Tall Ships Regatta

Russell Boating Club

9th January 2027

The Organising Authority is the Russell Boating Club Inc

NOTICE of RACE (NoR)

The main purpose of this annual Regatta is to provide a gathering of all Sailing Vessels and celebrate the **Spectacle of Sail**. The competitive aspect of racing is secondary to the joy of participation and competing for honour, not prizes, as this NoR document reflects.

1. RULES

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

1.2. The Racing Rules of Sailing **DO NOT** apply to this regatta.

1.3. All fore and aft rigged yachts in the races must give manoeuvring room and right of way to any square-rigged vessel.

1.4. There will be other motor and sailing vessels in the region of the race course who are not Tall Ships Regatta participants, but who must be respected with (and are expected to also honour) the same 'Prevent Collision' rules. Please refer to appendix A.

1.5. The Yachting New Zealand Safely Regulations Part II, Category 5 will apply to all boats entering this regatta.

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. No Protests. The races are sailed with the rules pertaining to all vessels obeying the International Rules, refer to appendix A. Any incidents caused by disregard for these rules will be referred to the Police.

1.8. Sailing will take place within the Pēwhairangi Marine Mammal Sanctuary area. Regatta organisers have applied to the Department of Conservation for a permit to allow for all participating boats and support vessels to be exempted from the rules of the sanctuary upon arrival to the start line and during racing. Sanctuary rules will apply at all other times.
1.9. Regatta rule changes may be advised in the Sailing Instructions.

2. SAILING INSTRUCTIONS

2.1. The sailing instructions will be available one week prior to the Regatta. A course sheet will be made available during the skipper's briefing on the day of the Regatta.

3. COMMUNICATION

3.1. Please refer to the Russell Boating Club Tall Ships page for all Regatta related communications.
3.2. All boats shall carry a VHF radio capable of communication on channels 16, 63(Russell Radio), 77(Race Committee Boat)
3.3. On the water, the race committee will make courtesy broadcasts to competitors on VHF channel 77. The channel will be confirmed In the Sailing Instructions.

4. ELIGIBILITY AND ENTRY

4.1. Tall Ships Division: Monohull vessels of not less than 30 feet [9.14m] on deck, with 2 or more masts. May include square rig as well as fore and aft rig. Note that eligibility to race in this division is by invitation only, therefore early registration is advised.
4.2. Classic Invitation Division: Monohull vessels of a recognised "classic type," not less than 22 ft. (6.7m) on deck with any type of rig. Note that eligibility to race in this division is by invitation only, therefore early registration is advised.
4.3. All Comers Division: Open to all sailing vessels not meeting the criteria for Tall Ships, Classic Invitation, or Junk Rig divisions. All Comers division includes monohull and multihull vessels not less than 22 ft. (6.7m) on deck, with any type of rig.
4.4. Eligible boats may enter the Regatta by completing the on-line entry form on the Russell Boating Club Tall Ships page. On-line entries will open on the 23rd of October and close on the 30th of December. Entries will also be accepted at the race desk at the Russell Boating Club between 0900 and 1100 hours on the Friday

prior to the Regatta and between 0730 and 1000 hours on the day of the Regatta.

4.5. To be considered for an entry in the Regatta, a boat shall complete all registration requirements and pay all fees.

5. PRE-RACE BRIEFING

5.1. A skippers briefing will be held at the Russell Boating Clubhouse at 0900 hrs on the day of the Regatta. Attendance is mandatory for the skipper or a crew member of each racing yacht.

6. SAILING AREA

6.1. The race will be held In the Bay of Islands area. Chart NZ 5125

7. SAILS PERMITTED

7.1. Tall Ships, and Classic Invitation Divisions:

- 7.1.1. All sails bent to spars which are part of the normal working rig.
- 7.1.2. Mizzen staysails.
- 7.1.3. Headsails hanked to a forestay of which only one can be poled out.
- 7.1.4. Unhanked headsails (including MPS sails) may be used only when the **true** wind is forward of the beam.
- 7.1.5. Mullet boats or similar, may fly a leader on a pole, but only when the **true** wind is forward of the beam.
- 7.1.6. No spinnakers.
- 7.1.7. Junk Rigged Yachts – any sails are permitted.
- 7.1.8. Note that for **Square Rigged Tall Ships** – any sails are permitted.

7.2. All Comers Division

- 7.2.1. Any sails permitted.

8. FEES

8.1. The entry fee for this regatta is $55. Early bird entries are available on-line from the 23rd of October until the 30th of December at a discounted rate of $50.

8.2. For on-line entries, payment should be made to Russell Boating Club Inc, Westpac account # 03-0394-0031108-00. Please use your boat name as a reference.

8.3. Cash only payments will be accepted on the day of the regatta and the Friday before.

9. RISK STATEMENT

9.1. The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this Regatta 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. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

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

10. TROPHIES & PRIZES

10.1. Trophies and Prizes will be awarded to all Divisions.

10.2. 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.

11. CANCELLATION OF THE REGATTA

11.1. The Tall Ships organisation committee reserves the right to cancel the regatta completely by written notification to each yacht entered, via email to the contact provided on the Entry Form.

11.2. In the event that the regatta 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.

12. FURTHER INFORMATION

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

Enjoy your sail in the Russell Boating Club Tall Ships Regatta and please support our Regatta sponsors.

TALL SHIPS REGATTA SUPPORTS

Appendix A

Extracts from the International Regulations for Preventing Collisions at Sea.

To prevent collisions, remember …

Always keep a good lookout.
Allow that bigger yachts may not be as manoeuvrable as you.
Port tack vessels give way to vessels on starboard tack.
Windward boat keeps clear of leeward boat.
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.

Action to avoid collision.

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 22.12.1	*Sailing Vessels* For the purpose of the following rule, the windward side shall be deemed to be the side opposite to that on which the mainsail is carried, set or trimmed to, or in the case of a square-rigged vessel, the side opposite to that on which the largest fore and aft sail is carried.
Rule 22.12.2	When 2 sailing vessels are approaching one another, so as to avoid risk of collision, one of them shall keep out of the way of the other as follows: i) When each has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other. ii) When both have the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward. iii) If a vessel with the wind on the port side sees a vessel to windward and cannot determine with certainty whether the other vessel has the wind on the port or the starboard side, she shall keep out of the way of the other.

Overtaking.

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 22.17	*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.