
Waikawa Boating Club Wine Race 2026 – Safety Plan

PREAMBLE

The Wineworks Wine Race is a two-race event (Inshore and Offshore) for racing yachts run by Waikawa Boating Club. The scheduled date of the event is Saturday 31 January 2026, with a reserve day of Sunday 1 February.

The Inshore Race will start in the vicinity of Waikawa Bay and finish in Resolution Bay.

The Offshore race will start and finish in Resolution Bay with course options around Motuara Island, The Twins, Long Island, Motungaruru Island and a way point (virtual mark) near Waihi Point. The start boat will be Ray White (call sign ZMR4994). Races will be controlled from a committee vessel (Freedom ZM2116).

This safety plan has been written to assist with managing competitors, volunteers, employees and third-party safety during the 2026 Wine Race.

The Principal Race Officer, Associate Race Officer, Safety Officer and the members of the Race Committee are the people responsible for executing this plan.

Area of scope:

- The race courses
- On-the water competitor safety
- Safety of the general public interacting with competitors or volunteers on the water
- Weather conditions
- Environmental conditions.

Out-of-Scope:

- At any given time, it is the skippers / owners of each competing yacht's responsibility for the safety of the vessel and its crew, and that the yacht is crewed competently.
- It is the also skippers / owners of each competing yacht responsibility as to whether they compete.
- Competing skippers/ owners are to ensure that their yachts are carrying all safety equipment as prescribed in the notice of race and sailing instructions.

Reference Documents:

- Notice of Race and revision
- Sailing Instructions
- Appendix 1 – Risk analysis and treatment
- Appendix 2 – Mitigation tasks
- Appendix 3 – Failed communications plan
- Appendix 4 – Crisis Plan
- Appendix 5 – Communication plan

Abbreviations:

MNMR – Marlborough Nelson Marine Radio, PRO – Principial Race Officer, ARO – Associate Race officer, SO – Safety Officer, RC – Race Committee

APPENDIX 1 – RISK ANALYSIS AND TREATMENT

		Severity of Harm				
		1 – Little or No Harm	2 – Some Harm	3 – Moderate Harm	4 – Significant Harm	5 – Extensive Harm
Likelihood of Harm	A – Very Unlikely					
	B – Possible					
	C – Even chance					
	D – Likely					
	E – Almost certain					

Potential Risk	Likelihood	Severity	Risk Rating	Mitigation of Risk	Actions	Responsible person
Man Overboard	B	5		- Wearing harnesses and life jackets, while on deck. - Use provided hand rails. - Situational awareness. - Good non skid surface on working decks	- Own yacht to recover - Other yachts to recover - Outside Assistance if required	- Skipper - Other skippers - PRO, ARO & SO
Boat Leaking or Sinking	B	5		- Ensure skippers have completed under water checks. - Ensure skippers have checked all thru hulls and skin fittings. - Ensure skippers have checked operation of pumps.	- Skipper to plug/reduce leak, and operate pumps - Assistance if required	- Skipper - PRO, ARO - SO - Commodore

Potential Risk	Likelihood	Severity	Risk Rating	Mitigation of Risk	Actions	Responsible person
Boat Running Aground	B	5		- Ensure skippers are familiar with course area - Warn skippers of specific known navigation hazards - Set courses to protect from shallows - Set courses that are appropriate to the weather conditions - Boats to carry charts for entire race area	- Assistance if required	- Skipper - PRO, ARO - SO - Commodore
Injury to sailor Medical event	B	5		- Boats to carry a reasonable first aid kit that meets or exceeds safety category requirements. - Crew Known Medical Conditions list on Committee boat - Crew awareness of any known medical conditions.	- Call for immediate assistance	- Skipper - PRO, ARO - SO - Commodore
Adverse weather	C	4		- Publish weather so that skippers are aware of risks - Consider postponement - Set courses that are appropriate for the conditions - Ensure boats are equipped to handle adverse weather	- Consider abandonment	- PRO - ARO - Skippers
Equipment failure Spar or rigging failure	B	3		- Check pins and shackles are tight or locked. - Replace worn sheets and halyards - Maintain deck hardware	- Checks - Maintenance	- Skipper & crew
Collision between two boats	A	5		- Remind boats of their obligation to keep a proper watch	- Assistance if required	- Skippers - PRO

Potential Risk	Likelihood	Severity	Risk Rating	Mitigation of Risk	Actions	Responsible person
Failure of communications	B	4		- Carry a second means of communication preferably in a water proof container - Compel competitors to maintain communication (i.e. attempt to communicate until contact is made) - Have "failed communications" plan for boats	- Change communication method - Implement failed communications procedure	- Skippers - PRO - Maritime Ops
Major damage preventing ability to make own way	A	5		- Secure damaged areas	- Assistance if required	- Skipper - PRO, SO
Interference with harbour traffic	A	2		- Remind competitors of their obligations. - Set courses that avoid known avoidable movements. - Attempt to coordinate racing with likely movements	- Protest competitor.	- PRO, ARO

APPENDIX 2 – MITIGATION TASKS

This section should be populated using the risk analysis and treatment appendix above.

Task	Responsible Person	Comments
Analyse the course to identify navigation hazards	PRO, ARO SO	Navigation hazards include: • Strong tides • Shallow water/shoals • Unlit landmarks • Rocks and Reefs • Navigational exclusion zones • Other recreational on water boating
Commercial shipping traffic within harbour limits	PRO, ARO, Skippers	Competitors to Monitor Channel 1 for updates from RO
Brief competitors of certain risks at the briefing	PRO	Refer to the briefing notes in Appendix 5.
Consider the impact of the weather conditions on the race	PRO, ARO	Review and consider the impact of the weather forecast on any specific known areas of tidal current, rips, or lee shores. Consider the numbers of yachts in the expected fleet and the size and types of yachts.
Give notice of weather forecasts at briefing	PRO	Advise where to obtain latest weather forecast and information.

APPENDIX 3 – FAILED COMMUNICATIONS PLAN

SCOPE

- This procedure is intended for use by the RO, skippers and Maritime Ops in the event of a failure of communications between a boat on the one hand, and Maritime Ops or the PRO on the other.

PROCEDURE – YACHT UNABLE TO CONTACT Race Officer (RO)

Race Committee Boat – Freedom Call Sign ZM2116

- If a yacht is unable to contact the Race Committee by VHF, cellphone or any other means, then:
 - The yacht shall attempt to contact other vessels (either other race yachts or third parties) to relay a message to RO
- If a yacht overhears a failed attempt by another yacht to contact RO then that yacht shall attempt to relay the message on their behalf.

PROCEDURE – RO UNABLE TO CONTACT YACHT

- If the RO is unable to contact a yacht by VHF or cellphone then:
 - RO shall attempt to make contact with other vessels in the near area to where the yacht is expected to be, and ask them to attempt contact.
- If a yacht overhears a failed attempt by RO to contact another yacht, then that yacht shall attempt to relay the message on their behalf.

APPENDIX 4 – CRISIS PLAN

APPLICATION OF CRISIS PLAN

This crisis plan will be implemented upon the Principal Race Officer learning that any of the following events have happened, or otherwise at their discretion:

- Man overboard;
- Serious medical issue or injury;
- Damage which calls into question the seaworthiness of the yacht;
- Yacht Missing;
- The involvement of the Police, Coastguard or other rescue service in a search or rescue, or in the provision of assistance to a yacht;

PROCEDURE – PHASE ONE: INITIATE THE PLAN

The Principal Race Officer, Associate Race Officer or Safety Officer is to inform others that the crisis plan has been implemented.

The Race Officer is to arrange for the Commodore to be informed that the crisis plan has been activated.
The Club Commodore or Safety Officer is the onshore contact person.

PROCEDURE – PHASE TWO: MANAGE THE CRISIS

The Race Officer is to take charge of the crisis. They are to be supported by the Safety Officer. If the Race Officer is unavailable, the Safety Officer shall take charge of the Crisis. If the Safety Officer takes charge of the crisis, they shall retain charge of the crisis (even if the Race Officer becomes available) unless it is clearly appropriate for an outside organisation to take over, i.e. Police, Harbour Master or Maritime NZ.

Unless the circumstances do not permit, neither the Race Officer nor the Safety Officer will talk to the media or the next of kin of a sailor (or any similar third party). Responsibility for that task will rest with the Commodore, Vice Commodore Sailing or Club Manager (in that order of priority).

PROCEDURE – PHASE THREE:

Once the crisis has abated to the extent that constant management is no longer required, the Race Officers, Safety Officer, Commodore, Vice-Commodore Sailing, Club Manager and any other person involved should write a brief report of their role in managing the crisis. An incident report may need to be provided to MNZ

PROCEDURE – PHASE FOUR: REVIEW THE CRISIS

Any implementation of this crisis plan must be reviewed in accordance with the Club's Safety Strategy as if the incident was a 'serious' incident.

Principal Race Officer – Teresa Zandvliet

Phone: 021 16 11 620

Associate Race Officer – John Aldridge

Phone: 21 0293 9182

Safety Officer – Dave Nelson

Phone: 0271 073 3612

Commodore – Marty Cuthbert

Phone: 027 275 0213

Vice Commodore – Ian Gardiner

Phone: 021 0293 9182

Club Manager – Taylor Keen

Phone: 0212160674

APPENDIX 5 - COMMUNICATION PLAN

COMMITTEE VESSEL.

The Race Officers should have access to a cell phone list of all competing skipper/ owners and if practical the crew, The committee vessel will start races on VHF Ch77 and immediately after change to VHF Ch 1.

COMPETING YACHTS.

All competing yachts are to carry a functioning marine VHF radio capable of transmitting and receiving on channels 16, 77, and 1.

All competing yachts are to advise the race committee vessel of their intention to race, as per the sailing instructions.

While on the water, all competing yachts are to maintain a listening watch on Ch 77 pre-start and VHF Ch 1 after start for race information.

ON SHORE.

The Safety Officer is the shore side contact and should only be contacted after the PRO.

IN AN EMERGENCY.

In the first instance Yachts should call the Race Officer on the committee vessel on Ch 1. If no response on Ch 77 try Ch 16. The PRO may also be contacted on mobile 0211611620.

If all else fails the emergency can be communicated through:

Picton Maritime Radio on Ch 16

Marlborough Nelson Marine Radio on Ch 63

Picton Harbour Radio on Ch 18

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