



SINGLEHANDED SAILING SOCIETY
2014 Singlehanded TransPacific Yacht Race
Saturday, June 28, 2014
Race Rules and Conditions

1 AUTHORITY

1.01 These Race Rules and Conditions (RRC) are published by the Singlehanded TransPacific 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.

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 28, 2014.

2.02 The entry fee schedule is as follows:

[a] If received by the Race Committee on or before January 30, 2014, the entry fee shall be:

- \$850 US for Singlehanded Sailing Society members and race veterans
- \$950 US for non-members
- \$1,250 US for sponsored entrants

[b] If received by the Race committee on or after February 1, 2014 an additional \$100 shall be added to each fee, except sponsored entrants. An additional \$300 shall be added for sponsored entrants.

[c] All fees must be received by the Race Committee by May 1, 2014.

2.03 The entry fee refund schedule is as follows:

[a] Entry fees are fully refundable should the skipper withdraw his/her entry by notifying the Race Committee in writing no later than March 1, 2014.

[b] Written requests for refunds received on or before April 30, 2014 will be granted, less \$300 which will be retained by the Singlehanded Sailing Society. Email is acceptable.

- [c] Requests for refunds received after April 30, 2014 will not be granted.
- 2.04 Entries shall be made on the appropriate application forms and received by the Race Committee no later than May 1, 2014. Forms and documents may be submitted in 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 RRC Rule 10.04.
 - [g] One or more 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 RRC 2.02.
- 2.05 The following items are required no later than June 15, 2014:
- [a] Details of the qualifying cruise specified in RRC Rule 9.
 - [b] A copy of the entered yacht's 2014 Northern California Performance Handicap Rating certificate or 2014 Multihull Performance Handicap Rating certificate, as applicable.
- 2.06 The following items are required no later than Saturday, June 21, 2014:
- [a] EPIRB serial number and copy of NOAA registration required in RRC Rule 4.37.
 - [b] Completed emergency contact form including local contacts and next-of-kin.
 - [c] Life raft serial number and copy of certificate required in RRC Rule 4.38.
 - [d] Contact details for your communications devices.
- 2.07 If multiple entered yachts bear the same name, each must be identified by the addition of a name or a number.
- 2.08 The Race Committee reserves the right to reject a name or logo that it believes is distasteful, offensive or confusing in layout.
- 2.09 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.
- 2.10 An applicant whose entry is not accepted by the Race Committee will be informed by e-mail of the reason for non-acceptance as soon as possible.
- 2.11 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.
- 2.12 All Race entry forms, other documents and payments are to be submitted through <http://www.jibeset.net>
- 2.13 The e-mail address for the Race Committee is:

TransPac@sfbaysss.net

2.14 The homepage URL for the Race is

<http://sfbaysss.org/TransPac/transpac2014index.php>

3 RACING RULES EXCEPTIONS

In accordance with the Notice of Race, the Race will be governed by the 2013-2016 International Sailing Federation [ISAF] 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 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 electric 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 MINIMUM EQUIPMENT REQUIREMENTS

[Items 4.01 through 4.24 are excerpted from the Northern California Minimum Offshore Requirements, so if you already meet those you can skip ahead to 4.22]

Each vessel shall have the following:

4.01 All equipment required shall function properly and be of a type, size and capacity suitable and adequate for the intended use and size of the yacht.

4.02 Heavy items such as batteries, stoves, toolboxes and anchors and chain shall be securely fastened in case of a capsize.

4.03 Yachts shall be strongly built, watertight, cockpit that self drains quickly at all angles of heel, and, particularly with regard to hulls, decks and cabin trunks capable of withstanding

solid water and knockdowns. They must be properly rigged and ballasted, be fully seaworthy and must meet the standards set forth herein.

4.04 A hull, including, deck, coach roof, windows, hatches and all other parts, shall form an integral, essentially watertight unit and any openings in it shall be capable of being immediately secured to maintain this integrity.

4.05 Sea cocks or valves shall be permanently installed on all through-hull openings below the waterline except integral deck scuppers, speed indicators, depth finders and the like; however a means of closing such openings shall be provided.

4.06 Soft wooden plugs to close all through-hull openings, attached to their respective through-hull fittings by a short cord.

4.07 The deck including head stay must be surrounded by a suitably strong enclosure - typically consisting of lifelines and pulpits - meeting the following requirements:

4.07.1 Lifelines must be uncoated stainless steel wire or Dyneema/Spectra line with spliced terminations. A knotted multipart lashing segment not to exceed 6" tying lifelines to pulpits is allowed.

4.07.2 Maximum spacing between the bases of lifeline supports (e.g. stanchions) is 8'".

4.07.3 Boats 30' and under must have at least one lifeline with 18" minimum height above deck, a maximum vertical gap of 18" (a taller enclosure requires second lifeline) and a minimum diameter of 1/8".

4.07.4 Boats over 30' must have at least two lifelines with 24" minimum height above deck, maximum vertical gap of 15" and a minimum diameter of 5/32" for boats to 43', and 3/16" for boats over 43'.

4.07.5 Trimarans are exempted from the lifeline requirement where there is a trampoline outboard of the main hull, except that a lifeline must run from the top of a bow pulpit to the forward crossbeam at the outboard edge of the bow net or foredeck. Catamarans with trampoline nets between the hulls are exempted from the lifeline requirement. All catamarans are exempted from the need for pulpits and lifelines across the bow.

4.07.6 Bulwarks, solid rails, or any similar solid enclosure meet the lifeline requirement if of similar height.

4.08 Toe rail of minimum height 3/4 inches around the foredeck or an additional lifeline 1 to 2 inches above the deck. Multihulls are exempt from this requirement.

4.09 Two Buckets of at least 2 gallons capacity with lanyards.

4.10 A permanently installed 25-watt VHF radio with a masthead mounted antenna of at least 15" in length. The radio must be VHF with GPS and DSC capability, connected to or with an internal GPS, with an MMSI number registered to the vessel.

4.11 Waterproof handheld VHF radio with integrated DSC/GPS capability.

4.12 Jacklines that have a breaking strength of at least 4500 lb. and which allow the crew to reach all points on deck, connected to similarly strong attachment points, in place while racing.

4.13 In addition, multihulls must have jacklines or attachment points that are accessible when the vessel is inverted.

- 4.14 Fire extinguisher(s) meeting U.S. Coast Guard requirements.
- 4.15 Anchor which meets the anchor manufacturer's recommendations based on the specifications of the vessel, and dedicated suitable rode which is at least 150' in length which includes at least one half boat length of chain.
- 4.16 Watertight, high-powered searchlight, suitable for collision avoidance.
- 4.17 Fog horn or sound producing device which meets USCG requirements.
- 4.18 Fixed mount electronic depth sounder.
- 4.19 Throwing sock type heaving line of 50 ft or greater readily accessible to the cockpit.
- 4.20 Lifejacket which provides at least 33.7lbs (150N) of buoyancy, intended to be worn over the shoulders (no belt packs), meeting either Coast Guard or ISO specifications Alternatively, a Coast Guard approved Type 1 may be substituted.
- 4.21 Safety harness and tether with quick release device at user's end.
- 4.22 Storm coverings for all windows more than two square feet in area, unless the windows are constructed of material at least as strong as the surrounding superstructure.
- 4.23 Food for 30 days.
- 4.24 Water containers, securely installed, capable of holding a total of at least 21 gallons of fresh water in two or more separate containers, no more than half of which may be carried in any one container. Water containers must be filled at the yacht's final inspection. (Ref RRC Rule 10.05)
- 4.25 Storage facilities sufficient to contain all rubbish on board until arrival ashore.
- 4.26 One manually operated bilge pump securely fitted to the yacht's structure, operable from above decks with hatches and companionway closed. The bilge pump shall be capable of pumping at least 10 gallons per minute. A second bilge pump, which may be manual or electric.
- 4.27 Three waterproof flashlights.
- 4.28 Suitable first aid kit with manual.
- 4.29 Radar reflector properly mounted at least 13 feet above the water. If a radar reflector is octahedral it must have a minimum diagonal measurement of 12 inches. If the reflector is not octahedral it must have a documented effective radar cross section of not less than 10 square meters.
- 4.30 Navigation lights as required by the COLREGS, except COLREGS Rule 25(d) shall not apply (vessels less than 7 meters in length). Navigation lights shall be mounted so that sails or the heeling of the yacht will not mask them, and they shall not be mounted below deck level. All yachts shall have a masthead tricolor light or a strobe capable of being hoisted to the masthead.
- 4.31 A minimum of two batteries with a combined capacity of at least 120 amp hours.
- 4.32 A means of charging the batteries at sea at a rate that will allow the running lights to be used from sunset to sunrise each day.
- 4.33 An energy budget that details all the storage, sources, and uses of electricity.
- 4.34 A second emergency VHF antenna shall be provided to allow the 25-watt VHF radio to be operated in the event of a dismasting.
- 4.35 Equipment to communicate your position to the Race Committee at least once a day by means to be designated in the Communications Plan. This will likely include reporting

position by anyone of the following means - text (SMS), e-mail, or by SSB voice via an assigned Communications Vessel. Though a single sideband (SSB) radio transceiver is not required, it is highly recommended as a means of communicating and sharing with the fleet.

4.36 A properly installed and adjusted mechanical marine compass and a spare mechanical marine compass, which may be portable.

4.37 Plotting instruments and current charts, or charts corrected to the latest Notice to Mariners, which must include chart numbers 530, 18022, 19004 and 19385.

4.38 A depth sounder.

4.39 A knot meter or log.

4.40 Two Global Positioning System (GPS) receivers, at least one of which must be operable independent of the yacht's main electrical system.

4.41 Tools and spare parts sufficient to repair or jury-rig breakages in the yacht's major systems. In addition, an adequate means to quickly disconnect or sever the standing rigging from the hull.

4.42 An emergency tiller capable of being fitted to the rudder stock.

4.43 An alternative method of steering the yacht in any sea condition in the event of rudder failure. The Race Committee may require that this method be demonstrated.

4.44 A sail repair kit.

4.45 Automatic Identification System (AIS) receiver or radar with perimeter alarm. Though not required, an AIS Class B Transponder is recommended.

4.46 A 406 MHz Emergency Position Indicating Radio Beacon (EPIRB), including a battery with expiration date no earlier than July 19, 2014, and evidence of current registration with NOAA. A Personal Locator Beacon (PLB) may also be carried but it does not satisfy this requirement.

4.47 A life raft designed specifically for saving life at sea, that will remain afloat and support the skipper even when filled with water. The life raft shall include a canopy or cover which automatically sets in place when the liferaft is inflated. The cover shall be capable of protecting the occupant against injury from exposure and shall be a highly visible color.

[a] Life raft stowage shall be one of the following:

[1] On the working deck.

[2] In a compartment opening immediately to the working deck, provided that:

[i] The compartment is watertight or self-draining.

[ii] The cover of the compartment can be easily opened under water pressure.

[iii] The life raft is immediately accessible without climbing into the compartment.

[3] Packed in a valise not exceeding 88 pounds in weight, securely stowed below deck adjacent to the companionway.

[4] The life raft shall be capable of being brought to the lifelines within 15 seconds.

[5] The life raft shall have a valid certificate from the manufacturer or an approved servicing agent certifying that it has been inspected, that it complies with the above requirements and stating the official capacity of the raft. The certificate shall indicate that the life raft's next inspection will not be required before July 19, 2014. The certificate shall be carried on the yacht.

[b] The life raft shall contain the following minimum equipment:

[1] Sea anchor.

[2] Repair kit with inflation pump.

[3] A kit attached securely to the raft, but not necessarily packed inside it, containing the following:

[i] Four SOLAS red parachute flares with expiration date no earlier than July 19, 2014.

[ii] Four SOLAS handheld red flares with expiration date no earlier than July 19, 2014.

[iii] Two SOLAS orange smoke flares with expiration date no earlier than July 19, 2014.

[iv] Bailer.

[v] Knife.

[vi] Flashlight.

[vii] Water and emergency food for 4 days.

4.48 All companionway boards (washboards/dropboards) shall be capable of being secured in position with the hatch open or shut, and shall be secured to the yacht by a lanyard. The hatch shall also be able to be secured in position by the skipper whether inside the yacht or on deck.

4.49 Shut off valves shall be fitted on all fuel tanks.

4.50 The yacht's mainmast shall have no fewer than two halyards, each capable of hoisting a sail.

4.51 A fixed berth suitable for use at sea, permitting a prone sleeping position.

4.52 Storm sails.

[a] Mainsails and Trysails.

[1] A storm trysail capable of being sheeted independently of the boom, of an area not greater than 17.5% of mainsail luff length x mainsail foot length. It shall have neither headboard nor battens. A method of attaching the trysail to the mast shall be provided. The yacht's sail number and letter(s) shall be placed on both sides of a trysail in as large a size as is practicable, OR

[2] Mainsail reefing to reduce the luff length by at least 40%, but which does not obscure the appearance of the yacht's sail numbers.

[b] Headsails

[1] If the rig is of a type on which a headsail is commonly used, then a storm jib shall be provided which attaches to a stay by a strong and secure method, is of an area not greater than 5% of the height of the foretriangle squared, and has a luff no longer than 65% of the height of the foretriangle, OR

[2] A heavy weather jib of 85% LP or less, of non-aramid fiber construction, that does not contain battens.

5 ADDITIONAL MULTIHULL REQUIREMENTS

5.01 Multihull yachts shall meet the requirements of RRC Rule 3 and 4 as well as the following:

[a] A combined length and beam of at least 40 feet, with a minimum beam of one half the length.

[b] A watertight bulkhead within 15% of the yacht's overall length from the bow of each hull and abaft the forward limit of the waterline.

[c] A safety harness anchorage point that is accessible in the event the yacht is capsized.

[d] An access hatch to the living quarters in the event the yacht is capsized.

[e] Sheets shall lead to quick release cleats or self-tailing winches.

[f] No permanent backstay shall interfere with the boom's ability to jibe.

[g] Adequate safety netting shall be installed over open spaces between the crossbeams.

[h] A survival suit or full body wetsuit.

[i] A single point of attachment for the harness and tether will be considered by the Race Committee as an alternative to lifelines and jackstays. The skipper must receive written permission from the Race Committee to utilize this alternative.

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. This will likely include reporting position by anyone of the following means - text (SMS), e-mail, or by SSB voice via an assigned Communications Vessel.

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

7 (NOT USED)

8 TRAINING

8.01 All skippers are strongly encouraged to attend the SHTP seminar series provided by SSS or if the skipper is not local to San Francisco Bay, is strongly encouraged to attend a full-day US Sailing or ISAF Safety-at-Sea seminar.

9 QUALIFYING CRUISE

9.01 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.

9.02 At least one half of the qualifying cruise for a multihulled yacht shall be downwind.

9.03 The completion, in the entered yacht, of the 2010 or 2012 Singlehanded TransPacific or if sailed singlehanded, the 2011 or 2013 SSS LongPac, will also meet the Qualifying Cruise requirement and no log shall be required.

10 INSPECTIONS

10.01 A yacht shall be inspected prior to the start of the Race for compliance with the minimum equipment requirements of RRC Rule 4 and RRC Rule 5, including any

amendments.

10.02 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, 2014.

10.03 Initial inspections shall be completed by May 30, 2014 for yachts whose home port is local to the San Francisco Bay, to allow sufficient time to inspect yachts arriving from other areas.

10.04 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.

10.05 A final inspection will be performed on all yachts on Friday June 27, 2014 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.

10.06 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.

10.07 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.

11 OUTSIDE ASSISTANCE

11.01 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.

11.02 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 the U.S. National Oceanographic and Atmospheric Administration, or corresponding agencies of other countries.

[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 from weather models operated by the U.S. National Oceanographic and Atmospheric Administration.

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

11.03 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].

12 MEETINGS

12.01 A mandatory Skippers Meeting will be held on Friday, June 27, 2014 at a time and place to be announced in the Sailing Instructions.

12.02 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.

13 ASSEMBLY

13.01 All yachts shall assemble at the Corinthian Yacht Club marina, 49 Main St, Tiburon no later than 1800 hrs Pacific Daylight Time on Thursday, June 26, 2014. Additional assembly information will be provided to all entrants in the Sailing Instructions.

14 START, COURSE & FINISH

14.01 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, 2014.

15 TIME LIMIT & SCORING

15.01 The time limit for the Race shall be 1800hrs Hawaiian Standard Time on Saturday, July 19, 2014.

15.02 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.

15.03 Scoring will be Time-on-Distance.

16 RATINGS

16.01 The Singlehanded TransPac Rating (SHTPR) will be used for handicapping yachts entered in the Race. For monohulled yachts, The SHTPR is derived from the 2014 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.

16.02 Multihulls will be handicapped based on MPHRF ratings provided by the Bay Area Multihull Association. A 2014 MPHRF rating for the multihull yacht must be obtained from the Bay Area Multihull Association at:

racechair@sfbama.org

16.03 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.

16.04 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:

$LF = 0.5 \times (375 - (3600 / (1.34 \times \sqrt{L}))) + PHRF$

If $LF < 0$ then $LF = 0$

$SHTPR = PHRF + DLF - LF$

LOA = Length overall without overhanging spars

LWL = waterline length

Disp = Displacement in pounds

17 PENALTIES

17.01 A yacht failing to comply with the Position Reporting requirements (RRC Rule 6) shall receive a 60-minute penalty added to the yacht's corrected time for each calendar day the yacht fails to comply.

17.02 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.]

17.03 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. [This modifies RRS 44.3]

18 TROPHIES AND AWARDS

18.01 The Singlehanded TransPacific has a rich history, spanning over 36 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 2014 race at an awards ceremony, held in or near Hanalei, Kauai on Saturday, July 19, 2014.

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 ULDB

Perseverance Trophy, Last on Elapsed Time

Navigators Trophy, Awarded at the discretion of the Race Committee (See Note)

Foxx Fyre Trophy, Awarded at the discretion of the Race Committee

Note regarding the Navigators 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.

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