

SINGLEHANDED SAILING SOCIETY

THIRTEENTH BIENNIAL SINGLEHANDED TRANSPACIFIC YACHT RACE

Saturday June 15, 2002

NOTICE OF RACE

1 GENERAL

The Race is intended to be a sporting event, and to encourage the development of suitable yachts, gear, supplies and techniques for shorthanded ocean crossings under sail.

2 MANAGEMENT

The Race will be under the management of the Race Committee of the Singlehanded Sailing Society, which shall have the full power to establish and interpret the rules and conditions governing the Race, to decide all protests and to reject the entry of any yacht at any time prior to the preparatory signal of the Race.

3 AUTHORITY

These Rules dated June 30, 2001 are published by the Singlehanded Sailing Society which reserves the right to amend or add to these rules at any time up to the start of the Race, such amendments being immediately promulgated to all entrants who have been provisionally accepted for the Race.

4 RACING RULES

The Race will be governed by the 2001-2004 International Sailing Federation (ISF) Racing Rules of Sailing (RRS) as adopted by the United States Sailing Association (USSA), including the USSA Sailing Prescriptions, the 2002 Northern California Performance Handicap Racing Fleet Rules and Guidelines (PHRF), except as any of these are altered by the Notice of Race (NOR), the Sailing Instructions (SI), and any amendments to the SI. Additionally, the requirements of the appropriate measurement or handicap rules will apply. Also, the associated One-Design Class Rules will apply to a yacht that submits a PHRF One-Design Rating.

Between the hours of sunset and sunrise the International Regulations for Prevention of Collisions at Sea (COLREGS) shall replace part 2 of the RRS.

For advertising purposes, the Race is Category C as per Appendix 1 of the RRS.

Sailing Instructions shall be provided to all skippers on or before June 14, 2002.

The following exceptions to the RRS are allowed:

- (a) One or more whisker poles may be used to pole out headsail(s) (this changes RRS 50.2). 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.
- (b) Mechanical or electric self-steering devices may be employed (this changes RRS 52).
- (c) Transferable water ballast is allowed (this changes RRS 51). Such transferable water ballast shall have a density no greater than that of sea water. No form of solid or granular transferable ballast may be used.
 - (i) All tanks for transferable ballast shall be inside the hull(s) and below decks.
 - (ii) 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.
 - (iii) 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.
 - (iv) If yachts 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 and empty on the appropriate sides during the inclining test.
 - (v) Owners intending to use other forms of transferable ballast not covered by these rules should clear the project for eligibility with the Race Committee first.

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

5 ELIGIBILITY

The Race is open to seaworthy cruising or racing yachts of any type or nationality, capable of safe ocean passages, provided the overall length on deck is between 20 feet and 60 feet. The Race Committee reserves the right to exclude any yacht that it regards as unseaworthy or a yacht with inadequate equipment.

Each yacht shall be skippered by one person, who shall be at least 18 years of age by June 15, 2002.

6 ENTRIES

An entry shall consist of a sailing yacht plus a named skipper.

The entry fee shall be \$750 for members of the Singlehanded Sailing Society, and \$850 for non-members. An additional fee of \$850 will be assessed for sponsored entrants. Non-members of USSA shall add \$50 to the entry fee.

If the entry fee is paid in full prior to February 1, 2002 then the entry fee is reduced by \$50. The sponsorship fee remains unchanged.

Any entry fees paid are refundable prior to April 15, 2002 should the skipper withdraw his entry by notifying the Race Committee in writing no later than April 15, 2002. Any entry fees paid are not refundable after April 15, 2002 should the skipper either withdraw or fail to meet the requirements of any of the Race rules.

Entries may be sponsored and/or financed by another person, body or organization. The Singlehanded Sailing Society is appreciative of the help that is given to the competitors, but nevertheless is concerned that this Race remain a sporting event and reserves the right to refuse an entry if it appears that the primary object of the entry is to promote a commercial product not connected with the spirit of the Race. A yacht that displays commercial advertising material by its name or otherwise between assembly in San Francisco and dispersal in Hanalei Bay, shall be deemed to be a sponsored entrant.

Where more than one yacht bears the same name they must be identified by the addition of a name rather than a number.

The Race Committee reserves the right to reject a name or logo which they believe is distasteful, offensive or confusing in layout.

An applicant whose entry is accepted by the Race Committee will be deemed a Provisional Entry and will be so advised in writing by the Race Committee as soon as possible after receipt of the entry.

An applicant whose entry is not accepted by the Race Committee will be informed in writing of the reason for non-acceptance as soon as possible after receipt of the entry.

The total number of provisional entries in the Race will be limited to 50. A waiting list will be maintained in the event that an entry position becomes available.

Entries shall be made on the attached application forms and received by the Race Committee no later than April 15, 2002. The following items are required at the time application is submitted:

- (a) Completed entry form.
- (b) A signed waiver form.
- (c) A completed sailing experience form.
- (d) A photograph of the Skipper, passport size or larger.
- (e) One or more 5x7 glossy photographs of the yacht under sail.
- (f) A copy of the most recent marine survey of the entered yacht.
- (g) Check or money order payable to the Singlehanded Sailing Society.
- (h) Drawing and, if available, a photograph, showing the yacht's emergency steering system as it would be mounted in the event of rudder failure.

The following items are required no later than Sunday June 9, 2002.

- (a) Details of the qualifying cruise as specified in NOR Rule 11.
- (b) A copy of the entered yacht's 2002 San Francisco Bay Northern California Performance Handicap Rating (PHRF) for monohulls, or the 2002

Multihull Performance Handicap Rating (MPRHF) for Multihulls.

The following are required no later than June 14, 2002:

- (a) EPIRB serial number and emergency contact information.
- (b) Liferaft serial number and certification.

The mailing address for the Race Committee is:

2002 TransPac
c/o Singlehanded Sailing Society
Post Office Box 1716
Mill Valley, California 94942
USA

email address: tbeetle@pacbell.net

7 MINIMUM EQUIPMENT REQUIREMENTS

7.1 All required equipment shall:

- (a) Function properly
- (b) Be readily accessible
- (c) Be of a type, size and capacity suitable and adequate for the intended use and size of the yacht.

7.2 Cockpits shall be structurally strong, self-draining quickly by gravity at all angles of heel and permanently incorporated as an integral part of the hull. They must be essentially watertight, that is, all openings to the hull must be capable of being strongly and rigidly secured.

7.3 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.

7.4 Seacocks or valves shall be attached to all through-hull openings below LWL excepting integral scuppers, shaft logs, speed indicators, depth finders and the like. Softwood plugs, tapered and of the appropriate size, to be attached or adjacent to the appropriate fitting for every through-hull opening.

7.5 Multi-stranded stainless steel wire lifelines shall be fitted continuously around the working deck.

Yachts less than 28' LOA shall have a minimum lifeline height of 18 inches. The lifeline may be a single wire.

Yachts greater than 28' LOA shall have a minimum lifeline height of 24 inches, with an intermediate lifeline.

Heights specified are for the wire as it is supported by the stanchion, not the overall stanchion height.

A taught lanyard of synthetic rope may be used to secure lifelines provided the gap it closes does not exceed 4 inches.

Lifelines shall enclose all permanent stays, and shall be supported by pulpits and stanchions at intervals of not more than 7 feet.

All anchorage points, stanchion bases, stanchions and pulpits shall be securely mounted.

7.6 Jackstays shall be fitted on deck, port and starboard of the yacht's center line to provide secure attachments for a safety harness. Jackstays shall be attached to through-bolted or welded deck plates, or other suitable and strong anchorages. The jackstays shall be fitted in such a way that the skipper can, when clipped on, move readily between the working areas on deck and the cockpit(s) without unclipping the harness. The skipper shall be able to clip on before coming on deck. Jackstays shall stop short of the transom a distance equal to the length of the safety harness lanyard. Jackstays shall have a minimum breaking strength of 4500 pounds.

7.7 Safety harness with a minimum 3300 pound breaking strength. Safety harness tether with a minimum breaking strength of 4500 pounds. The safety harness tether shall have a quick release snapshackle at the harness end.

7.8 Galley facilities suitable for use at sea.

7.9 Food for 30 days.

7.10 Water containers, securely installed, capable of holding at least 15 gallons of fresh water, in two or more separate containers, no more than half of which may be carried in any one container.

7.11 Fire extinguishers of the type and number required by the United States Coast Guard.

7.12 US Coast Guard approved Personal Flotation Device (PFD) bearing the yacht's name, and a whistle and strobe light attached.

7.13 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.

A bucket of stout construction with at least 2.5 US gallons capacity. The bucket shall have a lanyard.

7.14 Suitable anchor, chain and cable.

7.15 Two waterproof flashlights, with spare batteries and bulbs.

7.16 Suitable first aid kit and manual.

7.17 Manually operated horn.

7.18 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 18 inches. If not octahedral it must have a documented radar cross-section (RCS) of not less than 10 meter².

7.19 Running lights as required by the COLREGS.

Navigation lights shall be mounted so that they will not be masked by sails or the heeling of the yachts.

Navigation lights shall not be mounted below deck level.

7.20 A minimum of 2 batteries with a combined capacity of at least 120 amp hours.

7.21 A means of charging the batteries at sea at a rate that will allow the running lights to be used during the period of darkness each day.

7.22 Very High Frequency (VHF) radio transceiver with a minimum output of 25 watts, capable of operating on Channels 6, 16 and 69. One antenna shall be permanently mounted at the masthead. A second emergency antenna shall be provided to allow the VHF radio to be used in the event of dismasting.

7.23 Single Side Band (SSB) radio transceiver with antenna. A second emergency antenna shall be provided to allow the SSB radio to be used in the event of dismasting. The SSB shall operate on 4, 8 and 12 MHz bands.

7.24 A masthead strobe light.

7.25 White SOLAS parachute or handheld flare with expiration date no earlier than August 1, 2002.

7.26 A properly installed and adjusted mechanical marine compass, with a deviation card. A spare mechanical marine compass.

7.27 Plotting instruments and current charts, or charts corrected to the latest Notice to Mariners, which must include chart numbers 18022, 19004 and 19381.

7.28 Depth sounder or lead line.

7.29 Knot meter or log.

7.30 Global Positioning System (GPS) receiver.

7.31 Tools and spare parts, including adequate means to disconnect or sever the standing rigging from the hull.

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

7.33 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.

7.34 Sail repair kit.

7.35 Emergency Position Indicating Radio Beacon (EPIRB) broadcasting on 406.0 MHz, with a battery whose expiration date is no earlier than August 1, 2002.

7.36 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 shall automatically be set in place when the liferaft is inflated. The cover shall be capable of protecting the occupant against injury from exposure. The cover of the liferaft shall be a highly visible color.

Life raft stowage shall be one of the following:

- (a) on the working deck
- (b) in a compartment opening immediately to the working deck containing the liferaft only provided that:
 - i) the compartment is watertight or self-draining

- ii) the cover of the compartment is capable of being easily opened under water pressure
- (c) packed in a valise not exceeding 88 pounds in weight, securely stowed below deck adjacent to the companionway

The life raft shall be capable of being brought to the lifelines with 15 seconds.

The life raft shall have a valid annual 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 be carried on the yacht. When a manufacturer so specifies, a raft may be externally inspected (i.e., not unpacked) and certificated annually by a manufacturer's agent. The certificate shall be dated no earlier than August 1, 2001.

The life raft shall contain the following minimum equipment:

- (a) sea anchor
- (b) repair kit, inflation pump and oral inflation tube
- (c) 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 August 1, 2002.
 - ii) Four SOLAS handheld red flares with expiration date no earlier than August 1, 2002.
 - iii) Two SOLAS orange smoke flares with expiration date no earlier than August 1, 2002.
 - iv) bailer
 - v) knife
 - vi) flashlight
 - vii) water and emergency food for 4 days

7.37 All companionway hatchboards (washboards) shall be capable of being secured in position with the hatch open or shut, and shall be secured to the yacht by a lanyard.

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

7.39 No mast shall have less than two halyards, each capable of hoisting a sail.

7.40 Fixed berth suitable for use at sea.

8 MULTIHULL STRUCTURE

8.1 Multihull yachts shall meet the requirements of NOR Rule 7 and NOR Rule 11, 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.
- (g) No permanent backstay shall interfere with the boom's ability to jibe.
- (h) Adequate safety netting shall be installed over open spaces between the cross beams.
- (i) A survival suit or full body wet suit.
- (j) 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.

9 ENGINES AND POWER

Shafts or gear levers shall be sealed to the satisfaction of the Race Committee prior to the start of the Race.

Propeller or gear lever seals shall be inspected upon arrival at the Finish Line. If the seal is broken, the Race Committee shall presume that the yacht has violated RRS 42.1 and has withdrawn from the Race. A competitor may seek redress from the Race Committee in the event the seal is broken under RRS 62.

10 RECOGNITION

Distinguishing number(s) must be prominently displayed on each side of the yacht's hull during the race. Numbers shall have a height of 12 inches or 1/40th the yacht's LOA, whichever is greater.

The distinguishing number is at the discretion of the skipper. In the event of duplicate choices, the Race Committee will resolve the duplication and assign the number.

Numbers on the hull must be either painted on or applied using an approved semi-permanent system that will not be removed by the action of the sea.

Weather cloths or number boards will be allowed if they are attached in a manner such that they will not be removed by the action of the sea.

11 QUALIFYING CRUISE

The entrant shall have completed a qualifying cruise in the entered yacht. The qualifying cruise shall not be less than 400 miles, made entirely under sail, non-stop and singlehanded. The cruise may be between two ports or 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 of the cruise on the form provided by the Race Committee.

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

12 INSPECTION

A yacht shall be inspected prior to the start of the Race for compliance with the minimum equipment requirements of NOR Rule 7 and and NOR Rule 8 and any amendments, and that no part of the yacht's design, construction or equipment negatively impacts the seaworthiness of the yacht to participate in the Race.

It is the responsibility of yacht's skipper to contact Race Committee and make arrangements for the yacht's inspection. The Race Committee shall appoint an inspector for each yacht. Skippers are encouraged to arrange for yacht inspection at their earliest convenience.

Inspections shall completed and passed by 1800 hours Pacific Daylight Time Sunday June 9, 2002 . There is no fee for yacht inspections performed prior to June 1, 2002. After June 1, 2002 yachts will be charged a fee of \$100 per inspection for any additional inspections required.

The Race Committee reserves the right to require a more recent marine survey than that specified in NOR Rule 6.3. The Race Committee will advise entries in writing of such requirement within 30 days of entry receipt, but in any event no later than June 1, 2002. Where applicable, a letter from the surveyor stating that all deficiencies noted in the marine survey have been corrected shall be submitted with the marine survey. Such marine survey and letter must be received by the Race Committee no later than June 1, 2002 or the yacht shall be subject to penalty as specified in NOR Rule 25.

A final inspection will be performed on all yachts on Friday June 14, 2002 at the assembly point specified in NOR Rule 25. At this time yachts will be inspected for, at a minimum, the following: EPIRB, life raft, anchor and food. Nothing in these rules precludes the inspector from performing a more complete inspection of the yacht.

13 RESPONSIBILITY

Yachts must be fully independent and capable of carrying out their own emergency repairs at sea. Skippers have no right to expect or demand a rescue operation to be launched on their behalf.

Full responsibility for any mishap will rest with the owner or skipper under ordinary process of law. The organizers do not accept any responsibility towards the entrants nor toward third parties with whom the entrants may have been involved.

Any skipper deciding not to continue the Race after starting, must notify Race Committee as quickly as possible that he or she is withdrawing.

14 OUTSIDE ASSISTANCE

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

A yacht may subscribe to a private weather forecast; however, any such forecast must be obtained in its entirety by the yacht prior to her start. Access of Internet weather information during the race is to be considered a "request" for such information, and is therefore disallowed, will be considered to have violated RRS 41.

During the Race, no yacht may receive exclusive private or subscribed information on weather currents, course routing, or other tactical advice. However, the following are allowed:

- (a) Receipt of publicly available weather broadcasts, including weatherfax.
- (b) Communication on open radio channels (without encryption) with other competitors, which may consist of information such as current position, weather and sea conditions.
- (c) Solicitation and receipt on open radio channels of information about the repair of any equipment on board.

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 that the result of such towing does not advance the yacht in the direction of the finish line (this modifies RRS 41).

15 MEETINGS

Skipper's meetings will be announced and immediately promulgated to all provisional entrants.

16 ASSEMBLY

All yachts shall assemble at Corinthian Yacht Club in San Francisco Bay no later than 1800 hours Pacific Daylight Time Thursday June 13, 2002. Precise assembly information will be promulgated to all provisional entries as soon as possible.

17 START

The Race will start on Saturday June 15, 2002 at a time to be specified in the Sailing Instructions. The start will be at the Corinthian Yacht Club in San Francisco Bay.

18 COURSE

The course is from the start, leave the south tower of the Golden Gate bridge to port, then by any course to the finish.

19 FINISH

The finish line is an imaginary line at 290 degrees magnetic from the Race Committee headquarters located approximately 22 deg 13'22" N latitude 159 deg 29'50" W longitude on the bluff at Pu'u Poa Poa Point on Hanalei Bay, island of Kauai, Hawaii. Yachts must cross the finish line from East to West, south of 22 deg 14' N

latitude. Race Committee shall inform yachts via VHF channel 69 when they have crossed the finish line.

All yachts shall radio the Race Committee on VHF channel 69 when they are within radio range of the finish line. If a yacht does not have a radio capable of contacting the Race Committee, the skipper shall use a white flare when the yacht reaches the vicinity of the finish line to notify the Race Committee during non-daylight hours.

20 CALCULATED DISTANCE

The calculated distance for the Race is 2120 miles.

21 TIME LIMIT

The time limit for the Race shall be 2400 hours Hawaii Standard Time Saturday July 6, 2002.

Yachts finishing after the time limit will be scored "Did Not Finish". If 50% of the yachts that started have not finished by the time limit the deadline may be extended at the discretion of the Race Committee.

22 DIVISIONS

For the purpose of handicap racing, there will be four divisions: Open, ULDB, Displacement and Multihull.

Open 50 and Open 60 class monohull yachts shall sail in the Open division.

ULDB monohull yachts shall sail in the ULDB division, and will be divided into classes based on their PCR rating. Class assignments will be determined by the Race Committee based on the entries received.

ULDB monohull formula is:

$$\frac{\text{Displacement}(lbs)}{2.24 \times \left(\frac{LWL}{10}\right)^3} \leq 135$$

Displacement monohull yachts shall sail in the Displacement division, and will be divided into classes based on their PCR rating. Class assignments will be determined by the Race Committee based on the entries received.

Displacement monohull formula is :

$$\frac{Displacement(lbs)}{2.24 \times \left(\frac{LWL}{10}\right)^3} > 135$$

Multihulls will be divided into length overall classes. Class assignments will be determined by the Race Committee based on the entries received.

One-design classes may be created for one-design yachts that agree to sail as a one-design class. There must be four or more entrants to qualify as a one-design class.

Additional classes may be created by the Race Committee based on the entries received.

23 RATINGS

The Pacific Cup Rating (PCR) has been adopted for the Race for monohull handicapping, as derived the Northern California PHRF rating. A Northern California PHRF rating may be obtained from :

Yacht Racing Association
Fort Mason Center
San Francisco, CA 94123

In order to allow sufficient processing time, entrants are advised to file an application for a PHRF rating certificate as early as possible. Please keep in mind that the Northern California PHRF and Race Committee are 100% volunteer organizations. As such, they deserve the utmost support, respect and consideration by all entrants. Rating the wide variety of vessels that enter the Race is not easy. If you are not satisfied with your vessel's rating, we request you use the utmost courtesy and professionalism when appealing your vessel's rating to the Northern California PHRF Committee for PHRF rating appeals or to the Race Committee for PCR rating appeals.

Entrants that are found by the Race Committee to be discourteous or unprofessional when dealing with either the Northern California PHRF or Race Committee may be disqualified from the Race.

Multihulls will be handicapped using their MPHRF ratings. A MPHRF rating may be obtained from:

BAMA Race Coordinator
Christopher Sundberg
609 Escondido Road
Crothers 202

Stanford, CA 94305
email: sundberc@stanford.edu

A yacht's PCR rating is computed from the Northern California PHRF rating with a modification for length, and displacement/length ratio as follows:

Effective Length L

$$L = LWL + (0.35 \times (LOA - LWL))$$

Displacement/Length Ratio DLR

$$DLR = \frac{\left(\frac{Displacement(lbs)}{2240}\right)}{\left(\frac{L}{100}\right)^3}$$

Displacement/Length Factor DLF

If DLR less than 75, $DLF = 0$

If DLR from 75 to 150 $DLF = \frac{(DLR - 75)}{3}$

If DLR from 150 to 200 $DLF = 25 + \frac{(DLR - 150)}{10}$

If DLR greater than 200 $DLF = 30$

DLF is rounded up to the next larger integer.

Length Factor LF

$$LF = \frac{345 - \left(\frac{3600}{1.34 \times \sqrt{L}}\right) + PHRF}{2}$$

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

LF is rounded up to the next greater integer.

Rating: $PCR = PHRF + DLF - LF$

In the equations above, "LOA" represents overall length, without any overhanging spars (such as a bowsprit); "LWL" is the specified waterline length.

24 TROPHIES

First, Second and Third to finish in each Division and Class on corrected time.

Monohull Perpetual Trophy - first monohull to finish on corrected time.

Monohull Perpetual Trophy - first monohull to finish on elapsed time.

Multihull Perpetual Trophy - first multihull to finish on elapsed time.

Grover Nibouar Perpetual Trophy - first ULDB Monohull to finish on corrected time.

First in any one-design class, if they exist.

Additional trophies may be awarded at the discretion of the Race Committee.

25 PENALTIES

Time penalties will be assessed for non-compliance with deadlines specified in the Notice of Race and Sailing Instructions, and any amendments to the same. A yacht late for these deadlines shall receive a time penalty of 15 minutes per whole hour late applied to the yacht's corrected time.

A yacht failing to check-in on SSB roll call at least once each day while the yacht is on the race course shall receive a 15 minute penalty added to the yacht's corrected time for each day the yacht fails to check-in.

Penalties for infringement of the RRS Rules shall be in accordance with RRS 44.3. The 720 penalty is disallowed (this modifies RRS 44.2).

A yacht that enters a restricted area may elect to be disqualified, or accept an alternative penalty of 5 hours added to their elapsed time. A yacht wishing to take this alternative penalty must immediately hail the Race Committee on VHF channel 69 and so inform them (this modifies RRS 44 and NOR Rule 25).