Kororāreka Launch Rally

Russell Boating Club

8th January 2027

The Organising Authority is the Russell Boating Club Inc
46 Matauwhi Road, Russell, New Zealand

NOTICE of Event (NoE)

The Russell Boating Club ***Kororāreka Launch Rally*** aims to gather classic motor vessels for a Log Rally around the Bay of Islands where the fastest speed does not determine the winner. The focus is on participation and honour, rather than competition and prizes, as reflected in this NoE document.

CONTACTS

RACE ORGANISATION

Race Officer – Bruno Bomati	027 467 6363
Committee Boat – TBC	VHF Channel 77
On the course Patrol Vessel	VHF Channel 77

OTHER SUPPORT SERVICES

Russell Marine Radio	VHF Channel 63 or 09 403 7218
Forecasts available at 0800, 0930, 1330, 1750 hrs	
Coastguard BOI	VHF Channel 04
Coastguard Nowcasting (weather)	VHF Channel 19
Emergency	Channel 16 or phone 111

1. RULES

1.1. The International Regulations for Preventing Collisions at Sea apply to all participants in this Regatta. Refer to Appendix A for extracts from these rules.

1.2. The vessel's Skipper must advise the Rally committee the average speed that his vessel will travel at while completing the rally course no less then 1.5 hours prior to the start.
1.3. All speedo's and GPS's on board the vessel must be covered during the timed event.
1.4. The vessel that finishes the course closest to their calculated time based on their average speed wins.
1.5. There will be other motor and sailing vessels in the region of the rally course who are not participants in this rally, but who must be respected with (and are expected to also honour) the same 'Collision Prevention' rules. Please refer to Appendix A for extracts from these rules.
1.6. It is the obligation of the boat's skipper to ensure compliance with the Safety Regulations. Skippers will be required to acknowledge that they have read and understood the Regatta Health and Safety Plan when entering the event.
1.7. There will be no Protests.
1.8. The rally will take place within the Pēwhairangi Marine Mammal Sanctuary (MMS) area. Regatta organisers do not intend to obtain a permit from the Department of Conservation for this event. Therefore, all participating boats and support vessels must adhere to the MMS rules if they encounter marine mammals. If your vessel comes within 300m of a marine mammal, you must stop and remain stationary until the marine mammals are at least 300m away. Record the time you are stationary and notify the race committee of this time when you cross the finish line.
1.9. Rally rule changes will be advised via the club's Tall Ships page or at the safety briefing on the day of the rally.

2. COMMUNICATION

2.1. Please refer to the Russell Boating Club Tall Ships page for all Rally related communications.
2.2. All boats shall carry a VHF radio capable of communication on channels 16, 63(Russell Radio), 77(Rally Committee Boat)
2.3. On the water, the Rally committee will make courtesy broadcasts to competitors on VHF channel 77. The channel will be confirmed at the safety briefing on the day of the Rally

3. ELIGIBILITY AND ENTRY

3.1. Entry is restricted to motor vessels constructed before 1970 with a minimum length of 5.2m (17 feet).

3.2. Vessels must be constructed from either timber, steel or ferrocement.
3.3. Displacement and planning hulls are allowed.
3.4. Vessels must be driven by a petrol, diesel or steam-powered inboard engine(s) with propulsion achieved through shaft drive, jet, stern leg, or paddle wheel.
3.5. Eligible vessels may enter the Rally by completing the online registration form on the Russell Boating Club Tall Ships page between the 23rd of October and the 30th of December.
3.6. To be considered for an entry in the Rally, a vessel shall complete all registration requirements and pay all fees.

4. PRE-RALLY BRIEFING

4.1. A captain's briefing will be held at the Russell Boating Clubhouse at 0900 hrs on the day of the Rally. Attendance is mandatory for the captain or a crew member of each participating vessel.

5. RALLY AREA

5.1. The rally will be held In the Bay of Islands area. Chart NZ 5125

6. RALLY SCHEDULE

6.1. Rally start time: 1100 hrs on Friday 8th January.

7. COURSE

7.1. The course will be announced at the safety briefing on the morning of the rally. This will include what marks are being used and the order in which the marks are to be rounded.
7.2. Two course options will be available. Course 1 will be between 18 and 21 nautical miles in length, while Course 2 will be between 13 and 16 nautical miles in length. The vessel's Skipper must advise the Rally committee which course they will follow no less than 1.5 hours prior to the start.
7.3. Launches who choose the shorter course, Course 2, will have additional time added to any time difference between the theoretical and actual time that they complete the rally course. The additional time will be based on a ratio of the two course distances.
7.4. A course sheet will be issued to each registered vessel at the safety briefing on the morning of the event.

8. RALLY PRE-START

8.1. Prior to the scheduled start, all entrants must assemble at 1030 hrs near the committee boat. They will then participate in a parade through the mooring area surrounding the Russell Wharf. The parade lead vessel will be chosen during the safety briefing. The parade will end at the Start/finish line.

9. RALLY START AND FINISH

9.1. The start and finish line will be in the vicinity of the Russell Wharf. The line will be marked by a committee boat and the yellow 5kt Special Purpose buoy marking the edge of the Kororāreka Bay mooring area. The line length is approximately 200m. Refer to the diagram in Appendix B

9.2. All vessels are requested to keep a listening watch on VHF channel 77 for any last-minute changes to the rally starting and finishing procedures.

9.3. Vessels approaching the finish line are required to notify the Committee boat via VHF channel 77 when they are approximately 5 minutes from the finish.

10. VESSELS RETIRING FROM THE RALLY

10.1. Please do not pass through the finish line.

10.2. Advise the Committee Boat on VHF Channel 77 as soon as possible as it is the obligation of the race organisers to account for every vessel entered.

11. FEES

11.1. The entry fee for this rally is $50. All proceeds support the Russell Boating Club Tall Ships Regatta fundraiser for the club.

11.2. Payment should be made to Russell Boating Club Inc, Westpac account # 03-0394-0031108-00. Please use your boat name as a reference.

11.3. Cash only payments will be accepted at the club's bar prior to the close of online entries.

12. RISK STATEMENT

12.1. The responsibility for a vessel's decision to participate in the rally is hers alone.' By participating in this rally each competitor agrees and acknowledges that boating 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. **Inherent in the sport of boating is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

12.2. The Russell Boating Club and Tall Ships Committee are not responsible for the actions of any vessel either participating in the rally or not, except for the committee and patrol boats.

13. TROPHIES & PRIZES

13.1. Trophies and Prizes will be awarded on the Russell Wharf at 16:00 hours.

13.2. Place winners will be allocated berths on the Russell Wharf for the prize giving.

13.3. Trophies, prizes and results awarded on the day of the races are provisional only. Russell Boating Club reserves the right to review and amend results at their discretion.

14. CANCELLATION OF THE RALLY

14.1. The Tall Ships organisation committee reserves the right to cancel the rally by providing written notification to each vessel entered, via email to the contact provided on the Entry Form.

14.2. In the event that the rally is postponed or abandoned for reasons beyond the organisers control, a refund in whole or part will be limited to payments made for the entry fee only, at the discretion of the Tall Ships organising committee.

15. FURTHER INFORMATION

15.1. For further information please contact the Tall Ships organising committing at tallships@russellboatingclub.org.nz

TALL SHIPS REGATTA SUPPORTS

APPENDIX A

To prevent collisions, remember …

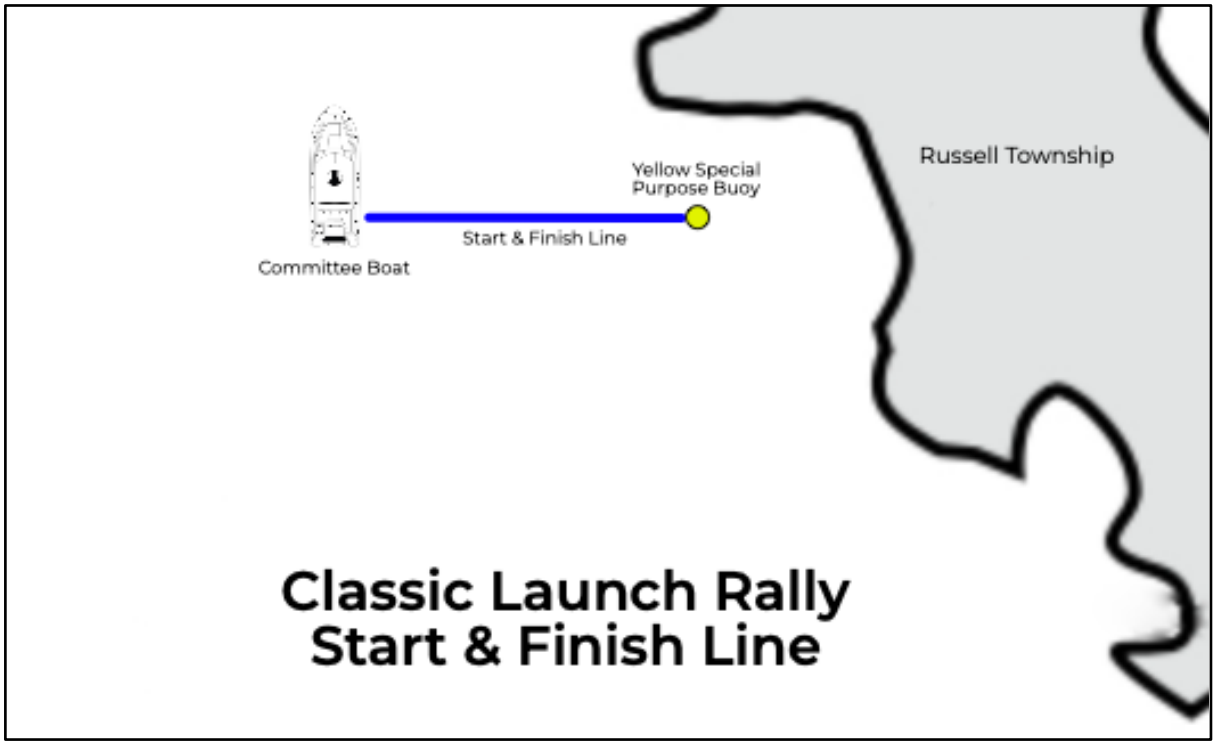
Always keep a good lookout.
At all times proceed at a safe speed so that proper and effective action to avoid a collision can be taken.
Allow that bigger vessels may not be as manoeuvrable as you.
Power driven vessels underway must always keep clear of sailing vessels.
Overtaking boat keeps clear.
Vessel being overtaken holds course and speed; but see Rule 22.8.5.
Regardless of who has right of way, all boats should take appropriate action to avoid collision.

Extracts from the International Regulations for Preventing Collisions at Sea.

Rule 22.6	*Safe Speed.* Every vessel must at all times proceed at a safe speed so that proper and effective action to avoid a collision can be taken and the vessel can be stopped within a distance appropriate to the prevailing circumstances and conditions.
Rule 22.8.5	*Action to avoid collision.* If necessary to avoid collision or allow more time to assess the situation, a vessel shall slacken its speed or take all way off by stopping or reversing its means of propulsion.
Rule 22.13.1	*Overtaking.* Notwithstanding anything contained in the Rules of this section, any vessel overtaking any other, shall keep out of the way of the vessel being overtaken.
Rule 22.13.2	*Overtaking.* A vessel shall be considered to be overtaking when coming up on another vessel from a direction of more than 22.5 degrees abaft its beam, that is, in such a position where at night the sternlight, but neither of the sidelights of the vessel being overtaken, would be visible.
Rule 22.13.3	*Overtaking.* When a vessel is in any doubt as to whether it is overtaking another, it must assume that it is and act accordingly.
Rule 22.13.4	*Overtaking.* Any alteration of the bearing between vessels shall not make the overtaking vessel a crossing vessel within the meaning of these rules nor relieve her of the

	duty of keeping clear until she is finally past and clear.
Rule 22.14	*Head-on Situation*. When two power-driven vessels are meeting on reciprocal or nearly reciprocal courses so as to involve risk of collision, each must alter its course to starboard so that each passes on the port side of the other.
Rule 22.15	*Crossing Situation*. When two power-driven vessels are crossing so as to involve risk of collision, the vessel which has the other on its own starboard side must keep out of the way. The vessel required to keep out of the way must, if the circumstances of the case allow, avoid crossing ahead of the other vessel.
Rule 22.17	*Action by (stand-on) vessel* with right of way. i) If one of the 2 vessels is to keep out of the way, the other must keep its course and speed. ii) When from any cause, the stand-on vessel with right of way finds itself so close that collision cannot be avoided by the action of the give-way vessel alone, it must take whatever action will best avoid collision.
Rule 22.18	*Responsibilities between vessels*. A power-driven vessel underway must keep out of the way of a sailing vessel or a vessel under oars.

APPENDIX B


Russell Township
Yellow Special Purpose Buoy
Start & Finish Line
Committee Boat
Classic Launch Rally
Start & Finish Line