

Solo Tasman Yacht Race Rules

Current at 18th October 2017 for the 2018 Race

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1. INTRODUCTION

- 1.1 The Solo Trans-Tasman Yacht Race 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.
- 1.2 The first race was in 1970 and it has taken place every four years, with the exception of the 2006 race being re-scheduled to 2007. The 2018 race will be the 13th to be held.
- 1.3 The race start will be 1300 (NZ Standard Time) Sunday 1 April 2018. The race will be organised by the New Plymouth Yacht Club Inc. Solo Trans-Tasman Race Sub-Committee and assisted in finishing the race by the Sunshine Coast Yacht Club, Mooloolaba.
- 1.4 It is the skipper's sole responsibility to ensure that their boat is and remains seaworthy at all times and the decision to sail is the sole responsibility of the skipper.
- 1.5 All the competing boats must comply with Yachting New Zealand Category One offshore racing standard or country of origin equivalent. [\(YachtingNZ - Safety Regulations of Sailing 2017-20\)](#)
- 1.6 Boats will race in one of three classes: an IRC class, an Adventure Class and a Multihull Class.
- 1.7 Boats are expected to arrive in New Plymouth with all relevant certification in place in good time to meet the requirements of rule 11.2.
- 1.8 Competitors will be in Radio or Sat Phone contact with the Maritime NZ (represented by Kordia) during the crossing and with each other.
- 1.9 The overall winner is the boat which crosses the finish line first after completing the course in accordance with the rules.
- 1.10 Separate winner trophies will be awarded to each of the IRC, Adventure, and Multihull Classes.

2. ORGANISING AUTHORITY

- 2.1 The Organising Authority is the New Plymouth Yacht Club Incorporated (NPYC).
- 2.2 The NPYC sub-committee; the Solo Trans-Tasman Yacht Race Committee has full power:
 - 2.2.1 To establish and interpret the rules and conditions governing the Race.
 - 2.2.2 To decide all protests.
 - 2.2.3 To reject the entry of any yacht at any time prior to the preparatory signal for the Start.
 - 2.2.4 There shall be no appealing the decision of the Race Committee.
- 2.3 The Solo Trans-Tasman Yacht Race Committee reserves the right to appoint sub-committees to manage different aspects of the event.

3. OBJECTIVE

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

4. START DATE

- 4.1 Sunday, 1st April 2018, 1300 hours (NZ Standard Time)
- 4.2 The Race Committee reserves the right, after consultation with appropriate parties, to postpone the start of the Race in the interest of safety to boats, skippers, support boats and crews, and/or spectators.
- 4.3 A decision to postpone the Start cannot be appealed.

5. TIME LIMIT

- 5.1 The duration of the Race is 20 days
- 5.2 A Skipper taking longer than 20 days to get across the finish line will:
- 5.2.1 Still be recognised as having completed the race, provided there have been no breaches of the rules.
- 5.2.2 Need to recognise that there may be limited numbers of race committee members present at the finish.

6. THE COURSE

- 6.1 The Start will be from the designated start line at Port Taranaki, New Plymouth, New Zealand (39.0500°S 174.0333°E) to the designated finishing line off Point Cartwright (26.4077°S 153.0780°E) Mooloolaba, Australia.
- 6.2 Rhumb line distance is 1283 nautical miles.

7. RACING RULES

- 7.1 The race will be governed by the 'Rules' as defined in the latest versions of:
- 7.1.1 The ISAF Racing Rules of Sailing 17-20
- 7.1.2 YNZ Safety Offshore & Coastal Racing and Cruising Regulations Part II Category 1.
- 7.1.3 The International Regulations for preventing collisions at sea for overnight races.
- 7.1.4 This Notice of Race, dated 18th October 2017, except as modified by the Sailing Instructions.
- 7.2 The Notice of Race dated 1st October 2017 is published by the organising authority that 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 circulated to all Entrants who have been provisionally accepted.
- 7.3 Additional instructions will be issued by the Race Committee to cover details of the starting and finishing arrangements.

8. BOAT ELIGIBILITY

- 8.1 The race is open to cruising and racing boats of any type or nationality, provided the overall length is not less than 6.7m (22ft) nor more than 18.29m (60ft).
 - 8.1.1 *Exceptions to the minimum length have been granted in the past where the Entrant can show to have unreservedly proved the craft is seaworthy and has completed extensive ocean passages in its current form.*
- 8.2 Unorthodox boats are admissible.
- 8.3 Moveable ballast as defined in ISAF Appendix K "Moveable and Variable Ballast" is allowed.
- 8.4 A skipper who's boat has a draft greater than 2.5m will need to bear the following in mind:
 - 8.4.1 *Should severe weather conditions occur in Port Taranaki, the skipper will have to remain with his boat on one of the more exposed deep water moorings or arrange with the Harbour Master to tie-up somewhere in the commercial port area, as the more sheltered moorings and marina will be too shallow at low tide.*
 - 8.4.2 *After crossing the finish line at Mooloolaba the Skipper may have to stand-off until there is enough depth of water at the river entrance for the bar to be crossed safely.*
- 8.5 The boat bow will need to have a post or cleats large enough to accommodate a 40mm mooring rope and strong enough to ride out storm conditions in the port.
- 8.6 The organising authority reserves the right to exclude any boat with inadequate equipment.
- 8.8 The boat must have logged at least 1000 miles of open water sailing either solo or crewed.
- 8.9 Logs of these cruises must be presented at the pre-Race inspection.
- 8.10 The logs should show courses, progress and weather, together with supporting evidence.
- 8.11 The boat must be registered with a National Body and have a current Certificate of Registration.

9. SKIPPER ELIGIBILITY

- 9.1 The skipper is to be over 21 years of age but need not be the owner of the boat.
- 9.2 Consideration will be given to skippers under 21 years of age.
- 9.3 The skipper must have completed a single handed qualifying cruise in the entered boat of not less than 500 nautical miles of open sea without anchoring or putting into port before late entries close, unless prior approval has been granted by the Race Committee to use the delivery cruise as the qualifier.
- 9.4 The cruise must be unescorted and the 500 miles measured in straight lines between not more than 4 fixes.
- 9.5 The Skipper must keep a written log of the qualifying 500 mile cruise, the log being made available at the pre-race inspection.
- 9.6 The log should include name(s) and contact number(s) of the person(s) who witnessed the start and finish of the qualifying cruise.
- 9.7 The Skipper must give details of experience in ocean racing and cruising when and where requested by the Race Committee.

- 9.8 The Skipper must gain written clearance to race from his/her G.P. within 3 months of the Start.
- 9.9 The written clearance should be presented at the pre-race inspection.
- 9.10 The Skipper must be a current member of a Yacht Club affiliated to the National Body of their Country of Residence.
- 9.11 If the Skipper is found to have made a false statement, his place on the Start line and fees will be forfeited.
- 9.12 In special circumstances a boat Owner may seek approval from the Race Start Committee to replace one Skipper with another properly qualified Skipper (rules 9.3 – 9.8 inclusive) provided that it is not within 24 hours of the Start.
- 9.13 A Skipper cannot be changed within 24 hours of the Start.

10. ENTRY INFORMATION

- 10.1 Entries will be limited due to the shortage of small craft facilities at Port Taranaki.
- 10.2 An entry will consist of a sailing boat (hereafter called a "boat") plus a named crew (the "Skipper"), who may sail on behalf of the boat owners (the "Owner").
- 10.3 Entry will be under the nationality of the Skipper, unless requested that it be under the nationality of the Owner, or the boat's country of origin.
- 10.4 The boat need not have been designed or built in that country.
- 10.5 Official entries will be accepted from 1 January, 2016.
- 10.6 Subject to spaces still being available, the latest date for official entries to be received is midnight on 31 January 2018.
- 10.7 A Skipper may apply for a place on the provisional entry list by completing and returning the Provisional Entry Form that can be downloaded from the website.
- 10.8 On acceptance of the completed entry form, the Secretary will provide the bank details for payment of the initial \$250 non-refundable deposit.
- 10.9 A place on the Provisional Entry list will be confirmed once the payment has been cleared by the bank.
- 10.10 A Skipper may apply for a place on the Final Entry list by paying the balance of \$750 by 1st December 2017 and
- 10.11 ... at the same time as the payment submitting the following documents:
- Full entry form
 - Coloured photograph of the boat under sail
 - Coloured head and shoulders photograph of the skipper
- 10.12 A skipper who withdraws from the race after 1st December 2017 will forfeit their full entry fee.
- 10.13 The Race Committee reserves the right to use the photographs for safety, security and publicity purposes.
- 10.14 Where the qualifying cruise is yet to be completed the details called for in the Entry Form for Rules 9.3 to 9.6 (inclusive) may be submitted later.

- 10.15 Places on the Start line will be allocated according to the order in which the correctly completed entry forms, photographs and full entrance fees come in.
- 10.16 An Applicant whose entry is not accepted by the committee will be informed of the reason as soon as possible.
- 10.17 In this situation any monies paid will be refunded

11. PRE-RACE ARRIVAL AND INSPECTION

- 11.1 Each Skipper should advise the Race Committee through its Secretary of the approximate date the boat entered is expected to arrive in Port Taranaki.
- 11.2 To make picking up moorings easier Skippers should follow the "Arrival" guidelines outlined by the Race Committee
- 11.3 Boats must be in Port Taranaki by midnight of Sunday 18th March 2018, unless prior arrangement has been made with the Racing Inspector and the Race Committee advised.
- 11.4 The boat must be ready in all respects for a Mandatory Inspection by 0800 hours on Monday 19th March 2018.
- 11.5 The Mandatory Inspection may take place before Monday 19th March through negotiation with the Racing Inspector.
- 11.6 The Skipper must be present on the boat at the time of the Inspection.
- 11.7 The Objective of the Mandatory Inspection is to check the equipment required by the N.Z.Y. Cat.1, or country of origin equivalent, and any part of the boat's design construction or equipment considered to bear directly on the safety of the boat or Skipper (see also rules 8.1 & 19) for this specific race.
- 11.8 As soon as possible after each of the inspections the Skipper will be notified in writing of any aspect in which the boat has failed to pass Inspection. The Skipper will then be free either to remedy the defects and ask for a further inspection or to accept disqualification.
- 11.9 All relevant certificates must be aboard the boat at the time of the inspection. These include:
 - A current NZ Cat 1 or equivalent from country of origin.
 - A current IRC certificate for those wishing to enter IRC division.
 - Medical clearance certificate

12. PORT AND BOAT SAFETY

- 12.1 The Skipper of the boat, or his/her nominated representative, is responsible for the safe mooring of the boat during its stay in Port Taranaki.
- 12.2 The Owner, or his/her representative, will be required to sign a form indemnifying the Port Taranaki Authority and Solo Trans-Tasman Committee of any damage caused to the Owner's boat or to other craft by the Owner's boat.

- 12.3 Where a berth is arranged in New Plymouth Marina, the Owner, or his/her representative, will be required to sign the Marina Contract and pay the fees due before the Start.
- 12.4 The Owner of the boat, or his/her representative, is responsible for paying berthage fees incurred in Mooloolaba.

13. ENTRY FEES

- 13.1 The full entry fee will be NZ\$1000.
- 13.2 A deposit of NZ\$250 need only be paid to be put on the provisional entry list. It is non-refundable.
- 13.3 Payment of the balance of NZ\$750 is due by 1st December 2017 upon completion of the Full Entry form. Entrants will be advised of any late-payment penalties incurred.
- 13.4 An Overseas Entrant will need to add a NZ\$25 bank clearance fee to each separate payment, plus cover any additional charges made by his or her own bank.
- 13.5 Any boat that has not had its full entry fee paid by the time of the Race Start will be disqualified from competing.

14. BOAT RACING NUMBER

- 14.1 The Race Committee will provide two Race Number Decals which must be attached to the hull.
- 14.2 A Skipper may request and be allocated a number of his choosing provided another skipper has not first registered that number with the organising committee.
- 14.3 National sail numbers or numbers approved by the Race Committee must be carried on at least the mainsail.

15. RADIO REQUIREMENTS

15.1 FOR COASTAL WATERS

- 15.1.1 A VHF marine radio transmitter and receiver.
- 15.1.2 Registered call sign.
- 15.1.3 Mandatory radio frequency is 16.
- 15.1.4 Boats fitted with VHF transceivers are recommended to install all 55 Marine Channels.

15.2 FOR OFF-SHORE

- 15.2.1 Option 1: A SSB marine radio transmitter and receiver with minimum transmitter power of 60 watts.
- 15.2.2 Option 2: A Sat-phone, that is satellite communication equipment which is capable of regular, mandatory daily voice, text or email contact at scheduled times over the whole course.

Notes:

- 1. *SSB should be positioned in the boat so as to be safe from water damage if the boat is inverted.*

2. *Skippers are recommended to install 100 watt equipment with synthesised full frequency range.*
3. *The sat-phone account must have ample credit prior to the race start.*
4. *The skipper must provide the Race Committee with the name and contact details of a person who is able to top up the account on the Skippers behalf, should the need arise.*

15.3 Frequencies

- 15.3.1 Skippers will be advised prior to the start of the mandatory emergency frequencies, the working frequencies and/or contact numbers.

15.4 Emergency Antenna

- 15.4.1 If the Regular antenna depends on the mast, an emergency antenna must be provided.

15.5 Back-up

- 15.5.1 A hand held VHF radio with spare batteries suitably protected from the environment.
- 15.5.2 Cell phone with ample credit.

15.7 Systems operation

- 15.7.1 Skippers may be asked to demonstrate their ability to understand and operate their equipment as part of the inspection process.
- 15.7.2 Skippers will be required to use their system to make contact with the Communications Officer at least 24 hours before the Start.

16 WATER REQUIREMENTS

- 16.1 There should be a minimum of 40 litres of fresh water in tanks at the start of the race. (2.5 litres of fresh water for each 100 miles of the course to be sailed – nearer 1500 miles).
- 16.2 The water tank(s) must be securely installed and be capable of dividing the water supply into at least 2 separate compartments.
 - 16.2.1 *Flexible pillow tanks require securing tabs.*
- 16.3 At least 9 litres of water for emergency use carried in one or more separate containers, securely fastened and easily accessible.

17 EPIRB REQUIREMENTS

- 17.1 The boat must carry at least 1 current certified and registered 406 MHZ EPIRB.
- 17.2 Where the 406 MHZ EPIRB is packed in the life raft a second 406 MHZ EPIRB is to be provided.
- 17.3 The Organising Authority strongly recommends that a personal 406 MHZ EPIRB be carried on the skipper at all times.

18. ACCEPTANCE CERTIFICATE

- 18.1 A Skipper will need an Acceptance Certificate to take his/her place on the Start line.
- 18.2 This Certificate will be issued at the Briefing prior to the Race Start.
- 18.3 It will be issued to a Skipper who:
 - 18.1.1 Has attended all official briefing meetings, unless special circumstances dictated otherwise.
 - 18.1.2 Can demonstrate competence in those areas covered in a missed briefing to the satisfaction of the Race Committee.
 - 18.1.3 Has completed all Race forms/documentation.
 - 18.1.4 Has completed NZ Custom's forms.
 - 18.1.5 Has had the boat pass inspection.
 - 18.1.6 Has had at least one radio or sat-phone communication with the Communication's Officer prior to the Start day.
 - 18.1.7 Has paid any outstanding monies owing to the Race Committee, Marina Agent and/or Retailers.
- 18.2 A Skipper who is not issued with an Acceptance Certificate will have to delay his/her start until all requirements are met.

19. ENGINE AND POWER

19.1 Propulsion

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

19.2 Charging system

- 19.2.1 Boats must be fitted with an effective, independent, charging system (e.g. wind, water, or solar).
- 19.2.2 Additionally they may use a generator/alternator driven by an internal combustion engine which is not the boat's propulsion system, and/or the boat's auxiliary engine provided that the engine is not used in any way to assist propulsion.

19.3 Emergency Use

- 19.3.1 Engines may be used for collision avoidance or in an emergency.
- 19.3.2 The exact circumstance and hours they are used must be logged and recorded in the Declaration at the finish.
- 19.3.3 The Race Committee will decide whether a penalty will be imposed, or not.

19.4 Self steering gear

- 19.4.1 Electricity may be used to operate the self-steering gear.

19.5 Sail handling

- 19.5.1 A Skipper may seek assistance in sail handling up to 10 minutes before the Start.
- 19.5.2 Thereafter all sail handling must be physically performed by the skipper alone.
- 19.5.3 A Skipper with a disability may request permission to use powered winches.

20. OUTSIDE ASSISTANCE

20.1 Physical contact

- 20.1.1 During the race no boat shall have physical contact with another boat at sea, except for the passing of written messages.
- 20.1.2 No stores may be received from any ship or aircraft during the race, unless it is an emergency.
- 20.1.3 The skipper may, however, be asked for advice or information and to report the boats position and condition.

20.2 Stops

- 20.2.1 During the race a boat may put in anywhere and anchor or moor for any purpose.
- 20.2.2 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 boat towards the finish.
- 20.2.3 When actually anchored or moored other people may come aboard, stores or equipment embarked and repairs effected.
- 20.2.4 If outside help is accepted the Race Committee shall be informed immediately when the boat has stopped racing and before the boat resumes racing.

20.3 Escorting

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

20.4 Weather Routing information

- 20.4.1 Specially prepared and/or individualised weather routing information service that is not generally and readily accessible to all competitors is prohibited.
- 20.4.2 Commercially available weather routing software (e.g. Expedition, EuroNav, Maxsea etc.) can be used during the race only if weather routing is performed by the Skipper and not a Third Party (commercial or private).
- 20.4.3 At registration Skippers will be required to list the sources of weather information they intend to use. No other sources are permitted unless provided by the Race Committee.

21. RADIO or SAT PHONE CONTACT SCHEDULES

- 21.1 The Contact Schedule will be confirmed in writing at the final briefing prior to the Start.
- 21.2 The maintaining of the Contact Schedule is mandatory.
- 21.3 Failure to maintain scheduled contact may lead to disqualification.
- 21.4 Skippers will be provided with a “Missed Schedule Protocol” that the Race Committee will follow and the Skipper should follow should there be a communication equipment breakdown.

22. FINISHING

22.1 Finishing date

- 22.1.1 To gain an official placing a boat must cross the finishing line no later than 1700 hours, 20 days from the start.

A Skipper taking longer than 20 days to get across the finish line will still be recognised as having completed the Race provided there have been no breaches of the rules.

- 22.1.2 The Race Committee reserves the right to hold the Prize Giving after the bulk of finishers are in, rather than waiting until the last finisher is in.

22.2 Q Berth

- 22.2.1 Arriving boats will be escorted to a Q berth.
- 22.2.2 The skipper must remain with the boat and stop non-officials from boarding the boat until “cleared” by both Immigration and DAFF officials.
- 22.2.3 The skipper will be required to pay the DAFF official for services rendered before s/he will “clear” the boat. Credit card details will be required.

22.3 Inspection

- 22.3.1 Once the boat has been “cleared” Race officials may wish to inspect the boat or interview the skipper before others are allowed aboard.

22.4 Declaration

- 22.4.1 Immediately after finishing the Skipper will be required to sign a declaration that he/she has sailed the Race in accordance with the rules.
- 22.4.2 If any rule has been broken, the Skipper will need to give a full account of the circumstances, establishing to what extent, if any, the boat's progress towards the finish was helped by the breach in question.
- 22.4.3 The Race Committee will determine the penalty to be imposed, where applicable.

22.5 Daily position logs

- 22.5.1 The declaration must be accompanied by a list of the boat's daily position for every day of the race.

- 22.5.2 These positions may be freely publicised by the Race Committee and may be shown by them on request to any other Skipper.

22.6 Protests

- 22.6.1 Where a Skipper believes that a breach of the Rules has taken place by another Skipper during the crossing, then he/she must submit a written protest to the Race Committee based at Mooloolaba within 24 hours of arrival in Mooloolaba.
- 22.6.2 A Hearing will take place at a time determined by the Race Committee.

22.7 Insurance

- 22.7.1 Each entrant must provide a copy of a \$10 Million Australian Dollars liability insurance policy with an acceptable insurer to Mooloolaba Marina.

23. SPONSORSHIP

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

24. MONOHULLS AND MULTIHULLS

- 24.1 In order to be classed as a monohull, a boat must have a single rigid hull (as opposed to two or more hulls joined rigidly together).
- 24.2 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.
- 24.3 Designers who are working on hybrids of this sort are invited to submit their early sketch designs to the Committee for a ruling.

25. CLASSES

- 25.1 There will be three classes: IRC, Adventure and Multihulls.
- 25.2 To be classified as an IRC entry, the boat must have a current, official IRC Rating Certificate.
- 25.3 The Race Committee may add to or cancel any class and/or combine boats into sub-classes as appropriate, dependent on type and number of entries.

26. PRIZES

- 26.1 Prizes will be awarded to:
- The first boat to finish, regardless of class (Line Honours)
 - The first IRC class boat on corrected time
 - The first boat to finish in the Adventure Class
 - The first multihull boat to finish

- 26.2 Further prizes at the discretion of the Race Committee will be notified closer to the event.
- 26.3 A Commemorative Plaque will be given to each skipper who successfully completes the race.

27. PENALTIES

- 27.1 The Race 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:
- 27.1.1 Time Penalty - A percentage of the boat's time to be added to the boat's elapsed time, or.
- 27.1.2 Disqualification
- 27.1.3 Penalties may be waived or modified by the Race Committee in exceptional circumstances.

28. BANKING DETAILS

28.1 New Zealand Entries

- 28.1.1 Race entry fees should be deposited to the TSB Bank account of the Solo Trans-Tasman Yacht Race Committee as detailed below. Entrants should include their name or boat name in the reference field as the identifier.

To credit	TSB Bank account:
Account name:	Solo Transtasman Yacht Race Committee
Account number:	15-3942-0860008-00

28.2 Overseas Entries

- 28.2.1 Race entry fees should be deposited to the TSB Bank account of the Solo Trans-Tasman Yacht Race Committee as detailed below.
- 28.2.2 To each separate payment an Overseas Entrant will need to add a \$25NZ bank clearance fee.
- 28.2.3 Overseas Entrants must also cover any additional charges made by his / her own bank for an International transfer.
- 28.2.4 Swift Code: TSBANZ22

TSB Bank Ltd
City Branch
87 Devon St West, New Plymouth
New Zealand

To credit TSB Bank account:	
Account name:	Solo Transtasman Yacht Race Committee
Account number:	15-3942-0860008-00

Please also put our TSB Bank account number into the reference field of the transfer to assist TSB Bank

Entrants should also include his/her name or boat name in a reference field as the identifier if possible.

- 28.2.5 The link below will take you to the TSB's statement about money coming from overseas.
<http://www.tsbbank.co.nz/TransferFromOverseas.aspx>

29. MEDIA RIGHTS

- 29.1 Competitors automatically grant to the Race Committee and any party to which it may delegate this right, without payment the right in perpetuity to make, use and show (including via the internet), any motion pictures, live, taped or filmed television or any other form of media, of or relating to the event.

30. FURTHER INFORMATION

- 30.1 For further information please visit the event website
website: www.solo-tasman.co.nz
or send email to: st18secretary@xtra.co.nz

RULES END