



MAHURANGI CRUISING CLUB

Mahurangi Regatta Sailing Event

Saturday 24th January 2026

Safety Management Plan V2

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1 Introduction

This Safety Management Plan is for the 2026 Mahurangi Regatta Sailing Event.

The Regatta sailing event will be held in the classes and divisions outlined below.

TE HAUPA DIVISION For traditional small boats under 20ft overall.

SAILING DINGHY DIVISION Frostbite, Mistral, Zephyr, Sunburst & other centreboard classes.

A CLASS DIVISION Pre 1985 yachts over 12.2m (40ft) length on deck.

MAHURANGI DIVISION For wooden boats pre 1955 design.

L CLASS MULLET BOAT DIVISION Traditional class of 22ft ballasted centreboard yachts.

TRADITIONAL SPIRIT DIVISION Design style pre-dating 1955 and is not eligible for Mahurangi Cup.

MID-CENTURY CLASSIC DIVISION (Modern Classics) Designed before 1985, between 6m (20ft) and 12.2m (40ft).

These races will be held in accordance with the *International Regulations for Preventing Collisions at Sea*, and Maritime NZ Rules Part 22 Collision Prevention. Information on this is found on the MCC Website and in the Mahurangi Cruising Club (MCC) Yearbook.

The event management on the water will be managed by volunteers. All parties are committed to providing a safe and enjoyable shore-side and on-water environment for event participants and volunteer Regatta Officers.

Coastguard New Zealand, Police and St. John, will be advised of the event and forwarded this Safety Management Plan and the Sailing Instructions along with contact details of key personnel.

Participants are provided with the The Notice of Regatta, the Sailing Instructions, and Safety Management Plan including contact details of key personnel.

A complete list of Regatta entries will be available during the event from the Regatta Officers.

The scope of this document is to:

- Establish the lines of communication for both operational, incident and emergency situations.
- Establish risk and safety evaluation procedures.
- Ensure competitors, officials, and volunteers have these documents via Regatta briefings and the Regatta website.

2. Mahurangi Regatta Sailing Event Programme

The Regatta comprises one day of friendly sailing.

Date	Time	Activity
24 January 2026	0900	Official vessel Jane Gifford off Scotts Landing
	0930	Launch Parade Scotts Landing to Sullivans Bay
	1000	Jane Gifford located on Station at Start Location
	1100	A Class Division Start
	1120	Mahurangi Division Start
	1120	Traditional Spirit Division Start
	1140	Mid-Century Classic Division Start
	1200	Te Haupa Division Start
	1210	Sailing Dinghies Start
	1700	Prizegiving beside Scott Homestead, Scotts Landing BBQs provided, Live Music in Marquee, Dancing

3. Event Management Organisation

Regatta Officers

Commodore	-	Richard Dodd	021 840 561
Vice Commodore	-	Hugh Gladwell	021 606 409
Rear Commodore	-	James Buttle	027 275 6778
Club Captain	-	Martin Farrand	021 933 804
Entries and Results	-	Anne Buttle	027 275 6774
Officer of the Day	-	Barbara Johnson	027 482 1585
Official Vessel	-	SV Jane Gifford	---

4. Communications

Communications are in three forms.

Mobile Telephone - all Personnel

VHF Channel 77 for on-water communications

VHF Channel 16 for on-water emergencies.

On-Water Communications

On-water communications are mainly by **VHF Channel 77**. The Regatta Officers have a direct link to the safety/mark vessel and to the participants vessels using VHF. The backup is by cellphone.

In the case of an evacuation of a person from the water, the Regatta Officers will be notified by the boat with the patient, or the safety/mark vessel, once arrangements have been made via emergency service to receive whoever is to be evacuated.

On water emergency evacuation procedures are detailed in the On-Water Safety and Emergency Response Plan.

5. Medical

Medical evacuation from the water will either be to Sullivans Bay or Scotts Landing where St John Ambulance can attend with easy access.

North Shore Hospital, Shakespeare Road, Takapuna is open for emergencies 24 hours a day.

The Regatta officers will have a list of vessel skippers, crew and volunteers with medical qualifications and first aid experience with names and phone numbers.

Minimal first aid kits are on official vessels.

"If life is at risk, dial 111"

EMERGENCY SERVICES

- Ambulance, Police, Fire: phone 111
- Auckland Civil Defence: 0800 222 200
- Coastguard *500 from a mobile phone
- Harbour Master: Not Designated
- VHF Channel 16

6. On-Water Safety and Emergency Response Plan

Responsibilities

Competitors:

- To read the Sailing Instructions and Notice of Race and any amendments
- Make their own decision whether to race
- Are responsible for the safety of their boats and are requested to act in a professional and careful manner at all times
- Are responsible for the wellbeing of their fellow competitors should a safety boat not be in the vicinity to assist
- Understand that if they need help on the water, they should inform their skipper who will use a VHF channel 16 for emergency services or VHF 77 to contact the race officer
- Understand what to do in adverse visibility – see Adverse Weather below

Officer of the Day: Barbara Johnson

- Discuss decision to sail with Regatta Officers
- Ensure event runs to schedule
- Manage division entries
- Oversee timekeeping results

Commodore: Richard Dodd

- Obtain weather forecasts
- Discuss decision to race with Regatta Officers
- Run briefings for on water volunteers
- Oversee the running of the event
- Lead and communicate with the on-water Management Team
- Monitor the fleets
- Monitor results
- Manage prize giving function to be held
- Oversee incident(s) of safety or emergency

The Weather

- Forecasts will be obtained from Metservice, Predict Wind and other weather applications

Limits for sailing: - as per sailing instructions

- lower wind speed - none - course can be shortened
- there is a time limit for all competing yachts
- upper wind speed 25 knots
- account taken of wind strength, direction and wave height

On the Water Procedures

The safety of the course area is the responsibility of the Regatta Officers from the time the first regatta management boat arrives on station.

Event Management

Event Management Vessels

All vessels will be crewed by experienced people.

Personal floatation devices must be worn on all vessels six metres or less (overall length) at all times except, briefly while changing or adjusting clothing or personal equipment.

Race management vessels will carry the following equipment:

- Life jackets for each crew
- Anchor chain and warp
- Tow rope
- Bailer (Bucket and lanyard)
- VHF Radio or cell phone – batteries to be fully charged
- Fuel – enough fuel for the day

Race Management & Safety Communications

The primary method of communication on the water will be by VHF.

In an emergency all vessels will listen on the nominated VHF channel.

Mobile phones must also be available

Decision to Sail

The Regatta Officer of the Day will consider whether conditions are not appropriate for sailing after discussion with the Commodore. The Officer of the Day is to decide if the Y flag is required.

The Officer of the Day will confirm that racing will proceed.

Safety and Mark Boat Procedures

Positions Relative to Fleet

When sailing begins the mark/safety vessel will take up their position as delegated by the Officer of the Day. While the primary responsibility for the safety of vessels is the Regatta Committee, the mark vessel and other regatta committee vessels will also share that role if required.

A sequential list of competitors starting in each division will be recorded and tallied with the entry list. Any discrepancy should be communicated to the Results Officer.

Keeping track of the participants is a significant aspect of the safety plan.

Incident Procedure

Mark/safety vessels should be vigilant in watching the fleet and responding to anything unusual such as a flapping sail or a boat sailing haphazardly. In the first instance a check should be made that the boat is attempting to remedy the situation. If so, it is likely no further action will be needed. Sometimes approaching the boat and standing by will be the best course of action.

In the event of a person overboard, an immediate call must be made on VHF Ch. 16 to allow all nearby vessels to assist in searching.

If illness or injury requires a sailor to be taken ashore immediately, please call ambulance on 111, then advise the Race Officer that a sailor needs to be taken ashore urgently. Coastguard will be activated by St John, if required.

Procedures for assisting a boat in distress

- Approach and account for all crew
- Stand off on windward side alongside the mast
- Ascertain whether the crew require assistance

Procedures for boats retiring

Boats that retire from a race should notify the Race Officer VHF Ch 77 or by cell phone.

If a boat is disabled and requires a tow back to shore the skipper should notify the Regatta Committee vessel or Coastguard on VHF Ch.03 (Kawau), who will determine whether it is safe for this to proceed or will make some other arrangement for the disabled boat.

Tsunami

In the case of an official tsunami alert being given whilst on the water, advice will be communicated over VHF Channel 77. Sailing Dinghies and Te Haupa fleets will be advised by mark/safety vessel.

Adverse Weather

If adverse visibility arrives prior to or during the race such that racing is unsafe the race will be abandoned RRS 32.1(a) (Code flags N/A). Boats will be informed by VHF and/or by notification from a media source, electronic source or by a mark/safety vessel. Boats should advise the race committee on VHF 77, or 027 482 1585 once they are back in safe water.

Emergency Procedures for Injuries Requiring Medical Treatment

Injuries to persons involved in any incident should be reported to the Race Officer. If it appears that ambulance attendance will be required, the request for such is to be made by calling 111.

Unconscious / Significant Injury / Boats in distress / Person overboard - Immediately issue a distress via VHF Ch. 16.

Give an accurate position with reference to land and harbour marks and report the yacht number/name. Press the MOB function on your GPS if you have one.

For a person overboard ensure their head is clear of the water. This may necessitate one of the crew going in the water. If possible, get the person aboard the boat or RIB and assess symptoms. If not breathing, commence CPR.

Sailor Missing - Code Red

A boat with a missing sailor is an Emergency.

- Press the MOB function on your GPS if you have one.
- Have one crew member assigned to point to the position the person went into the water (if known) and continue until rescue has been effected.

Call for assistance to nearby vessels.

Official vessels will conduct a hasty search, mark/safety vessel crew standing by if possible. Check other boats for more people than they should have on board.

Search to continue until successful in conjunction with the Maritime Police.

In the case of a missing person, the Maritime Police will be notified immediately. The Maritime Police will take over from the Coastguard to coordinate the continued search and rescue.

The Maritime Police are the Search and Rescue Authority under the National Search and Rescue Agreement and the NZ Government. The Rescue Co-Ordination Centre (RCC) is located at the Maritime Police Headquarters and co-ordination of Marine SAR operations is conducted by qualified staff at RCC.

Debrief in conjunction with the authorities.

7. Associated Documents

- Mahurangi Regatta Shore-Side Activities Safety Plan
- Notice of Regatta
- Sailing Instructions
- Mahurangi Cruising Club Yearbook

8. Mahurangi Regatta Site Map

