



2026 Solo Trans-Tasman Yacht Challenge

Saturday 30 May 2026

The Organising Authority is Opuia Cruising Club (OCC), Baffin Street, Opuia, New Zealand (09)402 6924, management @opuacruisingclub.co.nz with co-operation of Southport Yacht Club (SYC), Queensland, Australia

SAILING INSTRUCTIONS (SIs)

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.

1 RULES

- 1.1** The event is governed by the rules as defined in The Racing Rules of Sailing and the Prescriptions of Yachting New Zealand.
- 1.2** The Yachting New Zealand Safety Regulations as detailed in 1.2 of the Notice of Race shall apply.
- 1.3** The Racing Rules will be modified in accordance with 1.1 of the Notice of Race. If there is conflict between the Notice of Race and these Sailing Instructions, then these Sailing Instructions shall prevail.
- 1.4** A boat with movable or variable ballast in the form of a canting keel or water ballast, may move that ballast to increase or decrease weight, or to adjust trim and stability. This changes RRS 51.
- 1.5** Appendix T, *Arbitration*, will apply.
- 1.6** Start and Finish times shall be recorded in New Zealand Time.
- 1.7** Skippers are expected to honestly assess their own physical and mental condition before deciding to start or continue the race. The Race Committee requires all competitors to complete the Medical Questionnaire in conjunction with the Race Doctor no later than Sunday 17th May 2026. The medical questionnaire is a way to

prepare the Race Doctor, alongside relevant rescue authorities, to assist competitors should the need arise. This changes NOR 6.10.

2 CHANGES TO SAILING INSTRUCTIONS

2.1 Any change to the sailing instructions will be posted by 2000hr on the day before the start on Saturday 30 May 2026.

3 COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be posted on the official notice board located at <https://www.solo-tasman.co.nz/>. Notices may also be communicated via text on the STT Competitors' WhatsApp group and email.

3.2 The race office is located at Opuia Cruising Club, Baffin Street, Opuia, telephone +64 9 402 6924 (office hours) or +64 (021) 877 651 (mobile), email race@transtasmanchallenge.org

3.3 For on the water communications at the start VHF Channel 77 will be used and at the Finish VHF Channel 09 will be used. Boats are reminded of their obligation to always maintain a listening watch on VHF Channel 16.

3.4 Addendum A of these Sailing Instructions refers to all Communications, Reporting and Media Schedules and must be stored near the boat's VHF radio and satellite voice communication system.

4 CODE OF CONDUCT

4.1 [DP] Competitors shall comply with reasonable requests from race officials.

4.2 [DP] Competitors shall handle any equipment provided by the organising authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

4.2.1 Anyone found to have tampered with any equipment or anyone failing to comply with an Organising Authority request shall be subject to protest by the Race Committee.

4.2.2 In the event of any failure of the equipment, additional position reports shall be required using mobile or satellite telephone. Details are outlined in Addendum A of these Sailing Instructions.

5 SCHEDULE

5.1

Saturday 16 May	Boats in Opuia	1600hr
Sunday 17 May	Mandatory Pre-race safety Inspection. All documents required.	0800hr
Saturday 23 May	Boats move to Superyacht berth (subject to weather)	
Sunday 24 May	Official welcome	0900hr
Thursday 28 May	Compulsory Skippers briefing	0900hr
Saturday 30 May	Warning signal	1155hr
	Race start	1200hr
TBA	Prizegiving at Southport Yacht Club	1000hr or 1100hr (<i>tbc</i>)

5.2 The warning signal flag is :-

Multi Hull	Green
All others	White

6 REPORTING AT THE START

6.1 Boats intending to start shall report to the Race Committee at the start line by motoring past and hailing the Race Committee vessel or advise via VHF 77 depending on the location of the starting area, prior to 1145hr on Saturday 30 May 2026. Boats shall receive acknowledgement from the Race Committee.

6.2 A boat that is delayed from starting for more than 10 minutes after her starting signal shall contact the Race Committee with the reason for the delay, whether they still intend to start the race and the anticipated time of starting. The Race Committee shall advise the boat whether the Race Committee will be on station for the boat's anticipated start.

6.3 In the event of any boat colliding with another object or boat and/or sustaining significant structural damage to hull or equipment prior to, during, or within one hour of the start, the boat/s concerned shall immediately advise the Race Committee on VHF channel 77 or mobile phone 021 877 651 for instructions as to further checks that will be required before continuing with the race.

7 COURSE

7.1 From the start sail around North Cape and cross the Tasman Sea to the finish in Southport, Queensland, Australia. Approximately 1174nm.

8 THE START

8.1 Races will be started using RRS 26 with the warning signal made at 1155hr.

8.2 Should conditions be such that the start cannot be held off Opua Cruising Club then the alternative start area as per SI 8.3 will take effect. This will be advised to all boats at the Skipper's briefing on Thursday 28 May 2026.

8.2.1 (a) The start line for all divisions is the transit line between an orange diamond marker above the window of the OCC starter box and a marker mounted on the top of the northern post pole of the club pontoon/dinghy dock.

(b) The start line transit length is limited by a red can outer distance mark (ODM). The ODM will be close to the line, but not necessarily on the line. Boats approaching the line to start or starting shall pass to the channel side of the ODM, leaving ODM to starboard. Refer Addendum B.

(c) The start sequence will be controlled by lights as follows –

-5 minutes	Warning signal	3 lights on
-4 minutes	Preparatory signal	2 lights on
-1 minute		1 light on
0 minutes	Start	0 lights - One sound signal

(d) In the case of a multi division start then the start sequence for subsequent division(s) will commence one (1) minute after the start of the preceding division.

8.2.2 General Recall. A General Recall will be signalled with two lights on accompanied by two sound signals. All yachts must return for a new start sequence which will commence two (2) minutes after the general recall was signalled. The fleet will be restarted before the start sequence of any other division.

8.3 Alternative Start Area. If conditions are unsuitable for the start to be held off Opua Cruising Club then the alternative starting area will be from a committee boat stationed between Russell Wharf and the Northern Channel markers. Refer Addendum B.

(a) The start line will be between a staff displaying an orange flag on the race committee vessel at the starboard end and the course side of the port-end starting mark which shall be a yellow inflatable buoy.

(b) The race will be started using RRS 26 with the warning signal being made 5 minutes before the starting signal.

(c) General Recalls will be signalled as per RRS 29.2.

8.4 [DP][NP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

8.5 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to broadcast her name and/or sail number on VHF channel 77. Failure to make a broadcast, failure of her to hear such a broadcast, or the order in which boats are broadcast will not be grounds for a request for redress. This changes RRS 61.

8.6 Any boat in breach of RRS 29.1 that fails to return and start correctly shall receive an elapsed time penalty of 5% without a hearing. This changes RRS 29 and A5.1.

8.7 A boat that does not start within 45 minutes after her starting signal will be scored Did Not Start without a hearing. This changes A5.1.

9 TEMPORARY DISCONTINUANCE OF RACING/WITHDRAWING OR RETIRING

9.1 After starting, a boat may use the engine to assist with anchoring or berthing when taking shelter from extreme weather or attempting repairs wholly being undertaken aboard. See also NOR 5.1 Outside Assistance.

9.2 A boat withdrawing or retiring from racing shall contact the Race Committee at the time of withdrawal from the race, giving its position, the reason for retirement, intended port of destination and ETA at that port.

10 THE FINISH

10.1 The finish line is a virtual line shown on the Yellow Brick tracker off the seaward end of Sand Bypass Pumping Jetty and co-ordinates 27°56.315'S and 153°26.500'E. Boats shall finish in a northerly direction at a distance of not more than 800m from the seaward end of Sand Bypass Pumping Jetty. Refer Addendum B.

10.2 Southport Yacht Club will lay a finish mark with strobe light attached off the end of Sand Bypass Pumping Jetty. See co-ordinates in SI 10.1. Boats are to leave the finish mark to starboard.

10.3 [DP] Boats shall record their finishing time, and if possible their position in relation to nearby boats, as they cross the finish line, and report it to the Race Committee via text +6421877651 and record it on their Declaration Form.

10.4 Upon arrival in port boats shall immediately notify the Local Port Organisation (Marine Rescue – Australia) on entry to the port. Refer Addendum A.

11 PENALTY SYSTEM

11.1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty up until official sunset hour of 1710hr on Saturday 30 May 2026.

11.2 After 1710hr on Saturday 30 May 2026 a Scoring Penalty shall apply. The scoring penalty shall be 10 minutes added to the boat's finish time. This amends RRS 44.3. For more than one infringement, each incident shall receive a separate penalty.

11.3 A boat takes a Scoring Penalty by declaring the incident(s) on their Declaration Form and submitting it to the Race Committee in accordance with SI 10.3. This amends RRS 44.3.

11.4 The Protest Committee may apply a penalty instead of disqualification for an infringement of a rule or Sailing Instruction.

11.5 Where a penalty is not specified, the Protest Committee may impose a time penalty of not less than 20% in place of disqualification.

11.6 Boats that fail to comply with the requirements of Addendum A, Media, Schedules and Tracking, will be subject to a time penalty of 20% without a hearing or protest by the Race Committee.

12 TIME LIMIT

12.1 The Race Time Limit is 1700hr NZT on Friday 19th June 2026. Boats still racing after this time will be scored Did Not Finish (DNF) without a hearing. This changes RRS A5.1 and A5.2.

13 HEARING REQUESTS

13.1 The protest time limit is three (3) hours from the time an entrant has completed Customs and Immigration formalities and has been officially cleared to enter Australia. Boats wishing to apply for redress will have the same time limit of within three (3) hours from completion of formalities to enter Australia. This amends RRS 60.3(b) and 61.2(b).

13.2 Hearing request forms are available from the race office at <https://www.solo-tasman.co.nz/> and shall be submitted directly to the Race Committee.

13.3 Notices of the details of hearings will be posted on the event website to inform competitors. In addition, competitors will be contacted by phone or email regarding hearings in which they are parties or named as witnesses, and competitors will be advised at this time where the protest hearing will be held.

13.4 No request for reopening of a hearing will be accepted after two hours from the publication of a protest decision. This changes RRS 63.7

13.5 There is no time limit on protests by the Race Committee or Protest Committee.

14 SCORING

14.1 The Race Committee may publish provisional standings on the event website during the race. Final results will be displayed on the event website on termination of the race. General handicap and PHRF results will be displayed as soon as practicable after the race.

15 [DP][NP] SAFETY

15.1 The Race Committee may protest a boat for a breach of the safety regulations.

15.2 Competitors should be aware of the dangers when sailing close to the coast of the North Island and when transiting the Tasman Sea, including but not limited to –

Albert and Fairway Reefs in Doubtless Bay

Columbia Bank off Cape Reinga

Pandora Reef southwest of Cape Maria Van Diemen

Three Kings Islands, Norfolk Island

Lord Howe Island, Elizabeth and Middleton Reefs

15.3 All boats must carry the minimum paper charts as described in NOR 1.3. Extra charts may be carried in either paper or electronic form. Each boat is responsible for its own safety and should also carry charts for possible ports of refuge.

16 [DP][NP] SUPPORT TEAMS

16.1 Except when requested to participate in rescue operations, team leaders and other support persons shall stay outside areas where boats are racing and are restricted to a 10knot speed limit, from the time of the preparatory signal for the first start of a sequence of starts. The areas the boats are racing in is defined as the area within 100 metres of any mark, lay line, starting line, finishing line or any area where any boat that is racing is sailing or may sail.

17 PRIZES

17.1 Full details of the prizegiving will be posted on the Event website and communicated to competitors via email or text. See also NOR 11.

17.2 Prizes may include and not be limited to –

First Overall (Francis Chester Trophy)

First Monohull – First Multihull

PHRF & General Handicap - 1st, 2nd and 3rd

Navigator's Prize

Youngest Competitor & Oldest competitor

First Female – Line and Handicap

All competitors will receive recognition of participation

18 RISK STATEMENT

18.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.' 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. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

Further information:

Race Director Julie Kidman +64 21 877651

Email; race@transtasmanchallenge.org

Addendum A – COMMUNICATIONS & SKEDS

A1. Distress Communications

Race Committee Contacts New Zealand Race Director - Julie Kidman : +64 21 877 651 race@transtasmanchallenge.org Race Officer - Celia Carson : +64 274 516 851 Celiacarson@xtra.co.nz Protest Chairperson - David McIntyre : +64 21 212 8087 dave@catalysys.co.nz Safety Officer - Ian Templeman : +64 27 712 6898 ianandmerry@xtra.co.nz	Australia SYC Yachting Manager - Matthew Dickinson : +61 499 181 707 yachting.manager@sycgc.com.au Head of Racing- Kayla Boothby racing.coordinator@sycgc.com.au Head of PR & Comms- Adrian Bold : +61 422 327 211 sailing@sycgc.com.au
Taupo Maritime Radio / Maritime Operations Centre Telephone +64 4 550 5280 Email maritime@kordia.co.nz , Taupo Maritime Radio/ZLM via MF/HF	
Maritime New Zealand Rescue Coordination Centre (RCCNZ) 24hr Emergency numbers +64 4 577 8030 / +64 508 472 269 Email: rccnz@maritimenz.govt.nz	
ASMA Maritime Search and Rescue 24hr emergency helpline Within Australia: 1800 641 792 Outside Australia: +61 2 6230 6811	
Queensland Marine Police Emergency 000	
Queensland Marine Rescue HQ : In an emergency, always radio VHF 16 or call 000 Email: contactus@mrq.qld.gov.au	

A1.1 Emergency contacts:

New Zealand telephone 111 or Sat Ph 112 / Australia 000

A1.2 Satellite & Mobile phone Communications

Satellite and mobile phones shall be turned on and be in a position where they can be heard when ringing and regularly checked for messages.

A1.3 VHF Radio Communications

All boats shall maintain a listening watch on VHF Channel 16 at all times and record all radio distress communications details heard, in their boat's logbook.

A1.4 Automatic Identification System

The AIS transponder must be operational for the duration of the race. Nothing shall be done to inhibit AIS transmissions.

A1.5 Radio Distress Calling

A boat in distress must follow the Radio Telephone distress procedure in the Marine Radio Operators Handbook.

A2. Proof of Life / Media Updates (Skeds)

A2.1 A twice daily sked is required from each skipper. The sked can be sent via MF/HF, sat phone, email, text message, pictures or short audio/video message (NB: This content maybe used by Race Management for marketing and media). Yachts must not automate their daily skeds with scheduled/automatic transmissions of their position. The skipper must initiate the call, text, email, radio call.

- Morning Sked time: 0700 - 0900 NZST
- Evening Sked time: 1900 - 2100 NZST
- Skippers will use either:
 - Telephone +6445505280,
 - Email maritime@kordia.co.nz,
 - Call Taupo Maritime Radio/ZLM via MF/HF.
- and provide their:
 - Name / Callsign
 - Position: Latitude / Longitude
 - Status: e.g. AWOB

A2.2 All radio and phone messages received, transmitted or attempted must be entered into boat's log or in a separate communications log.

A2.3 The STT media team may also contact boats via satellite phone for a verbal update between these times.

A3 Race Trackers

A3.1 The Race Committee will provide each boat with a YB3 Rental Tracker which must be secured and remain on during the race.

A3.2 The Race Committee will provide each boat with a YB3 Tracker Basic Instruction Guide and test operation of the unit on the boat during the pre-race inspections.

A4 Tracker Failure Position Reporting

A4.1 The Race Committee will contact a boat whose tracker fails and will manually update the online electronic tracker system.

A4.1.1 If a tracker ceases to operate/transmit for a period of longer than 120 minutes, a boat shall provide position reports as per A4.2.

A4.2 Reporting via Iridium Messaging, Starlink Messaging, or Satellite Phone Text when Tracker not operational

A4.2.1 A boat shall report their position on a six-hourly basis. This means in addition to the two skeds, an additional two reports required at 0200 and 1400 to Taupo Maritime Radio / Maritime Operations Centre, Telephone +64 4 550 5280, Email maritime@kordia.co.nz, Taupo Maritime Radio/ZLM via MF/HF, providing boat name, sail number, position (Lat - Long) in degrees and whole minutes (not decimals) and direction of course (east or west).

A4.2.2 Taupo Maritime Radio / Maritime Operations Centre will acknowledge the report as “received” and send updates to email Race Management distribution list.

A5 Communication Failure

A5.1 Boats that fail to comply with the requirements of A2 and A4 shall explain the circumstances on the Declaration Form and maybe subject to a time penalty without a hearing or protest by the Race Committee.

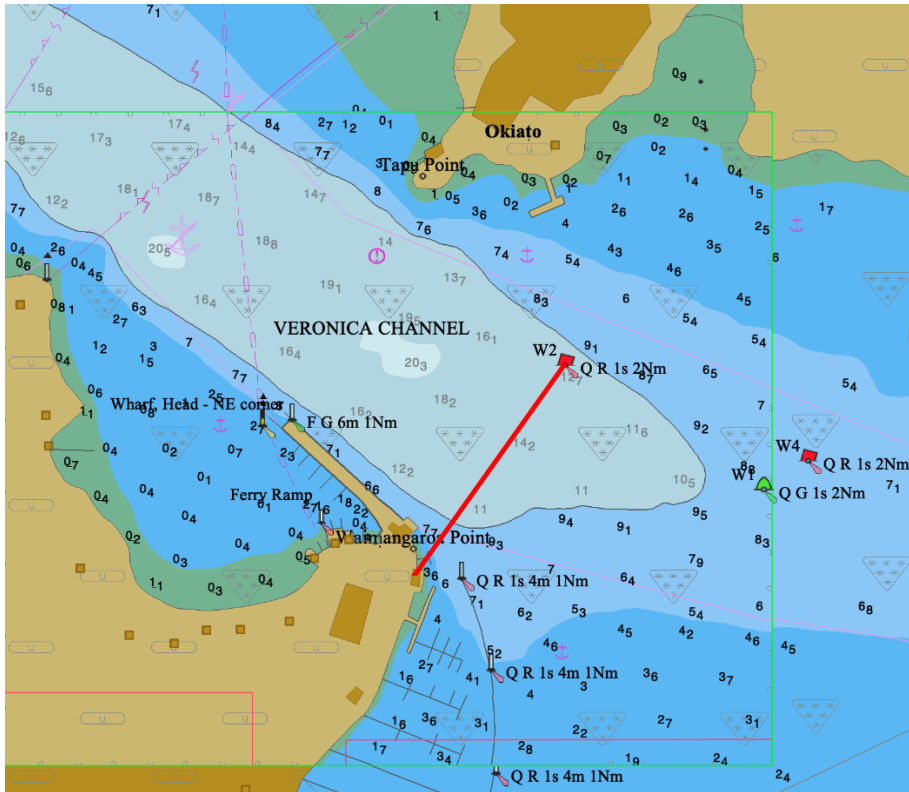
A5.2 In the event of complete communications failure in an emergency, activate the RED BUTTON alert on your YB tracker. Note: this system is not to be used if there is another primary emergency device.

1. Take the YB tracker out of the pouch.
2. Keep tracker upright with a clear view of the sky.
3. Lift clear plastic cover and hold down the RED BUTTON for 5 seconds (display shows countdown).
4. The alert is sent when the green light stops flashing and 0 (zero) is displayed in bottom left corner on the display.

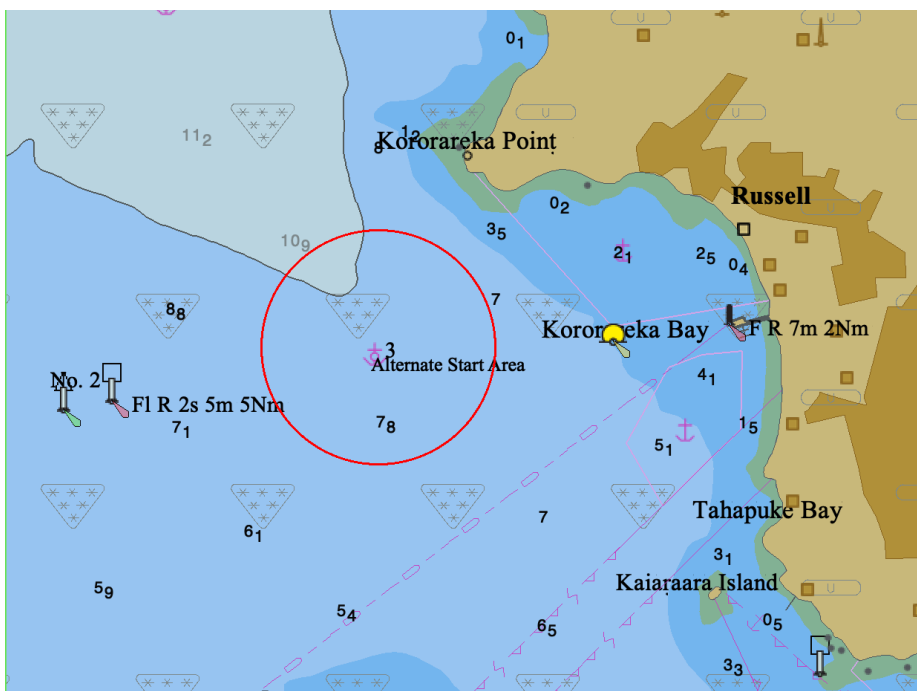
Addendum B - START AND FINISH AREA

(This shows approximate locations and is not to be used for navigation)

Start from Opua Cruising Club *(refer SI 8.2.1)*



Alternate Start off Russell *(refer SI 8.3)*



Finish Line - Southport, Queensland (refer SI 10.1)

