



Tall Ships Regatta

Russell Boating Club

10th January 2026



The Organising Authority is the Russell Boating Club Inc

SAILING INSTRUCTIONS (SIs)

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 these Sailing Instructions reflect.

CONTACTS

RACE ORGANISATION

Race Officer – Bruno Bomati	027 467 6363
Committee Boat – Volantis	VHF Channel 77
Tall Ships 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. 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 Safety Regulations Part II, Category 4 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.
- 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.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any changes to these Sailing Instructions will be announced at the skipper's briefing on the day of the Regatta.

3. COMMUNICATION WITH COMPETITORS

- 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.

4. SCHEDULE OF RACES

- 4.1. **All Comers Division Race Start time – 12:00 hrs**
- 4.2. **Tall Ships, Classic Invitation and Junk Rig Divisions Race Start time - 12:15 hrs**

5. SAILING AREA

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

6. COURSES

- 6.1. The Race course will be announced at the briefing on the morning of the regatta. This will include what marks are being used, the order in which the marks are to be rounded and how to round the marks. The courses will be set according to predicted weather and tide conditions on the day.
- 6.2. A course sheet and a copy of the Sailing Instructions will be issued to each event registered boat at the briefing.
- 6.3. Courses may differ between divisions therefore it is important to attend the briefing to ensure your boat obtains the correct course information.

7. THE START

- 7.1. The Start Line will be in the vicinity of the Russell Wharf. The line will be marked by a yellow inner distance buoy to the West of the Committee boat and the Red Lateral No 2 beacon of the Northern Channel Markers to the West of the Committee boat. The line length is approximately 1850m. Refer to the diagram in [Appendix B](#)
- 7.2. Boats must not pass between the inner distance mark and the Committee boat.
- 7.3. Exercise caution around the Red Lateral mark as the tidal flow can be strong in this area.
- 7.4. All vessels must be under sail power only after the 10 minute to start warning unless having to manoeuvre for safety reasons.
- 7.5. Boats whose warning signal has not been made must avoid the starting area.
- 7.6. There will be no recalls. Any yacht starting early must continue on the race course. **DO NOT TURN BACK** as this is a hazard to other racing vessels. Ten times the premature start time will be added to the elapsed time as a penalty.
- 7.7. Flag and Signals will be from the Committee Boat
- 7.8. Race Start timing sequence:

All Comers Division

11:45 hrs – Starting sequence Warning Signal.

11:50 hrs – 10-minute Warning Signal and Code Flag “L” (yellow and black squares) displayed.

11:55 hrs – 5-minute warning signal and Code Flag “P” (Blue Peter) displayed.

12:00 hrs – All Comers Division Start Warning Signal and both flags lowered.

Tall Ships and Classic Invitation

12:05 hrs – 10-minute Warning Signal and Code Flag “L” (yellow and black squares) displayed.

12:10 hrs – 5-minute warning signal and Code Flag “P” (Blue Peter) displayed.

12:15 hrs – Tall Ships and Classic Invitation start Warning Signal and both flags lowered.

8. POSTPONEMENT SIGNALS

- 8.1. If the race committee boat is unable to start the races at the times specified in these Sailing Instructions the Committee Boat will fly the AP flag (red and white as vertical stripes) and sound two Warning Signals.
- 8.2. Monitor VHF Channel 77 for further instructions.
- 8.3. At the end of the delay period, a Warning Signal will be made one minute after the removed of the AP flag unless at that time the race is postponed again or abandoned. This Warning single will begin the normal race start timing sequence for all Divisions as described in paragraph 7.8 above.

9. SHORTENED COURSE

- 9.1. Refer to the Course sheet for shortened course options.
- 9.2. A shortened course will be indicated by:
 - 9.2.1. Code Flag “L” (yellow and black squares) being flown from the Committee boat.
 - 9.2.2. Announced on VHF Channel 77
 - 9.2.3. The Patrol Boat standing by the Shortened Course Buoy and flying the Code Flag “L”.

10. THE FINISH

- 10.1. The Finish Line will be in a similar place as the start line. The line will be marked by the Committee boat at the West end and a tall, yellow-coloured buoy laid approximately 150m towards the East. Do not confuse this buoy with the yellow Special purpose buoy marking the mooring area 5 knot restriction. Refer to the diagram in [Appendix B](#)
- 10.2. Boats must not pass between the inner distance mark and the Committee boat.
- 10.3. Yachts must not re-cross the finish line after completing the course.

11. TIME LIMITES

11.1. All race times are valid if the first boat finishes by 16:00 hrs

12. FINISHING TIMES

12.1. The Race Committee Boat will remain on station until 17:00 hrs.
Any vessel finishing after this time will be recorded as DNF.

12.2. Vessels that are not expecting to finish the race by 17:00hrs are requested to contact the Officer of the Day on VHF Channel 77 prior to 17:00 hrs.

13. YACHTS RETIRING FROM THE RACE

13.1. Please do not pass through the finish line.

13.2. 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 yacht entered.

14. MOTORING DURING THE RACE

14.1. All vessels may, at the discretion of the skipper, use engine propulsion:

14.1.1. Up until the 10-minute warning signal for their division

14.1.2. During the race when prudent for safety.

14.2. Any vessel which uses its motor during the race just to complete the course, is not eligible for a placing, trophies or prizes.

14.3. Please advise the Committee Boat if you have used your motor.

15. RISK STATEMENT

15.1. 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.**

15.2. 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.

16. TROPHIES & PRIZES

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

16.2. 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.

17. FURTHER INFORMATION

17.1. For further information please contact the Tall Ships organising committee 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

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.

Extracts from the [International Regulations for Preventing Collisions at Sea](#).

Rule 22.8.5	<i>Action to avoid collision.</i> 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	<i>Sailing Vessels.</i> For the purpose of rule 22.12, the windward side shall be defined as: (a) in the case of a square-rigged vessel, the side opposite to that on which the largest fore and aft sail is carried; or (b) in any other case, the side opposite to that on which the mainsail is carried.
Rule 22.12.2	<i>Sailing Vessels.</i> When two sailing vessels are approaching one another so as to involve risk of collision, one must keep out of the way of the other as follows: (a) when each has the wind on a different side, the vessel which has the wind on the port side must keep out of the way of the other; (b) when both have the wind on the same side, the vessel which is to windward must keep out of the way of the vessel which is to leeward; (c) 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 starboard side, it must keep out of the way of the other.

Overtaking.

Rule 22.12.2	Sailing Vessels. When operating propelling machinery must obey the rules for a power-driven vessel.
Rule 22.13.1	<i>Overtaking.</i> 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	<i>Overtaking.</i> 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	<i>Overtaking.</i> 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	<i>Overtaking.</i> 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	<i>Action by (stand-on) vessel with right of way.</i> <ul style="list-style-type: none"> 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	<i>Responsibilities between vessels.</i> A power-driven vessel underway must keep out of the way of a sailing vessel or a vessel under oars.

Appendix B

