



SHTP 2023 Seminar #1

-Introduction to the SHTP & Boat Preparation

Agenda

- Welcome, purpose, and format of meeting - David Herrigel
- Introductions- Registered Entrants and Moderators
- Major Milestones - benchmarks and things to think about
- Q&A #1 -
- Safety, Boat Prep, SER's - Brian Boschma
- Q&A #2
- Wrap up and Feedback



Racer Intros



2023 SHTP Milestones/Timeline

**Nov
2022**

**Major Boat Prep
Long lead time**

- Emergency Rudder
- Auto Pilot
- Qualifier – when?

**Start thinking
about**

- New Sail(s)?
- Refit items?



**Dec
2022**

**NorCal PHRF
Cert
Lodging and
Travel
arrangements**

- Find a place for friends and family
- How are You getting home?
- How is your boat getting home?



**Jan
2023**

**Major Yard Work /
Haul Out
Survey
Rig Inspection
Fee Payment Due
1/31/2023**



**Feb
2023**

**If you are
shipping your
boat home
Get in touch with
Larry Conklin –**

Get in touch with
Matson or Pasha
about reservations



**March
2023**

**Think About
Finalizing your
list**

**Go Sailing &
Break Stuff**
while you have
time to fix it

2023 SHTP Milestones/Timeline

**April
2023**

Inspections

Make arrangements
with your local SHTP
inspector

Liferaft Reservations
and/or inspections

EPIRB & SatComs
Sorted?



**May
2023**

**Entry Documents
Completed**
May 15 2023

Qualifier
NLT 06/01/2023
Provisioning



**June
2023**

**Trailers consigned
to Matson**

Usually target mid
June sailing

Boat to Bay Area
Final Provisioning
Final inspections
Arrival Documents
for HI

RACE STARTS
06/25



**July
2023**

Race Your Race

Arrive in Hanalei

Bask in the glow

The Trip home

Safety - Above Deck Safety Systems

- Emergency Steering
 - Emergency Rudder
 - Drouge

Gear: Emergency Steering

3.29.1

A boat shall have an emergency tiller, capable of being fitted to the rudder stock.

Gear: Emergency Steering

3.29.2

A boat shall have an alternative method of steering the yacht in any sea condition in the event of rudder failure. The skipper shall have practiced one method of steering the boat with the rudder disabled and be prepared to demonstrate said method of steering both upwind and downwind. The Race Committee may require a demonstration. It is recommended that a cassette plus rudder be employed as they have been found to be the easiest system to install in a seaway. SSS Change

Safety - Above Deck Safety Systems

- Cockpit Drains
 - Two drains through cockpit floor via flexible pipe out the stern.
 - One or two large FG tubes inserted at base of cockpit well draining straight back into the sea, possibly with flapper valve to prevent back wash.
 - Open stern.

Hull and Structure: Cockpit

2.1.4

A boat's cockpit drains shall be capable of draining six inches of water in 5 minutes. One square inch (645mm²) of effective drain per eight square feet (0.743 m²) of cockpit sole will meet this requirement.

Safety - Above Deck Safety Systems

- Lifelines
 - Large gaps can often be fixed with clever addition of HDPE. ex Pulpits
 - Suggestion consider netting in the foredeck area.

2.4.2-4

A boat's deck including the headstay shall be surrounded by a suitably strong enclosure, typically consisting of lifelines and pulpits, meeting the requirements in 2.4.2 to 2.4.8. A boat's stanchion and pulpit bases shall be within the working deck. Stanchions used with HMPE shall have rounded openings to reduce chafe.

Bow pulpits may be open, but the opening between the vertical portion of stanchion pulpit and any part of the boat shall not exceed 14.2" (360mm).

Lifelines may be either uncoated stainless steel wire *or high molecular weight polyethylene (HMPE) line with spliced terminations or terminals specifically intended for the purpose*. A multipart-lashing segment not to exceed 4" per end termination for the purpose of attaching lifelines to pulpits is allowed. Lifelines shall be taut (see appendix for requirements). *When*

*HMPE is used, the load-bearing portion (core) shall meet or exceed minimum diameter requirements. HMPE Lifelines should be carefully inspected at least twice per year. **SSS Change, US Sailing does not allow HMPE. NCORC will transition to Stainless Steel in 2023, If you are changing lifelines be aware that NCORC will require stainless steel lifelines and that SSS will likely adopt this for the 2025 SHTP.***

Hull and Structure: Lifelines

2.4.5

The maximum spacing between lifeline supports (e.g. stanchions and pulpits) shall be 87" (2.2m).

Hull and Structure: Lifelines

2.4.6

Boats under 30 feet (9.14m) shall have at least one lifeline with 18" (457mm) minimum height above deck, and a maximum vertical gap of 18" (457mm). Taller heights will require a second lifeline. The minimum diameter shall be 1/8" (3mm).

2.4.7

Boats 30 feet and over (9.14m) shall have at least two lifelines with 24" (762mm) minimum height above deck, and a maximum vertical gap of 15" (381mm). The minimum diameter will be 5/32" (4mm) for boats to 43' (13.1m) and 3/16" (5mm) for boats over 43' (13.1m).

2.4.8

Toe rails shall be fitted around the foredeck from the base of the mast with a minimum height of 3/4" (18mm).

Safety - Above Deck Safety Systems

- Pumps

2.5.1

A boat shall have a permanently installed manual bilge pump of at least a 10 gallons per minute (GPM) (37.8 liters per minute) capacity and which is operable from on deck with the cabin closed with the discharge not dependent on an open hatch. Unless permanently attached to the pump, the bilge pump handle shall be securely attached to the boat in its vicinity via a lanyard or catch. A bilge pump discharge shall not be connected to a cockpit drain. The bilge pump shall not discharge into a cockpit unless that cockpit opens aft to the sea.

2.5.2

A boat shall have a second *manual or electric* bilge pump of at least 10 GPM capacity, operable from below deck. *Portable pumps must have sufficient hose to discharge water directly from the cabin to the exterior of the yacht.* **SSS Change**

Safety - Above Deck Safety Systems

- Liferaft & liferaft Placement
 - Aircraft one person life rafts are not acceptable.
 - Store on deck if possible - for rapid deployment - avoid chafe.

4.3.1

A boat shall have adequate inflatable life raft(s) designed for saving life at sea with designed capacity for containing the entire crew. The raft shall be certified by the manufacturer or inspection certificate as compliant with • ISO 9650-1, or • SOLAS, or • ISAF (if made before 2016), or • ORC (if made before January 1, 2004)

Each raft shall have an insulated floor and be provided with the equipment pack appropriate to its certification, which shall be ISO pack 1 or 2, SOLAS A or B, ORC, E-Pack, or ISAF.

A liferaft may be stowed in any location where it is secure from loss and damage, not obstructed by other gear, and demonstrably capable of being brought to the lifelines within 15 seconds. If deployment requires lifting out of a locker or from below deck, the raft may not exceed 40kg (88lb). The trigger lanyard must be enclosed but readily accessible for rafts stowed below deck. Each raft shall hold a current certificate of inspection.

The following portion of the life raft's supplies may be stored in the grab bag: first aid kit, seasick pills, up to half the pyrotechnic signals, thermal protective aids, water, food, portable sail numbers.

Raft inspection certificate, flares, water and emergency food expiration dates shall not be earlier than July 16, 2023 for the 2023 SHTP.

SSS Change

A boat shall have a grab bag with a lanyard and clip for each life raft. The grab bag shall have inherent flotation and be of a bright fluorescent color containing at least an EPIRB, and a watertight handheld VHF radio. The VHF radio and EPIRB need not be in addition to the prior requirements.

Safety - Training & Assistance

- Safety at Sea
- Assisting your fellow competitor

A boat's skipper shall be familiar with & practice man-overboard procedures appropriate for the boat's size and speed. The practice should include approaching and stopping near a position on the water, and practicing a method of hoisting a person in the water on deck, or other consistent means of boarding another person

The intent is that the skipper may be the closest available aid to a fellow competitor and skippers should be aware of how to effect rescue **SSS Change**

Singlehanded Skippers shall be aware of techniques and equipment for re-boarding their vessel without external assistance. The inspector may ask for a demonstration or narrative description of the reboarding plan. **SSS Change**

Completion of a US Sailing Of shore Safety at Sea Certification within the past 5 years is mandatory. An acceptable means is to complete the US Sailing, online seminar course equivalent, “[Safety at sea Of shore](#)”, that includes tests of comprehension. 15 units.. **SSS Change**



Kevin Escoffer rescued by Gene La Cam 2021 Vendee Globe

Route du Rhum - this week:

IMOCA-60 Nexans explodes into flames due to Lilon battery failure (Route du Rhum - this week)

Catamaran- CMA île de France – 60000) capsized

Safety - Life Jackets and Harness

- **Lifejackets Harness and jacklines**
 - Clip point accessible from the companionway
 - Jacklines stop short of the transom
 - How will you reboard the boat????
 - PLB's & Handheld Radios - on person

3.21

Each crewmember shall have a life jacket that provides at least 33.7lbs (150N) of buoyancy, intended to be worn over the shoulders (no belt pack), meeting either U.S. Coast Guard or ISO specifications. Life jackets shall be equipped with crotch or leg straps, a whistle, a waterproof light, be fitted with marine-grade retro-reflective material, and be clearly marked with the boat's or wearer's name, and be compatible with the wearer's safety harness. If the life jacket is inflatable, it shall be regularly checked for air retention.. Alternatively, each crewmember shall have a U.S. Coast Guard approved Type I life jacket equipped with crotch or leg straps, a whistle, a waterproof light, retro-reflective material, marked with the boat or owner's name, which is compatible with a safety harness. *If the life jacket includes a safety harness integral to its design, it may be used to satisfy the safety harness component of 3.1.4* **SSS Change**

Each crewmember shall have a safety harness and compatible safety tether not more than 6.5 feet (2m) long with a minimum tensile strength of 4500 lb. (20kN). The tether shall have a snap hook at its far end and a means to quickly disconnect the tether at the chest end. A boat shall carry jacklines with a breaking strength of at least 4500 lb. (20kN) which allow the crew to reach all points on deck, connected to similarly strong attachment points, in place while racing. *Jacklines shall stop short of the transom a distance at least equal to the length of the safety harness tether.* **SSS Change**

3.2.2

A boat shall have adequate clipping points or jacklines that allow the crew to clip on before coming on deck and unclip after going below.

Safety - Nav Lights and Strobes

- **Nav Lights and Being seen**
 - Consider a strobe at mast head, was once a rule.
 - Laser Flare should be considered, don't point at Helo.

3.3.1

A boat racing between sunset and sunrise shall carry navigation lights that meet U. S. Coast Guard requirements mounted so that they will not be obscured by the sails nor be located below deck level. *A masthead mounted tricolor is recommended and will meet this requirement. SSS Change*

Safety - Vessel Integrity

- **Imagine Your boat upside down**
 - Tie EVERYTHING down
 - Keep the ocean out

All equipment required shall function properly, be regularly checked, cleaned and serviced, and be of a type, size and capacity suitable for the intended use and size of the boat and the size of the crew, who will have practiced with the use of equipment. This equipment shall be readily accessible while underway and, when not in use, stored in such a way that deterioration is minimized.

A boat's heavy items such as batteries, stoves, toolboxes, anchors, chain and internal ballast shall be secured.

A boat shall be strongly built, watertight and, particularly with regard to hulls, decks and cabin trunks, capable of withstanding solid water and knockdowns.

A boat shall be properly rigged and ballasted, be fully seaworthy and shall meet the standards set forth herein. A boat's shrouds and at least one forestay shall remain attached at all times.

A boat's hull, including, deck, coach roof, windows, hatches and all other parts, shall form an integral watertight unit and any openings in it shall be capable of being immediately secured to maintain this integrity.

A boat's companionway(s) shall be capable of being blocked off to main deck level. The method of blocking should be solid watertight and rigidly secured, if not permanent. A boat's hatch boards, whether or not in position in the hatchway, shall be secured to the boat (e.g. by a lanyard) for the duration of the race to prevent their being lost overboard. *All Companionway boards (washboards/dropboards) shall be capable of being secured in position with the hatch open or shut. Hatches shall be able to be secured in position by the crew whether inside the yacht or on deck.* **SSS Change**

Safety - Below Deck

- **Radios & Comms**

- VHF
- Class B receiver (AIS)
- Cellphone
- Satellite Tracker

3.8.1-2

A boat shall have a permanently installed 25-watt VHF radio connected to a masthead antenna by a co-axial feeder cable with no more than a 40% power loss. All radios shall have DSC capability, have an antenna of at least 15" (381mm) in length, be connected to or have an internal GPS, and have the assigned MMSI number (unique to the boat) programmed into the VHF.

A boat shall have a watertight handheld VHF radio or a handheld VHF radio with waterproof cover. This radio shall have DSC/GPS capability with an assigned MMSI programmed into it.

3.8.3

A boat shall have an emergency VHF antenna with sufficient coax to reach the deck, and have a minimum antenna length of 10" (381mm).

3.9

A boat shall have an AIS Receiver, sharing a masthead VHF antenna via a low loss AIS Splitter. An acceptable alternative is a dedicated AIS antenna mounted with its base at least 6' above the waterline, and fed with coax that has a maximum power loss of 40%. *AIS receiver shall have a data display that indicates, at minimum, range and bearing to an approaching target. Though not required, an AIS class B transponder capable of transmitting the yacht's position, course & speed to other AIS equipped vessels is recommended. Note that transponders will be required for subsequent editions (2025 forward)* **SSS Change**

A boat shall carry a cellular phone in a waterproof container. Batteries should be sufficiently charged, or have the means aboard to be recharged, to operate on arrival in Hawaiian waters. The intent is to ensure the yacht has an alternate means of communication with the race committee when approaching the finish if VHF communications are impaired. **SSS Change**

A boat shall carry a satellite tracker device as specified in the Communications Plan and transmit position, course, speed to the RC a minimum of twice daily. It is recommended that tracker devices be set to transmit automatically once per hour throughout the race. **SSS Change**

Safety - Below Deck

- **EPIRB & PLB**
 - EPIRB
 - PLB optional

A boat shall carry a 406MHz EPIRB that is properly registered to the boat. This device ***shall have*** an internal GPS (***for self-location***) *The MMSI number for this device shall be supplied to the Race Committee. A Personal locator beacon [PLB] may also be carried, and is recommended, but does not satisfy this requirement* ***SSS Change***

Safety - Below Deck

- **GPS Recievers & Weather info**

- VHF
- Class B reciever
- PLB optional
- Computers/Tablets often fail at sea. Consider spares in a sealed container

A boat shall carry *two* GPS receivers, *one of which must be operable independently of the yacht's primary electrical system. SSS Change*

Safety - Power

- **Battery Capacity and Power budget**
 - Don't be Ronnie Simpson
 - How will you re-charge if no sun?
 - Work this through completely and test it

3.3.2

A boat shall have one or more batteries with a total capacity of at least *120* amp-hours, and a means of charging the battery(s) at sea at a rate that will allow the running lights to be used during the period of darkness each day. *Multiple batteries in separate banks are recommended. SSS Change*

3.3.3

An energy Budget that details all the storage, sources and uses of electricity while underway. Energy Budget shall be submitted at the time of inspection SSS Change

Safety - Anchor and Rode

- **Special for the SHTP**
 - Anchoring in Hanalei
 -

A boat shall carry one anchor, meeting the anchor manufacturer's recommendations based on the yacht's size, *with suitably sized rope or chain rode which is at least 150 feet long with an additional length of galvanized anchor chain equal to at least one-half of the boats overall length. Anchor, chain and rode shall remain attached and stored in a deployable state from final inspection through arrival in Hanalei.* **SSS Change**



Q&A

