

# **SINGLEHANDED SAILING SOCIETY**

## **SEVENTEENTH BIENNIAL SINGLEHANDED TRANSPACIFIC YACHT RACE**

**Saturday, June 19, 2010**

**Race Rules and Conditions**



## **1 AUTHORITY**

- 1.01 These Race Rules and Conditions (RRC) are published by the Singlehanded TransPac Race Committee of the Singlehanded Sailing Society, which may amend these rules at any time up to the start of the Race. Any such amendments will be immediately distributed 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 60 feet, and the yacht shall be skippered by one person who shall be at least 18 years of age by June 19, 2010.
- 2.02 The entry fee schedule is as follows:
- [a] If received by the Race Committee on or before February 1, 2010, 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.
  - [b] If received by the Race committee after February 1, 2010, the entry fee shall be \$800 for members of the Singlehanded Sailing Society and \$900 for non-members. An additional fee of \$900 will be assessed for sponsored entrants.
  - [c] All fees must be received by the Race Committee by April 17, 2010.
- 2.3 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 April 17, 2010.
  - [b] Written requests for refunds received on or before May 19, 2010 will be honored, less \$200 which will be retained by the Singlehanded Sailing Society.
  - [c] Requests for refunds received after May 19, 2010 will not be honored.
- 2.04 Entries shall be made on the appropriate application forms and received by the Race Committee no later than April 17, 2010. Forms and documents may be submitted in hard copy or by e-mail. The following completed forms and other items shall be included as a part of each entry application:
- [a] Application for Race Entry form.
  - [b] Sailing Experience form.
  - [c] Waiver, Release and Indemnification form.
  - [d] A photograph of the skipper, in digital format.
  - [e] One or more photographs of the yacht under sail, in digital format.
  - [f] An out-of-the-water 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] Evidence (such as a paid invoice) that an inspection of the yacht's rigging was completed by a professional yacht rigger within 24 months of the starting date of the race.
  - [h] One or more photographs of the yacht's emergency steering system, as it would be mounted in the event of primary steering failure.
  - [i] Any 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.

- 2.05 The following items are required no later than Saturday, May 22, 2010:
- [a] Qualifying Cruise Certification form and if applicable, Log of Qualifying Cruise.
  - [b] A copy of the entered yacht's 2010 Northern California Performance Handicap Rating certificate or 2010 Multihull Performance Handicap Rating certificate, as applicable.
- 2.06 The following items are required no later than Saturday, June 12, 2010:
- [a] EPIRB serial number and copy of NOAA registration required in RRC Rule 4.37.
  - [b] Completed Emergency Contact form (this form may be requested earlier by the USCG).
  - [c] Life raft serial number and copy of certificate required in RRC Rule 4.38.
  - [d] The telephone number for the Iridium satellite telephone specified in RRC Rule 4.25, if such is being carried on the yacht in lieu of a Single Side Band radio.
- 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 is accepted by the Race Committee will be deemed a Provisional Entry and will be so advised in writing or 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 in writing or 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 The mailing address for Race entry forms and documents is:
- Singlehanded TransPac 2010  
c/o Bob Johnston  
467 Panorama Drive  
Benicia, CA 94510-3901
- 2.13 The e-mail address for the Race Committee is:
- SHTransPac@yahoo.com

### **3 RACING RULES EXCEPTIONS**

In accordance with the Notice of Race, the Race will be governed by the 2009-2012 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**

- 4.01 All required equipment shall:
- [a] Function properly
  - [b] Be readily accessible
  - [c] Be of a type, size and capacity suitable for its intended use and the size of the yacht.
- 4.02 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.
- 4.03 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.
- 4.04 Seacocks or valves shall be attached to all through-hull openings below the yacht's waterline except for integral scuppers, shaft logs, speed indicators, depth finders or other transducers. For each through-hull opening, softwood plugs, tapered and of the appropriate size, shall be tied to [or adjacent to] the appropriate fitting. Through-hull speed, depth or other transducers shall have softwood plugs as described above, or blanking plugs to fit the instrument housing.
- 4.05 Lifelines supported on stanchions which, with pulpits, shall form a continuous barrier around the working deck for man-overboard protection.
- [a] Yachts less than 28' LOA shall have a minimum pulpit and lifeline height of 18 inches, with an intermediate lifeline. The intermediate lifeline shall be made from stranded stainless steel wire or from uncovered, single-braid Spectra/Dyneema or Vectran of at least 3/16" (5mm) diameter. If made from single-braid line, the intermediate lifeline may be lashed to stanchions and bow and stern pulpits. The upper lifeline shall be made from stranded stainless steel wire.
  - [b] Yachts greater than 28' LOA shall have a minimum pulpit and lifeline height of 24 inches, with an intermediate lifeline. All lifelines shall be stranded stainless steel wire.
  - [c] Heights specified are for the wire as it is supported by the stanchion, not the overall stanchion height. Intermediate lifelines shall divide the gap between the upper lifelines and the deck or toerail/gunwale approximately in half.
  - [d] Lifelines shall enclose all permanent stays, and shall be supported by pulpits and stanchions at intervals of not more than 86.6 inches.
  - [e] All anchorage points, stanchion bases, stanchions and pulpits shall be securely mounted.

- 4.06 Jacklines shall be fitted on deck, port and starboard of the yacht's centerline, to provide secure attachments for safety harness tethers. Jacklines shall be attached to through-bolted or welded deck plates or other suitable and strong anchorages and shall be fitted so that the skipper can, when clipped on, move readily between the working areas on deck and the cockpit(s) without unclipping the tether. The skipper shall be able to clip on before coming on deck. Jacklines shall stop short of the transom a distance equal to the length of the safety harness tether. If a boarding ladder is mounted, the jacklines may be long enough for the skipper to be able to use the ladder (but no longer). Jacklines shall have a minimum breaking strength of 4,500 pounds.
- 4.07 A safety harness with a minimum 3,300 pound breaking strength and a safety harness tether with a minimum breaking strength of 4,500 pounds. The safety harness tether shall have a quick release snap shackle at the harness end.
- 4.08 U.S. Coast Guard approved Personal Flotation Device [PFD] bearing the yacht's name, with a whistle and strobe light attached.
- 4.09 Galley facilities suitable for use at sea.
- 4.10 Food for 30 days.
- 4.11 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)
- 4.12 Storage facilities sufficient to contain all rubbish on board until arrival ashore.
- 4.13 Fire extinguishers of the type and number required by the United States Coast Guard.
- 4.14 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.
- 4.15 Suitable anchor, chain and cable, as determined by the anchor manufacturer's recommendation for the size and type of yacht.
- 4.16 Two waterproof flashlights, with spare batteries and bulbs.
- 4.17 Suitable first aid kit and manual.
- 4.18 Manually operated horn. If pneumatic, a spare cylinder.
- 4.19 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.
- 4.20 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.
- 4.21 A minimum of two batteries with a combined capacity of at least 120 amp hours.
- 4.22 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.
- 4.23 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 operated in the event of a dismasting.
- 4.24 Single Side Band (SSB) radio transceiver capable of operating on the 4, 6 and 8 MHz bands,  
OR
- 4.25 a satellite telephone operating on the Iridium satellite service.

- 4.26 A powerful spotlight capable of illuminating the sails at night.
- 4.27 A properly installed and adjusted mechanical marine compass with a deviation card, and a spare mechanical marine compass, which may be portable.
- 4.28 Plotting instruments and current charts, or charts corrected to the latest Notice to Mariners, which must include chart numbers 530, 18022, 19004 and 19385.
- 4.29 A depth sounder or lead line.
- 4.30 A knot meter or log.
- 4.31 Two Global Positioning System (GPS) receivers, at least one of which must be operable independent of the yacht's main electrical system.
- 4.32 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.
- 4.33 An emergency tiller capable of being fitted to the rudderstock.
- 4.34 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.
- 4.35 A sail repair kit.
- 4.36 A means of maintaining an electronic watch while the skipper is belowdecks. Such means shall include an Automatic Identification System (AIS) receiver or radar with perimeter alarm.
- 4.37 A 406 MHz Emergency Position Indicating Radio Beacon (EPIRB), including a battery with expiration date no earlier than July 19, 2010, and evidence of current registration with NOAA. A Personal Locator Beacon (PLB) may also be carried but it does not satisfy this requirement.
- 4.38 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.

Life raft stowage shall be one of the following:

- [a] On the working deck.
- [b] 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.
- [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 within 15 seconds.

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, 2010. The certificate shall be carried on the yacht.

The life raft shall contain the following minimum equipment:

- [d] Sea anchor
- [e] Repair kit with inflation pump

- [f] 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, 2010.
  - [ii] Four SOLAS handheld red flares with expiration date no earlier than July 19, 2010.
  - [iii] Two SOLAS orange smoke flares with expiration date no earlier than July 19, 2010.
  - [iv] Bailer
  - [v] Knife
  - [vi] Flashlight
  - [vii] Water and emergency food for 4 days

4.39 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.

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

4.41 A bucket of stout construction with at least 2.0 US gallons capacity, with a lanyard.

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

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

4.44 Storm sails

[a] Mainsails and Trysails

- [i] 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
- [ii] 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

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

4.45 Heavy items such as batteries, stoves, gas bottles, tanks, toolboxes, anchors and chain shall be secured sufficiently to remain in place in the event the yacht is capsized.

**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 wet suit.
- [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 via Single Side Band (SSB) radio to a designated communications boat or shall make, or cause to be made, a position report by e-mail to the Race Committee's e-mail address designated in the Communications Plan.
- 6.02 Position reports shall be made by the deadlines designated in the Communications Plan and shall include the following information, recorded at the times designated in the Communications Plan:

Yacht's name  
 Time of position  
 Latitude and Longitude  
 Course over ground  
 Speed over ground

## **7 ENGINES AND POWER**

- 7.01 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 under RRS 62 in the event the seal is broken. Note: An engine is not required for the Race.

## **8 (NOT USED)**

## **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.
- 9.2 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 2006 or 2008 Singlehanded TransPac or if sailed singlehanded, the 2007 or 2009 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 April 30, 2010.
- 10.03 Initial inspections shall be completed by May 23, 2010 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 18, 2010 at the assembly point specified in RRC Rule 13. At this time yachts will be inspected for, at a minimum, the following: satellite telephone (if carried in lieu of SSB radio), 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 One or more Skippers' Meetings may be announced. Information including times and locations for these meetings will be distributed to all entrants as soon as possible.

## **13 ASSEMBLY**

- 13.01 All yachts shall assemble at the Corinthian Yacht Club in San Francisco Bay no later than 1800 hrs Pacific Daylight Time on Thursday, June 17, 2010. Additional assembly information will be provided to all entrants as soon as it becomes available.

## **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 18, 2010

## **15 TIME LIMIT & SCORING**

- 15.01 The time limit for the Race shall be 1200 hrs Hawaiian Standard Time on Saturday, July 10, 2010.
- 15.02 Yachts finishing after the time limit will be scored "Finished After Deadline". 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.
- 15.03 Scoring will be Time-on-Distance.

## **16 RATINGS**

- 16.01 The Pacific Cup Rating (PCR) or an alternative downwind rating (if such is issued by Northern California PHRF) will be adopted for handicapping monohulled yachts entered in the Race. The PCR is derived from the 2010 Northern California PHRF rating, which must be obtained from:

Northern California PHRF  
Yacht Racing Association  
Fort Mason Center, Quarters 35S  
San Francisco, CA 94123  
[info@yra.org](mailto:info@yra.org) or (415) 771-9500

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 may be handicapped based on MPHFRF ratings or if available, alternative downwind ratings provided by Northern California PHRF or the Bay Area Multihull Association. A 2010 MPHFRF rating for the multihull yacht must be obtained from the Bay Area Multihull Association at: [racechair@sfbama.org](mailto: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 PCR rating (if applicable) is computed from the Northern California PHRF rating with a modification for length and displacement/length ratio. The current formulae are as follows:

Effective Length (L) = LWL+(0.35 x (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 x (375-(3600/(1.34 x sqrt(L))))+PHRF)

If LF <0 then LF = 0

PCR = 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 VHF channel 69 and so inform them. [This modifies RRS 44.3]

## 18 TROPHIES AND AWARDS

The Singlehanded TransPac has a rich history, spanning over thirty-two 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 2010 race at a gala awards ceremony, held in or near Hanalei, Kauai at the conclusion of the Race.

|                              |  |
|------------------------------|--|
| 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            |

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

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.