than 1800 hours 31 March 2025
 - (e) Competitors required to produce additional documentation following receipt of their entry and will be given a reasonable amount of time to produce this.
 - (f) For publicity purposes high-resolution digital images of the yacht, skipper and co-skipper, must be forwarded to the Organising Authority no later than the closing date for entries.
 - (g) 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. To be submitted no later than 1800 hours 31 March 2025.
 - (h) The Race Committee requires all required documentation, including items of eligibility to be submitted by the dates and times specified in this NoR.
 - (i) Failure to provide all required documentation by the specified dates and times will result in the entry being classed as withdrawn by the Race Committee.



Entries

- 3.9 Eligible yachts may enter by completing the entry form along with a comprehensive sailing/racing CV of skipper and co-skipper on the Organising Authority's website by 1800hrs on 1 February 2025.
- 3.10 Any entry will not be considered complete until full payment has been received by the Organising Authority.
- 3.11 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.
- 3.12 All required documentation must be provided to the Organising Authority by the due date to retain a valid entry. Failure to meet this requirement will result in the yacht being deemed to have withdrawn.
- 3.13 The Race Committee reserves the right to include or exclude any yacht or person for whatever reason.
- 3.14 Neither the skipper nor co-skipper may be replaced without the prior written approval of the Race Committee. This approval may be given at any time up until 24 hours prior to the start of the race. Approval shall be granted provided the Race Committee is satisfied that the replacement is eligible to complete.

4. Fees

- 4.1 Required fees are as follows:

Entry fee: \$750.00 including GST, payable in full along with the completed entry form by 1 February 2025.

Early bird Entry fee: \$700.00 including GST, payable in full along with completed entry form by 1 December 2024.

- 4.2 Entry fees are non-refundable for any yacht withdrawing after entry.
- 4.3 Entry fees may be refunded if the entry is rejected by the Race Committee.
- 4.4 Yachts failing to return a Race Committee provided tracking device will be charged the full cost to replace the tracking device.

5. Safety Check

- 5.1 Every yacht must be at Seaview Marina with a current Category 2 (or higher) safety certificate and be available for a safety check after 1200 hours on 17 April 2025, with skipper in attendance.
- 5.2 For the safety check, yachts must be rigged ready to race. (e.g. life rings in place, jackstays run).
- 5.3 Every yacht will be checked by honorary inspectors appointed by the Race Committee for compliance with its safety certificate, this NoR, and its ability to safely take part in the race.
- 5.4 Yachts that do not pass the safety check may remedy any defects and request a further inspection.
- 5.5 Any yacht that does not pass a safety check by 1700hrs 17 April 2025 will be deemed to have withdrawn from the race.

6. Schedule

- 6.1 Skippers and co-skippers must attend the event briefing at 1400hrs on 17 April 2025 at LBYC clubhouse.



- 6.2 Skipper and co-skipper must attend the farewell function at 1800hrs on 16 April 2025 at LBYC clubhouse.
- 6.3 The race will start on 18 April 2025 (Easter Friday)

7. Sailing Instructions

Final Sailing Instructions will be available on or before 11 April 2025. These will take precedence over this NoR and, where they differ, other documents previously issued.

8. The Course

Start in Wellington Harbour - Barrett Reef Buoy - Kupe Gas Platform - virtual mark near Farewell Spit - Barrett Reef Buoy - Finish in Wellington Harbour

The approximate length of the race is 300NM. The sequence of rounding the virtual mark near Farewell Spit and Kupe Gas platform will depend on the weather forecast for the race, this will be advised at the Race Briefing along with the position of the virtual mark.

All boats are to remain outside of the 500m protected safety zone around the Kupe and Maari gas production platforms

9. Penalty System

9.1 The Scoring Penalty, rule 44.3, will apply.

10. Scoring

10.1 The race will be scored on PHRF.

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

11. Prizes

11.1 The following prizes will be awarded:

- (a) 1st PHRF Overall (lowest total corrected time)
- (b) 1st Line Overall (shortest total elapsed time)
- (c) Special recognition for two-handed female crews

11.2 Other awards and spot prizes may be presented after the race at the prize-giving.

11.3 A race plaque/memento will be issued to each yacht completing the race.

12. Declarations

12.1 All skippers and co-skippers will be required to complete and sign a pre-race declaration at the briefing.



- 12.2 Immediately after finishing, the skipper or co-skipper will be required to sign a declaration that they have sailed the race in accordance with the rules.
- 12.3 Failure to submit a post-race declaration to the Race Committee as is 12.2 above within 12 hours after finishing will result in a 5% penalty to be added to the elapsed time of the race.

13. Berthage

- 13.1 Seaview Marina Ltd has generously agreed to free berthage for up to 10 (ten) days to each visiting yacht that participates in the Two-Handed Western Circuit.
- 13.2 Yachts are to arrange their own berthage at Seaview Marina for the days prior to the start and for any required time after finishing the race. All berthage at Seaview Marina is the responsibility of each skipper and/or owner. Contact Seaview Marina on 04 5683736 or admin@seaviewmarina.co.nz

14. Berthage Lines and Fenders

- 14.1 All yachts are to provide adequate mooring lines and fenders.

15. Disclaimer of Liability

- 15.1 Competitors participate in this race entirely at their own risk. Refer to RRS rule 4. The Organising Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with, prior to, during, or after the race.
- 15.2 Competitors accept that sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each skipper and co-skipper agree and acknowledge that:
- (a) they are aware of the of the risks involved and accept responsibility for the risks exposed to themselves and their boat while taking part in the event;
 - (b) they are responsible for the safety of themselves, their boat and their other property whether afloat or ashore;
 - (c) they accept responsibility for any injury, damage or loss to the extent caused by their own actions or omission;
 - (d) their boat is in good order, equipped to sail in the event and they are fit to participate;
 - (e) the provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve the skipper and co-skipper of their own responsibility.

16. Insurance

- 16.1 Each yacht shall be insured with valid third-party liability insurance with a minimum cover of five million dollars (\$5m).
- 16.2 Evidence of insurance shall be provided by 1800hrs on 31 March 2025.



17. Summary of key dates

Early Bird entries close	NOR 3.9, 4.1	1800hrs	Saturday 1 February 2025
Entries Close	NOR 3.9, 4.1	1800hrs	Monday 17 March 2025
PHRF Certificates to be provided	NOR 1.7	1800hrs	Sunday 31 March 2025
Evidence of insurance to be provided	NOR 16.2	1800hrs	Sunday 31 March 2025
Cat 2 safety certificate	NOR 3.3	1800hrs	Sunday 31 March 2025
Liferaft inspection certificate	NOR 3.4	1800hrs	Sunday 31 March 2025
EPRIB & PLB registration certificates	NOR 3.5	1800hrs	Sunday 31 March 2025
Advanced Sea Survival, First-Aid Certificates	NOR 3.8	1800hrs	Sunday 31 March 2025
Final Sailing Instructions on or before	NOR 7	1800hrs	Friday 11 April 2025
Boats to be present for safety checks	NOR 5.1	1800hrs	Tuesday 15 April 2025
Farewell function	NOR 6.2	1800hrs	Wednesday 16 April 2025
Boats to pass equipment check	NOR 5.5	1200hrs	Thursday 17 April 2025
Hull cleaning or antifouling receipt or evidence	NOR 6.1	1400hrs	Thursday 17 April 2025
Race Briefing	NOR 6.1	1400hrs	Thursday 17 April 2025
Race Start	NOR 6.3	TBA	Friday 18 April

Further Information

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