



2010 Solo Tasman Yacht Race Rules

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1. INTRODUCTION

The 2010 Fitzroy Yachts Solo Tasman Challenge starts from Port Taranaki, New Plymouth, New Zealand and finishes at Mooloolaba, Queensland, Australia. Only one person can comprise the crew and the distance to be sailed is approximately 1283 nautical miles.

This sporting event is usually run every four years, with the exception of the 2006 race being re-scheduled to 2007. The 2010 race is the 11th to be held.

The race start will be 1300 (NZ Summer Time) Sunday 04th April 2010. The race will be organised by the New Plymouth Yacht Club Inc. (NPYC) Solo Tasman Race Committee and assisted in finishing the race by the Sunshine Coast Yacht Club, Mooloolaba.

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 comply with Yachting New Zealand Category One offshore racing standard.

Yachts will race in the IRC Class, under the IRC Rule; or an Adventure Class. with handicapping based on LOA classes and a Multihull Class.

Vessels are expected to arrive in New Plymouth with all relevant certification in place in good time to meet the requirements of rule 9.4

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

The overall winner is the yacht which crosses the finish line first after completing the course in accordance with these rules. Separate trophies will be awarded for placings in IRC, Adventure and Multihull Classes.

2. ORGANISING AUTHORITY

The Organising Authority is the New Plymouth Yacht Club Incorporated (NPYC). Their Solo Tasman

Yacht Race Sub-committee 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.

3. OBJECT

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

4. START DATE

Sunday, 4th April 2010 1300 hours (NZ Summer Time)

5. COURSE

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

6. 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 Sep 2008 except as modified by the Sailing Instructions.

The Notice of Race dated 1 Sep 2008 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.

7. ELIGIBILITY

7.1 Vessel seaworthiness

The race is open to seaworthy cruising and racing yachts of any type or nationality, provided the overall

length is not less than 6.7m (22ft) nor more than 18.29m (60ft). 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. 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.)

7.2 Skipper qualifying requirements

The skipper 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.

7.3 Vessel qualifying requirements

Each yacht must have completed at least 1000 miles of open water sailing.

7.4 Proof of qualifying

The skipper 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.

7.5 Skipper experience

The skipper must give details of experience in ocean racing and cruising on the entry form.

7.6 Yacht club affiliation

All skippers must be current members of a yacht club affiliated to the national body of their country of residence.

7.7 Proof of medical fitness

All skippers shall have passed a recent medical and shall give the organising authority written evidence of it.

7.8 Vessel registration

All yachts must be registered and have a current Certificate of Registration.

7.9 False declarations

In the event of any skipper being found to have made a false statement, their entry will be refused and their fees forfeited.

8 ENTRIES

8.1 Vessel & skipper

An entry will consist of a sailing boat (hereafter called a "yacht") plus a named crew (the "skipper"). The skipper to be over 21 years of age but need not be the owner of the yacht. Consideration will be given to skippers under 21 years of age.

8.2 Nationality

Entries will be made under the nationality of the skipper. The yacht need not have been designed or built in that country.

8.3 Skipper changes

If requested by the owner for a bona-fide reason, and approved by the race committee, the skipper may be replaced by another properly qualified skipper (rules 7.2 – 7.5 inclusive) until 24 hours before the start, from this time on the skipper must not be changed.

8.4 Number of entrants

Entries will be limited. 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, 62 Bayly Road, Moturoa, New Plymouth 4310, New Zealand. This booking fee is not refundable.

9 ENTRY REQUIREMENTS

9.1 Latest date for entry

Entries should be made so as to reach the Secretary of the Solo Tasman Race Committee by midnight

January 31, 2010. 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 Rules 7.2 to 7.5, (inclusive) may be submitted later.
- c) Cheque or money order for booking fee (rules 8.4 & 10)
- 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.

9.2 Rejected entries

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.

9.3 Approved entries

An applicant whose application is approved by the committee will be accepted as a provisional entry.

9.4 Starting port arrival and inspection time

Every provisional entry must enter Port Taranaki, New Zealand by midnight of Sunday 28th March 2010 and the skipper 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 01st April 2010.

10 ENTRY FEES

The entry fee will be \$500; the booking fee will be \$250. Entry fees not received prior to 21st March 2010 will be subject to a 100% penalty.

Any vessel that has not paid it's entry fees in full by the time of the race start will be disqualified from competing.

11 RECOGNITION

A distinguishing number (minimum of 600mm high & 75mm line thickness) must show prominently fixed on the yacht's hull and deck. This number can be chosen by the skipper provided another skipper has not first registered this number with the organising committee. National sail numbers must be carried on all sails

12 INSPECTION

12.1 Process

- a) *Safety and Rules.* A mandatory inspection made by one or more persons appointed by the Committee.
- b) 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 rules 7.1 & 15).
- c) *Condition and seaworthiness.* A yacht whose seaworthiness appears doubtful will be re-inspected by two or more members of the organising authority.
- d) *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.
- e) *Attendance.* The skipper must be present when the inspections are being carried out.
- f) *Defects.* As soon as possible after each of the inspections the skipper 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.
- g) *Certificates.* Both Cat 1 and IRC ratings certificates plus any supporting certificates eg liferaft inspection certificate, radio license certificates etc, will be scrutinised.

12.2 Radio Requirements

- a)** SSB 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.
- b)** Satellite communication equipment which is capable of regular, mandatory daily voice contact at scheduled times over the whole course may also be fitted.
- c)** Skippers are recommended to install 100 watt equipment with synthesised full frequency range.
- d)** VHF marine radio transmitter and receiver and call sign. 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.
- e)** A hand held VHF radio with spare batteries suitably protected from the environment.
- f)** Skippers need to demonstrate their ability to understand and operate their equipment and meet current licensing requirements.

12.3 Water Requirements

- a)** Water tanks, securely installed and capable of dividing the water supply into at least 3 separate containers.
- b)** Note: Flexible pillow tanks require securing tabs.
- c)** At least 9 litres of water for emergency use carried in one or more separate containers.
- d)** 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.

12.4 EPIRB Requirements

- a)** The vessel must carry at least 1 current certified 406 MHZ EPIRB.
- b)** Where the 406 MHZ EPIRB is packed in the life raft a second 406 MHZ EPIRB is to be provided. The organising Authority strongly recommends that a personal 406 MHZ EPIRB be carried on the skipper at all times.

13 ACCEPTANCE CERTIFICATE

For skippers who have completed Search & Rescue 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

14 RADIO SCHEDULES

The radio schedule will be advised in writing prior to the race start briefing. The maintaining of all radio schedules is compulsory.

15 ENGINE AND POWER

15.1 Propulsion

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

15.2 Charging system

Yachts must be fitted with an effective, independent, charging system (eg wind, water, or solar).

Additionally they may use a generator/alternator driven by an internal combustion engine which is not the yacht's propulsion system, and/or the yacht's auxiliary engine provided that the engine is not used in any way to assist propulsion.

15.3 Emergency Use

Engines may be used for collision avoidance or in an emergency. The exact circumstance and hours they're used must be logged and recorded in the Declaration at the finish and the committee will decide whether a penalty will be imposed.

15.4 Self steering gear

Electricity may be used to operate the self steering gear, but all sail handling must be performed by the manpower of the skipper alone.

16 OUTSIDE ASSISTANCE

16.1 Physical contact

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.

16.2 Stops

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.

16.3 Escorting

Yachts must sail the whole course independently and may not deliberately escort each other or arrange any other escort.

16.4 Routing information

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

17 FINISHERS

17.1 Qualification

In order to qualify as a finisher, a yacht must cross the finishing line not later than 2400 hrs 24th Apr 2010 Aus EST.

17.2 Inspection

Immediately after finishing at Mooloolaba, vessels will be required to be open for inspection by the Committee, Customs and Immigration officials, and other skippers at Mooloolaba.

17.3 Declaration

Immediately after finishing each skipper will be required to sign a declaration that he/she 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.

17.4 Daily position logs

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 organizers of the race and may be shown by them on request to any other skipper.

18 SPONSORSHIP

18.1 Sponsoring body

Entries may be sponsored and/or financed by another body, person or organisation.

18.2 Name/sponsorship suitability

The committee reserves the right to reject a name which they consider distasteful and will give an advanced ruling on request.

19 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.

20 CLASSES

There will be three classes: IRC, Adventure and Multihulls. The Race Committee may cancel any class and/or combine yachts into classes as appropriate, dependent on type and number of entries.

21 PRIZES

Prizes will be awarded to:

- The first yacht to finish, regardless of class (Line Honours)
- The first yacht to finish in the IRC Class
- The first yacht to finish in the Adventure Class
- The first multihull yacht to finish
- Further prizes at the discretion of the race committee will be notified closer to the event.

22 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
- b) Disqualification.* Penalties may be waived or modified by the committee in exceptional circumstances.

RULES END