

Coastal Classic Passage Record



Introduction

NZMYC is excited to introduce the passage record for the Coastal Classic course. The purpose is to recognise the fastest elapsed time for the course, irrespective of whether it was set during the race.

The Course

The Coastal Classic is 119 nautical miles long. From the start in the vicinity of Devonport Wharf and Orakei, leave Little Barrier and The Poor Knights, including the Sugar Loaf Group, to Starboard, to the finish off Russell Wharf in the Bay of Islands.

Bay of Islands Marine Mammal Sanctuary - No yacht will race within the Marine Mammal Safe zones as prescribed in the Bay of Islands Marine Mammal Sanctuary regulations. All positions are in WGS 84

Start Line Definition

Between the corner of Devonport wharf:

36° 50' 01.94" S / 174° 47' 46.58" E, -36.833874 / 174.796273

And the marker off of Hobson Point :

36° 51' 03.18" S / 174° 48' 15.15" E, -36.850883 / 174.804207

Finish Line Definition

A transit line 0.75 NM long at 253.75 degrees true from the start of the Russell Wharf, defined as :

35° 15' 42.6" S / 174° 07' 17.05" E, -35.261834 / 174.121403

Latsaoc

The above course in reverse applies for the Latsaoc.

Records

The following record classes shall be recognised:

- Fastest elapsed time from Auckland to Russell
- Fastest elapsed time by a multihull
- Fastest elapsed time by a multihull 10.66m loa and over
- Fastest elapsed time by a multihull under 10.66m loa
- Fastest elapsed time by a monohull
- Fastest elapsed time by a monohull 12m loa and over

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- Fastest elapsed time by a monohull under 12m loa
- Fastest elapsed time by a multihull with 2 crew or less
- Fastest elapsed time by a monohull with 2 crew or less
- Latsaoc, fastest elapsed time from Russell to Auckland

For the avoidance of doubt, electricity may be used for instrumentation, navigation, communication, automatic steering and for domestic purposes such as lighting, heating, cooking etc. Generators including motors, solar panels, wind or water turbines can be used to provide electric power, together with the appropriate batteries and control gear. Mechanical power may be used for charging batteries, pumping bilges, loading, unloading or transferring ballast, for weighing anchor and for the powered and automatic control of in-water appendages. Powered sailing systems for sailsetting, reefing, furling or sheeting functions may employ stored or mechanical power. The operation of engines, motors, pumps or in-water appendages must not provide any element of propulsion. Natural forces must always remain the sole means of propulsion.

Entry

Intention to challenge the record must be lodged with NZMYC via info@multihull.org.nz NZMYC a minimum of 48 hours prior to departure, including estimated time of departure, copy of Cat 3 certificate and details of all persons on board.

Timing

The shortest time, without handicap, is the record. A record achieved during a race can also displace an individual (non-race) performance.

The record for each passage shall stand until the elapsed time has been reduced by at least one minute. Every request to ratify a record shall be considered in time and date order. The time used for this purpose will be NZST when the record attempt finishes.

An individual record will only be recognised when it is faster than the race record over the same course. Conversely, an individual record will be erased when a race record is subsequently faster.

Two independent forms of timing evidence are required to verify claims.

1. GPS receiver with logging capabilities. The track shall be exported as a GPX file and submitted for verification.
2. Live position tracking during the attempt. This may be accomplished either by actively transmitting AIS data to the web service, a personal Predict Wind tracking service or other NZMYC approved tracking service. It is recognised that due to reception issues Predict Wind will likely have coverage gaps in the vicinity of Cape Brett, but must be running from the vicinity of Roberton island to the

finish. Predict Wind tracking URL or AIS MMSI number must be provided ahead of the attempt.

Ratification

Application

Upon completion of the course, a vessel may apply to have their time ratified. The skipper, and, in the case of a multi-crewed vessel one other member, will be asked to sign a declaration that all the rules have been followed.

The GPX file and details of the live tracking shall be submitted to the NZMYC committee for review.

The GPX log will be the primary source of timing. Any claim for a record will be based on the data provided by this GPX file, using the positions immediately before the start line and immediately after the finish line. Interpolation will not be permitted.

It is therefore advisable to employ as short a reporting rate as possible when crossing start/finish lines, as too long an interval will prejudice the record claim.

Verification

Record attempt verification will be at the sole discretion of the NZMYC committee, who will use any and all of the data provided, along with any other sources they deem appropriate to verify or otherwise any record attempt submission.

Without Assistance

'Without assistance' means that a vessel may not receive any kind of outside assistance whatever except for

1. An engine may be used to recover a man overboard, to render assistance or in any other grave emergency, in which case full details must be recorded in the vessel's log and disclosed to NZMYC. If a yacht is asked to divert to rescue it is compulsory to do so otherwise the attempt will not be considered. In such a case a claim for some redress might be made by returning to the position where diverted and then continuing the attempt. During the time spent during the diversion, any means of propulsion could be used.
2. In the event of fouling another vessel or manned structure (e.g. an oil rig) it is permitted for the crew of the other vessel or structure to assist the vessel in getting clear

Nor may they take on board any supplies (beyond the harvest of the sea), materials or equipment during an attempt. A vessel may be anchored or beached during the attempt, but any repairs must be made entirely by the crew without outside resources

or materials. It is never permitted to take on board stores or equipment or get any other kind of help from another vessel whilst under way (except as noted above)

Safety

Requirements

The Yachting New Zealand Safety Regulations 2025 - 2028, Part 2, Category 3 OR
Yachting New Zealand Safety Regulations 2021 - 2024, Part 2, Category 3 apply.

Vessels must a current YNZ Cat 3 Certificate.

The Prescriptions and Special Regulations of Australian Sailing (SR) Part 1 – Category 1 shall apply with the following modifications:

- a. Yachts are not required to carry a Life raft or dinghy, If a yacht does not have a life raft or dinghy onboard the crew SHALL wear lifejackets at all times, unless the designated skipper (Master) / person in charge of the yacht considers that conditions are such that there is no significant increase in the risk to safety to any person through not wearing a lifejacket, and expressly gives permission for lifejackets or tethers not to be worn. The OA strongly recommend that above 15 knots and during the hours of darkness lifejackets are worn above deck at all times.
- b. Multihulls are to pay attention to ensuring they comply with SR APPENDIX 2: Life rafts and grab bags; YNZ Safety Regulations 2025/2028, as they pertain to grab bags.
- c. Notwithstanding a) above solo entrants must wear a lifejacket at all times.

Disclaimer of Liability

NZMYC cannot accept any responsibility for personal injury or loss of life, damage to or loss of property arising from any record attempt made under its rules whether supervised by its officials or not.

The safety of a yacht and her crew is the sole and inescapable responsibility of the Skipper who must do their best to ensure that the yacht is fully found, thoroughly seaworthy and manned by an experienced crew who have undergone appropriate training and are physically fit to face bad weather. The Skipper must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. The Skipper must ensure that all safety equipment is properly maintained and stowed and that the crew knows where it is kept and how it is to be used.

Decision to undertake a record attempt – The responsibility for a yacht's decision to participate in a record attempt or to continue racing is hers alone.

All those taking part in the attempt do so entirely at their own risk and their own responsibility.

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By participating in a record attempt 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.

Fees

Up to 1/6/26

Application to undertake Record – No Charge

Verification of Record Attempt - \$50

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Entry Form

Vessel Name _____

Vessel Type _____

Sail Number _____

Skipper Name _____

Contact Information _____

Record being Attempted:

- ☐ Fastest elapsed time from Auckland to Russell
- ☐ Fastest elapsed time by a multihull
- ☐ Fastest elapsed time by a multihull 10.66m loa and over
- ☐ Fastest elapsed time by a multihull under 10.66m loa
- ☐ Fastest elapsed time by a monohull
- ☐ Fastest elapsed time by a monohull 12m loa and over
- ☐ Fastest elapsed time by a monohull under 12m loa
- ☐ Fastest elapsed time by a multihull with 2 crew or less
- ☐ Fastest elapsed time by a monohull with 2 crew or less
- ☐ Latsaoc, fastest elapsed time from Russell to Auckland

Departure Date and time _____

Tracking Information _____

Persons on board _____

Please attached current Cat 3 (or above) Certificate

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Declaration

Vessel Name _____

Vessel Type _____

Sail Number _____

Start Time _____

Finish Time _____

GPX Log ☐ Attached

I declare I have followed all the rules and submit my entry for the passage records noted on the application.

Signed _____

Please make payment to :

New Zealand Multihull Yacht Club - **02-0238-0108089-002**

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NZMYC Verificaiton

GPX Check

Course followed? _____

Interpolated Start Time _____

Interpolated finish time _____

Secondary Check

Course followed? _____

Start Time matches _____

Finish time matches _____

Other Information _____

Adjudicated Time _____

Fee Paid? _____

Entry Valid? _____

Records Achieved _____

Website Updated _____