



SINGLEHANDED SAILING SOCIETY
2018 Singlehanded Trans Pacific Yacht Race

Race Rules and Conditions

Rev 1.0 Jan 18, 18

1 AUTHORITY

1.01 These Race Rules and Conditions (RRC) are published by the Singlehanded Trans Pacific Race Committee (Race Committee) of the Singlehanded Sailing Society, Inc. (SSS), which may amend these rules at any time up to the start of the Race. Any such amendments will be immediately posted to the race website and distributed by email to all entrants.

1.02 The Following Associated Documents are considered a part of these RRC and are subject to the same amendment protocols and procedures noted above:

- SER: 2018 SSS Singlehanded Trans Pacific Yacht Race, Safety Equipment Requirements
- Communications Plan: 2018 SINGLE HANDED TRANSPACIFIC YACHT RACE Communications Plan

2 ENTRIES

2.01 An entry shall consist of a sailing yacht plus a named skipper. In accordance with the Notice of Race, the yacht's overall length on deck shall be between 20 and 70 feet, and the yacht shall be skippered by one person who shall be at least 18 years of age by June 24, 2018.

2.02 The entry fee schedule is as follows:

[a] If received by the Race Committee on or before the dates shown, the entry fees shall be:

- \$150 Interest in doing the SHTP. Due Jan 30. Not refundable . To be collected on Jibaset.net.
- \$750 Infrastructure support fee Due Mar 10. Refund of \$500 after this date.
- \$400 Sponsored entry fee, due Mar 10. Refund of \$300 after April 1.
- \$100 Non-member fee Due Feb 28. Refundable if withdrawing.
- Tracker Data late fee of \$50 will be assessed if the required tracker data (see the 2018 Communication Plan) is not received by June 15, 2018.

[b] If Infrastructure fee is received by the Race committee after Mar 10, 2018 an additional \$100 shall be added to the fee, except sponsored entrants. An additional \$200 shall be added for sponsored entrants.

[c] All fees must be received by the Race Committee by May 11, 2018.

2.03 Entries shall be made on the appropriate application forms, found on www.jibeset.net and received by the Race Committee no later than May 11, 2018. Forms and documents may be submitted via Jibeset, hard copy or by e-mail. The following items shall be included as a part of each entry application:

[a] A completed entry form.

[b] A signed waiver form.

[c] A completed sailing experience form noting offshore experience, evidence of seamanship.

[d] A photograph of the skipper in digital format.

[e] One or more profile photographs of the yacht under sail, in digital format.

[f] A survey of the yacht by an accredited or certified marine surveyor. A more recent survey than that provided with the entry may be requested by the Race Committee – see SER .

[g] One or more digital photographs of the yacht's emergency steering system, as it would be mounted in the event of primary steering failure.

[h] Any additional documents for the yacht and skipper requested by the U.S. Coast Guard. The Race Committee may request these documents at any time after a yacht's entry is received.

[i] Payment of Fees as noted in the Jibeset.net entry form.

[j] Proof of completion of a One or two Day Safety At Sea course within 5 years of the start date of race or equivalent courses accepted by US Sailing for Offshore or Near Coastal races..

2.04 The following items are required no later than June 15, 2018:

[a] Details of the qualifying cruise specified in RRC Rule 9.

[b] A copy of the entered yacht's 2018 Northern California Performance Handicap Rating certificate or 2018 Multihull Performance Handicap Rating certificate, as applicable.

2.05 The following items are required no later than June 21, 2018:

[a] Emergency Position Indicating Radio Beacon (EPIRB) serial number and copy of NOAA registration required in the SER.

[b] Completed emergency contact form including local contacts and next-of-kin.

[c] Life raft serial number and copy of certificate required in SER.

[d] Contact details for your communications devices. Entered in Jibeset.net.

2.06 If multiple entered yachts bear the same name, each must be identified by the addition of a name or a number.

2.07 The Race Committee reserves the right to reject a name or logo that it believes is distasteful, offensive or confusing in layout.

2.08 An applicant whose entry application and fee is accepted by the Race Committee will be deemed a Provisional Entry and will be so advised by e-mail by the Race Committee as soon as possible.

2.09 An applicant whose entry is not accepted by the Race Committee will be informed by e-mail of the reason for non-acceptance and will have their fees refunded, as soon as possible.

2.10 The total number of Provisional Entries in the Race will be limited to 50. A waiting list will be maintained in the event entries exceed this number.

2.11 All race entry forms, and other documents are to be submitted via Jibaset.net. A link is on the race website, or via communication with the committee. The initial Interest Fee will be collected via Jibaset.net.

2.12 The e-mail address for the Race Committee is: ssstranspacific@sfbaysss.org

2.13 The homepage URL for the Race is <http://sfbaysss.org/shtp>

3 RACING RULES EXCEPTIONS

In accordance with the Notice of Race, the Race will be governed by the Racing Rules of Sailing (RRS), as adopted by the United States Sailing Association (USSA). The following exceptions to these RRS are allowed:

3.01 One or more spinnaker poles or whisker poles may be used to pole out headsails. The length of the whisker poles may not exceed the spell out (LP) of the largest rated headsail, and may not be used for setting the spinnaker. [This modifies RRS 50.2]

3.02 Transferable water ballast is allowed but must be declared to the appropriate rating authority (RRC Rule 16). [This modifies RRS 51]. Such transferable water ballast shall have a density no greater than that of seawater. No form of solid or granular transferable internal ballast may be used. No ballast may be carried above the level of the working deck with the yacht in normal laden trim.

[a] All tanks for transferable ballast shall be inside the hull[s] and below decks.

[b] Competitors must demonstrate an efficient and safe manual method of discharging, transferring, or taking on liquid ballast with the yacht up to 50 degrees angle of heel to port or starboard of the normal laden trim.

[c] Competitors must demonstrate that with all such ballast transferred to one side to its maximum possible extent, the static angle of heel of the yacht shall not exceed 10 degrees to port or starboard of the normal laden trim.

[d] If yachts are fitted with fresh water or fuel tanks to port or starboard, such tanks will be considered part of the transferable ballast system and must be completely full or empty on the appropriate sides during the inclining test.

[e] Owners intending to use other forms of transferable ballast not covered by these rules should first clear the project for eligibility with the Race Committee.

3.03 Mechanical or electrical self-steering devices may be employed. [This modifies RRS 52].

3.04 Yachts racing must stay clear of commercial or other vessels limited in their ability to maneuver.

4 SAFETY EQUIPMENT REQUIREMENTS

4.01 Yachts must comply with the published Safety Equipment Requirements [SER] for the event

4.02 The SER document is considered part of these Race Rules and Conditions

4.03 In the event of a conflict between documents, or their interpretation, the Race Committee shall be the sole arbiter, and its decisions shall be binding without appeal.

5 COMMUNICATIONS PLAN

5.01 Yachts Must Comply with the equipment, schedules and methods detailed in the published Communications Plan.

5.02 The Communications Plan is considered Part of the Race Rules and Conditions

6 OFFSHORE POSITION REPORTING

6.01 At least once each calendar day while on the course, each skipper shall make a position report to the Race Committee by means designated in the Communications Plan.

6.02 Position reports shall be made by the deadlines designated in the Communications Plan.

7 TRAINING

7.01 All skippers are strongly encouraged to attend the SHTP seminar series provided by SSS. See also 2.03.j regarding mandatory Safety at Sea training.

7.02 Completion of a full day Safety at Sea seminar is mandatory. An acceptable means is to complete the US Sailing, <http://www.ussailing.org/education/safety-at-sea/>, online seminar course equivalent, “International offshore Safety at Sea”, that includes tests of comprehension, 8 units.

8 QUALIFYING CRUISE

8.01 Within 24 months of the Race’s starting date, the entrant shall have completed a qualifying cruise in the entered yacht. The qualifying cruise shall not be less than 400 miles and shall be made entirely under sail, non-stop and singlehanded. The qualifying cruise may be between two ports or may start and finish at the same port, provided that one turning point is at least 100 miles offshore. As evidence of the qualifying cruise, the entrant must submit a log on the form provided by the Race Committee.

8.02 At least one half of the qualifying cruise for a multi-hulled yacht shall be downwind.

8.03 The completion, in the entered yacht, of the 2014 or 2016 Singlehanded TransPac or if sailed single handed, the 2015 or 2017 SSS LongPac, will also meet the Qualifying Cruise requirement and no log shall be required.

9. INSPECTIONS

9.01 A yacht shall be inspected prior to the start of the Race for compliance with the Safety Equipment Requirements (SER), including any amendments.

9.02 It is the responsibility of each skipper to contact the Race Committee to make arrangements for the yacht’s inspection, and skippers are encouraged to arrange for the inspection at their earliest convenience. The Race Committee will appoint an inspector for each yacht. The yacht inspection shall be scheduled with the appointed inspector no later than May 1, 2018.

9.03 Initial inspections shall be completed by May 30, 2018 for yachts whose home port is local to the San Francisco Bay, to allow sufficient time to inspect yachts arriving from other areas.

9.04 In preparation for, or as a result of the yacht's inspection, the Race Committee may request a more recent survey than that provided with the yacht's race entry. Additional information, including more detailed photographs of the yacht, the offshore history of the yacht and other yachts of the same type, and additional information about the skipper's experience may also be requested. Skippers entering smaller yachts without offshore history/pedigree and first-time entrants are encouraged to submit their race applications early to allow sufficient time to comply with any such requests.

9.05 A final inspection will be performed on all yachts on June 21, 2018 at the assembly point specified in RRC Rule 13. At this time yachts will be inspected for, at a minimum, the following: communications device(s), EPIRB, life raft, anchor, water and food. Nothing in these rules precludes the inspector from performing a more complete inspection of the yacht.

9.06 From its final inspection until the Race's start, with all provisions on board and all gear properly stowed, the yacht shall be floating level without obvious listing to either side.

9.07 The Race Committee reserves the right to re-inspect any yacht after the finish. A yacht found not complying with the Racing Rules and Conditions may be disqualified, otherwise penalized and/or excluded from future Singlehanded TransPac participation.

10 OUTSIDE ASSISTANCE

10.01 No physical contact except for the passing of written messages may be made with other vessels at sea, and no stores may be received from any ship or aircraft during the Race, except for the passing of medical supplies.

10.02 During the Race, no yacht may receive private or publicly available internet-distributed information regarding weather, currents, course routing or other tactical advice, with the following specific exceptions:

[a] Receipt of publicly available radio weather broadcasts.

[b] Diagrams commonly referred to as "weatherfax" generated by NOAA, or corresponding agencies of other countries, along with text forecasts from such publicly available sources.

[c] Communication on open radio channels [without encryption] with other competitors, which may consist of information such as current position, weather and sea conditions.

[d] Solicitation and receipt of information solely about the repair of any equipment on board, but not including routing advice.

[e] Weather data commonly referred to as GRIB files, derived without 3rd party manipulation or enhancement from weather models operated by NOAA or analogous agencies of other countries.

[f] The information about each yacht listed in RRC Rule 6.02 (but no other competitor data).

10.03 During the Race, a yacht may put in anywhere and anchor or moor for any purpose. She may be towed for a distance not exceeding two miles into, and for a distance not exceeding two

miles out of any harbor or anchorage, provided the result of such towing does not advance the yacht in the direction of the finish line [this modifies RRS 41].

11 MEETINGS

11.01 A mandatory Skippers Meeting will be held on Friday, June 22, 2018 at a time and place to be announced in the Sailing Instructions.

11.02 One or more Skippers Meetings may be scheduled. Notices regarding these meetings, including times and locations will be posted on the SSS website and will be distributed to all entrants as soon as possible by email.

12 ASSEMBLY

12.01 All yachts shall assemble at the Corinthian Yacht Club marina, 49 Main St, Tiburon no later than 1400 hrs Pacific Daylight Time on Friday, June 22, 2018. Additional assembly information will be provided to all entrants in the Sailing Instructions.

13 START, COURSE & FINISH

13.01 The Race's start, course and finish will be defined in the Sailing Instructions, which shall be provided to all skippers on or before June 15, 2018. The race start for all Divisions is Saturday, June 23, 2018. The first warning will be at 11:55 am. Boats should clear the CYC docks by 10 am to avoid a conflict with other activities planned.

14 TIME LIMIT & SCORING

14.01 The time limit for the Race shall be 1800 hrs Hawaiian Standard Time on July 15, 2018.

14.02 Yachts finishing after the time limit will be scored "Finished After Deadline." If 50% of the yachts in any given division that started have not finished by the time limit, the deadline may be extended at the discretion of the Race Committee.

14.03 Scoring will be Time-on-Distance.

15 RATINGS

15.01 The Singlehanded Trans Pacific Rating (SHTPR) will be used for handicapping yachts entered in the Race. For monohulled yachts, the SHTPR is derived from the 2018 Northern California PHRF rating certificate for the entered yacht, which must be obtained from:

Northern California Yacht Racing Association

1070 Marina Village Pkwy, Suite 202-G

Alameda CA 94501

info@yra.org or (415) 771-9500, FAX (415) 276-2378

In order to allow sufficient processing time, each entrant is advised to file an application for a PHRF rating certificate as early as possible. The Northern California PHRF Committee meets only once each month (usually on the third or fourth Thursday) to issue new PHRF ratings and

to consider and rule on appeals to existing ratings. Please contact the YRA office above for more information.

15.02 Multihulls will be handicapped based on MPHRF ratings provided by the Bay Area Multihull Association. A 2018 MPHRF rating for the multihull yacht must be obtained from the Bay Area Multihull Association at racechair@sfbama.org.

15.03 The Race Committee may disqualify from the Race any entrant who is found to have been discourteous when dealing with these volunteer rating organizations or with the Race Committee.

15.04 A yacht's SHTPR rating is computed from the Northern California PHRF rating or MPHRF rating with a modification for length and displacement/length ratio. The current formulae are as follows:

Effective Length (L) = $LWL + (0.35 \times (LOA - LWL))$
Displacement/Length Ratio (DLR) = $(Disp/2240)/((L/100)^3)$
Displacement/Length Factor (DLF):
For DLR less than 75, DLF = 0
For DLR from 75 to 150, $DLF = (DLR - 75)/3$
For DLR from 150 to 200, $DLF = 25 + ((DLR - 150)/10)$
For DLR greater than 200, DLF = 30
DLF is rounded up to the next larger integer.

Length Factor (LF):
 $LF = 0.5 \times (375 - (3600 / (1.34 \times \text{sqrt}(L))) + PHRF)$
If $LF < 0$ then $LF = 0$

$SHTPR = PHRF + DLF - LF$
LOA = Length overall without overhanging spars
LWL = waterline length
Disp = Displacement in pounds

16 PENALTIES

16.01 A yacht failing to comply with the Position Reporting requirements (see Comm Plan) shall receive a 60-minute penalty added to the yacht's corrected time for each calendar day the yacht fails to comply.

16.02 Penalties for infringement of the RRS Rules shall be in accordance with RRS 44.3. The two turns ["720"] penalty is disallowed. [This modifies RRS 44.2.]

16.03 A yacht that enters a restricted area may elect to be disqualified or accept a penalty of two hours added to its elapsed time. A yacht wishing to take this alternative penalty must immediately hail the Race Committee on the VHF channel designated in the Sailing Instructions for communicating with the Race Committee. Alternatively a good faith effort must be made to

communicate with the Race Committee via the most expedient method available aboard. [This modifies RRS 44.3]

17 TROPHIES AND AWARDS

17.01 The Singlehanded Trans Pacific has a rich history, spanning over 38 years. The Race's various perpetual trophies bear the names of many well-known U.S. and international sailors. These perpetual trophies will be awarded to the deserving winners of the 2018 race at an awards ceremony, held at the Nawiliwili Yacht Club, Kauai, Hawaii, on Saturday, July 14, 2018.

Hanalei Yacht Club Trophy, First on Corrected Time, Monohull

Latitude 38/Nelson's Trophy, First on Corrected Time, Monohull from Northern California

Jim Tallet Memorial Trophy, First on Corrected Time, Yacht from outside No. California

Displacement Monohull Trophy, First on Elapsed Time, Heavier monohulled yacht

Jack London Trophy, First on Elapsed Time

Orcon Corp. Multihull Trophy, First on Elapsed Time, Multihull

Grover Nibouar Trophy, First on Elapsed Time, Small monohulled, ultra-light displacement boat (ULDB)

Perseverance Trophy, Last on Elapsed Time

Navigator's Trophy, Awarded at the discretion of the Race Committee (See Note)

Foxxfyre Trophy, Awarded at the discretion of the Race Committee. The intent is to honor the skipper who worked through an unusual technical challenge on their vessel.

Note regarding the Navigator's Trophy: After finishing, skippers are encouraged to submit logs, plotting sheets, celestial navigation sights and other navigational data maintained during the Race for evaluation by the Race Committee.

17.02 Various mementos and participation awards will be presented to Race participants, and one of the highly-coveted Singlehanded Trans Pacific belt buckles will be awarded to each finisher.

