

RACE RULES AND CONDITIONS

10TH SOLO TRANS-TASMAN

and

TWO HANDED YACHT RACE

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INTRODUCTION

The Trans Tasman Solo Race, which will for the first time in 2007 include a two-handed division, commences from Port Taranaki (New Plymouth - New Zealand) and finishes at Mooloolaba Queensland, Australia.

The 2007 race will be organised by the New Plymouth Yacht Club Inc. (NPYC) Solo Trans Tasman Committee and assisted in finishing the race by the Mooloolaba Yacht Club, Mooloolaba.

This sporting event is run every four years, and the 2007 race is the 10th to be held. In the solo division only one person can comprise the crew and the distance to be sailed is approximately 1283 nautical miles.

It is the skipper's sole responsibility to ensure that the yacht is and remains seaworthy at all times and the decision to sail is the sole responsibility of the skipper.

All the competing yachts must be thoroughly checked over to category 1 offshore racing standard. Motors will be sealed to prevent use during voyage.

Competitors will be in radio contact with the NPYC during the crossing and with each other.

The overall winner is the first yacht across the finishing line at Mooloolaba. Yachts will be divided into classes and will be competing for divisional prizes.

1. ORGANISING AUTHORITY

The Organising Authority is the New Plymouth Yacht Club Incorporated (NPYC) by their Solo Trans Tasman Yacht Race Sub-committee 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 for the start. There shall be no appeals from the decision of the Race Committee.

2. OBJECT

The race is intended to be a sporting event and to encourage the development of suitable boats, gear, supplies and techniques for short-handed ocean crossings under sail.

3. START DATE

Sunday, 8th April 2007 1400 hours

4. COURSE

The start will be from Port Taranaki New Plymouth New Zealand (lat 39 04S long 174 02E). To the finishing line off Point Cartwright (lat 26 41s long 153 08E) Mooloolaba Australia. Duration of the race is 20 days.

5. RACING RULES

The race will be governed by the 'rules' as defined in the ISAF Racing Rules of Sailing 2001-2007, YNZ Safety Offshore & Coastal Racing and Cruising Regulations Part II Category 1, The International Regulations for preventing collisions at sea for overnight races and this Notice of Race dated 1 May 2006 except as modified by the Sailing Instructions.

The Notice of Race dated 1 May 2006 is published by the organising authority who reserves the right to amend or add to the conditions of entry at any time up to the start of the race, such amendments being immediately promulgated to all entrants who have been provisionally accepted. Additional instructions will in any case be issued by the Organisers to cover details of the starting and finishing arrangements.

6. ELIGIBILITY

- 6.1 The race is open to seaworthy cruising and racing yachts of any type or nationality, provided the overall length is not less than 22ft (6.7m) nor more than 60ft (18.29m). The organising authority reserves the right to exclude any yacht which it regards as unseaworthy or any yacht with inadequate equipment. Unorthodox yachts are admissible with the exception of PROAS which are specifically excluded. Movable ballast as defined in the Special Regulations 8.8 is allowed. (Note: Exceptions to the minimum length have been granted in the past where the competitor can show to have unreservedly proved the craft is seaworthy and has completed extensive ocean passages in its current form.)
- 6.2 The crew must have completed a single handed qualifying cruise in the entered yacht of not less than 500 nautical miles of open sea without anchoring or putting into port before late entries close. The cruise must be unescorted and the 500 miles measured in straight lines between not more than 4 fixes.
- 6.3 Each yacht must have completed at least 1000 miles of open water sailing including 500 miles with no more than 2 crew.
- 6.4 The entrant must submit a log of these cruises showing courses, progress and weather, together with supporting evidence, including witness of departure and arrival by sworn statement.
- 6.5 The entrant must give details of experience in ocean racing and cruising on the entry form.

- 6.6 All entrants must be current members of a yacht club affiliated to the National Body of their country of residence.
- 6.7 All entrants shall have passed a recent medical to UKOOA standard and shall give the organising authority written evidence of it.
- 6.8 All yachts must be registered and have a current Certificate of Registration.
- 6.9 In the event of any entrant being found to have made a false statement, their entry will be refused and their fees forfeited.

7 PRIZES

Prizes will be awarded to the first yacht to finish, regardless of type or class and the first monohulled and first multihulled yachts to finish in each class. Further prizes will be notified closer to the event.

8 ENTRIES

- 8.1 An entry will consist of a sailing boat (hereafter called a "yacht") plus a named crew (the "crew"). The crew to be over 21 years of age but need not be the owner of the yacht. Consideration will be given to those entries under 21 years of age.
- 8.2 Entries will be made under the nationality of the crew. The yacht need not have been designed or built in that country.
- 8.3 If requested by the owner for bona-fide reason, and approved by the race committee, the crew maybe replaced by another properly qualified person (rule 6) until 24 hours before the start, from this time on the crew must not be changed.
- 8.4 Entries will be limited to 10 competitors plus others at the discretion of and by invitation of the committee. A skipper may reserve a place in the race by completing the attached entry form and sending it together with a \$250.00 booking fee being one half of the entry fee to the Secretary of the Solo Tasman Race Committee New Plymouth Yacht Club P.O. Box 576 New Plymouth New Zealand. This booking fee is not refundable.

9 SPONSORSHIP

- 9.1 Entries maybe sponsored and/or financed by another body, person or organisation.
- 9.2 The committee reserves the right to reject a name which they consider distasteful and will give an advanced ruling on request.

10 DATE FOR ENTRIES

- 10.1 Entries should be made so as to reach the Secretary of the Solo Tasman Race Committee by midnight January 31, 2007 .The application must include:-
- a) A coloured photograph of the yacht sailing and a passport photograph of the skipper for safety, security and publicity purposes.
 - b) A completed entry form (where the qualifying cruise is yet to be completed the details called for in Rule 6.2-6.4, may be submitted later).
 - c) Cheque or money order for booking fee (rule 8.4)
 - d) An N.Z.Y. Offshore Safety Rules Category 1 Certificate of Inspection, or the Country of origin equivalent less than 3 months old.
Entries will be accepted in the order of a correctly completed entry form, photographs and booking fee being received by the N.P.Y.C.
- 10.2 An applicant whose entry is not accepted by the committee will be informed of the reason as soon as possible and the booking fee returned.
- 10.3 An applicant whose application is approved by the committee will be accepted as a provisional entry.
- 10.4 Every provisional entry must enter Port Taranaki New Zealand by midnight of 30 March 2007 and the entrant or representative remain there with the yacht until it has been cleared by the Racing Inspectors and an Acceptance Certificate issued. The yacht must be ready in all respects for inspection by 0800 hours on 3 April 2007.

11 TWO HANDED DIVISION

- 11.1 Except as set out below all the rules shall also apply to this Division with any necessary changes.

EXCEPTIONS:

The named crew shall comprise two (2) persons one of whom has met the qualifying requirements of the single handed division and the other having sufficient ocean going shorthanded sailing experience for safety.

12 INSPECTION

All yacht will be inspected as follows:-

- 12.1 a) *Safety and Rules.* A mandatory inspection made by one or more persons appointed by the Committee. The object is to check the equipment required by the N.Z.Y. Cat.1 or country of origin

equivalent, and any part of the yacht's design construction or equipment considered to bear directly on the safety of the yacht or skipper. See also 19.

b) *Condition and seaworthiness.* A yacht whose seaworthiness appears doubtful will be re-inspected by two or more members of the organising authority.

c) *Size Limit.* Where a yacht appears to be close to one of the size limits, she will be measured by a measurer appointed by the N.P.Y.C. whose decision will be final and no appeal will be entertained by the Committee.

RADIOS

d) *S.S.B.* marine radio transmitter and receiver with minimum transmitter power of 60 watts, to be positioned in the boat so as to be safe from water damage if the boat is inverted. Mandatory emergency frequencies are 2182, 4125 and 6215. Working frequencies required are 4483, channels 6227 and 8294. If the regular antenna depends on the mast, an emergency antenna must be provided. Skippers are recommended to install 100 watt equipment with synthesised full frequency range

e) Marine radio transmitter and receiver (VHF) and callsign.

Mandatory radio frequencies are 16 and 88. If the regular antenna depends on the mast , an emergency antenna must be provided. Yachts fitted with VHF transceivers are recommended to install all 55 Marine Channels.

f) A hand held V.H.F. radio

g) Radio operators need to demonstrate their ability to understand and operate their equipment and meet current licensing requirements.

h) An APRS Automatic Position Reporting System that gives yacht latitude and longitude and identifies the yacht shall be installed and in use throughout the race.. All yachts shall keep the 12 hourly radio reporting schedules prescribed by the Race committee.

Equipment known to the race committee to satisfy these requirements includes-

i TinyTrak 3 – Available from
www.byonics.com/tinytrak/cables.php (approximate cost \$NZ40).

WATER REQUIREMENTS

12.2 Water tanks, securely installed and capable of dividing the water supply into at least 3 separate containers.

Note: Flexible pillow tanks require securing tabs.

- 12.3 At least 9 litres of water for emergency use carried in one or more separate containers.
- 12.4 2.5 litres of fresh water per person for each 100 miles of the course to be sailed shall be carried at the start of the race.

EPIRB

- 12.5 Where the EPIRB is packed in the life raft a second EPIRB is to be provided. The organising Authority strongly recommends that a personal EPIRB 406 MHZ be carried on all crew at all times.
- 12.6 The skipper or his representative must be present when the inspections are being carried out.
- 12.7 As soon as possible after each of the inspections the crew will be notified in writing of any respect in which the yacht has failed to pass inspection. They will then be free either to remedy the defects and ask for a further inspection or to accept disqualification.

13 RADIO SCHEDULES

The maintaining of all radio schedules and the APRS system is compulsory.

14 ACCEPTANCE CERTIFICATE

For skippers who have completed S.A.R. and Customs forms and whose yacht has passed inspection, an Acceptance Certificate will be available. It is the skipper's responsibility to collect it from the Organizing Committee. Without an Acceptance Certificate the Yacht will not be eligible to race. They may sail well clear of the race start as spectators only

15 PENALTIES

The Committee reserves the right to impose penalties for infringement of either the letter or the spirit of the Rules before or after the start. Such penalties may be given as

- a) Time

A percentage of the yacht's time to be added to the yacht's elapsed time or

- a) Disqualification

Penalties may be waived or modified by the committee in exceptional circumstances.

16 MONOHULLS AND MULTIHULLS

In order to be classed as a monohull, a yacht must have a single rigid hull (as opposed to two or more hulls joined rigidly together). If the committee considers that a design has been expressly intended to bring into the Monohull class a boat that has some characteristics of a multihull, it may arbitrarily classify her as a multihull. Designers who are working on hybrids of this sort are invited to submit their early sketch designs to the Committee for a ruling.

17 CLASSES

SINGLE HANDED

Class 1 Over 50ft (15.24m) to 60ft (18.29m)

Class 2 Over 40ft (12.19m) to 50ft (15.24m)

Class 3 Over 30ft (9.14m) to 40ft (12.19m)

Class 4 22ft (6.70m) to 30 ft (9.14m)

Class 5 Multihulls

TWO HANDED

Class 6 Over 50ft (15.24m) to 60ft (18.29m)

Class 7 Over 40ft (12.19m) to 50ft (15.24m)

Class 8 Over 30ft (9.14m) to 40ft (12.19m)

Class 9 22ft (6.70m) to 30 ft (9.14m)

Class 10 Multihulls

The Race Committee may cancel any class and/or combine yachts into classes as appropriate, dependent on type and number of entries.

- 1 The upper limits of each class are defined solely by length overall (LOA) where LOA = Length of hull excluding, bumkin, self steering gear or externally hung rudder. The LOA of a Multihull is the overall length of the whole assembly of hulls. Small yachts will not be allowed to enter if their original design or construction has been superficially lengthened to reach or exceed the lower limit of 22ft LOA.

18 ENTRY FEES

The entry fee will be \$500; the booking fee will be \$250. Entry fees not received prior to 26th March 2007 will be subject to a 100% penalty.

19 ENGINE AND POWER

19.1 No means of propulsion may be employed other than the force of the wind, the manpower of the crew or both.

- 19.2 Yachts must be fitted with an effective , independent, charging system for the self steering battery. (Viz: wind, water or solar).Additionally they may use:-
- a) A generator/alternator driven by an internal combustion engine which is not the yacht's propulsion system, and/or-
 - b) The yacht's auxiliary engine provided that the shaft or gear lever is sealed before the start or the propeller has been removed. A method of sealing the shaft or gear lever must be provided by the entrant on arrival at Port Taranaki.
- 19.3 Seals will be inspected on arrival at Mooloolaba and should the seal have been broken for any reason this is to be stated on the Declaration Form. The Committee will then decide whether a penalty is appropriate.
- 19.4 Electricity may be used to operate the self steering gear, but all sail handling must be performed by the manpower of the crew alone.

20 RECOGNITION

A distinguishing number (600mm lettering-75mm width) must show prominently fixed on the yacht's hull and deck. This number will be allocated to the entrant by the organising committee. National sail numbers must be carried on all sails

21 OUTSIDE ASSISTANCE

- 21.1 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. They may however be asked for advice or information and to report the yachts position and condition.
- 21.2 During the race a yacht may put in anywhere and anchor or moor for any purpose. She may be towed into and out of any such harbour or anchorage, provided that the total result of such towage can be shown not to have advanced the yacht towards the finish. When actually anchored or moored other people may come aboard, stores or equipment embarked and repairs effected.
- 21.3 Yachts must sail the whole course independently and may not deliberately escort each other or arrange any other escort.

21.4 Specially prepared and/or individualized routing information that is not generally and readily accessible at no cost to all competitors, is prohibited.

22 FINISHERS

22.1 In order to qualify as a finisher, a yacht must cross the finishing line not later than 2400 hrs 16th May 2007 N.Z.S.T.

22.2 Immediately after finishing at Mooloolaba, vessels will be required to be open for inspection by the Committee, other entrants, Customs and Ag.Officials at Mooloolaba.

22.3 Immediately after finishing each skipper will be required to sign a declaration that he has sailed the Race in accordance with the rules, or if any rule has been broken to give a full account of the circumstances, establishing to what extent if any, the yacht's progress towards the finish was helped by the breach in question.

22.4 The declaration must be accompanied by a list of the yacht's daily position for every day of the race. These positions may be freely publicised by the organisers of the race and may be shown by them on request to any other competitor.

RULES END