

Pacific
Singlehanded
Sailing
Association



Challenging races for single & doublehanders

SHAKA CHALLENGE 2020

NOTICE OF RACE

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The Notice of Race, Race Rules, Registration and Equipment Requirements can be amended any time until the skippers meeting, 6-20-20. Updates will be posted as necessary and entrants shall be notified of changes. Entrants are required to conform to the latest edition forms released prior to the skippers meeting.

1. ORGANIZING AUTHORITY:

The Pacific Singlehanded Sailing Association located in Marina Del Rey, California, is organizing the 2020 Shaka Challenge Race from Marina Del Rey to Hanalei Bay, Kauai, Hawaii.

2. COURSE:

The race will start at J or H mark in Marina Del Rey in accordance with sailing instructions at noon on Saturday, June 27 2020. The finish line will be in the vicinity of the entrance to Hanalei Bay, Kauai.

The course distance for the race is 2,268 NM

The maximum duration of the race will be 21 days (12PM, 7-18-20)

3. ELIGIBILITY:

3.1 Boats

Open to all sailboats monohull or multihull from 20 to 60 feet LOA.

SoCal PHRF OWC ratings will be used. Ratings for multihulls will be provided by ORCA association but will be scored separately from monohulls.

Entrant boats shall comply with Shaka Challenge 2020 Equipment Requirements. All boats shall be inspected prior to departure, with all race equipment aboard per requirements. Inspectors and a finalized inspection checklist will be listed for the race no later than 2-01-20.

3.2 Crew

The race is open to singlehanded or doublehanded crews.

Minimum age of 18 years old for the skipper and crew at the starting date of the race is required.

3.3 Qualifier

A qualifying sail consists of 400 NM under sail, without stops, either singlehanded or doublehanded, depending on class entered. The skipper and crew for the Shaka Challenge must be the skipper and crew to complete the qualifier, on the entered boat.

Start and finish can be the same location, as long as one turning point is at least 100 NM offshore.

The 400 NM qualifying course must be executed prior to 5-08-20.

Entrants must provide proof of their qualifier using the qualifier log published as part of the sailing instructions, and / or via a timed and dated GPS track, or using shared tracker page from a Delorme / Garmin Inreach SE or Explorer, or Iridium GO tracker.

Racers who do not complete the 400 NM Meridian 400 race must notify the PRO prior to commencing a qualifying sail.

4. RACING RULES AND EXCEPTIONS:

The race will be managed and sailed under the World Sailing - Racing Rules of Sailing 2017-2020 (RRS) and PSSA standard race conditions as modified in the sailing instructions.

4.1 Exceptions to the RRS:

For the purpose of determining right of way between two contestants, part 2 of the World Sailing Racing Rules shall govern, except that between sunset and sunrise, the following rules shall apply: "When two yachts are on the same tack and within three overall lengths (of the larger yacht) of each other, the yacht being overtaken shall maintain her proper course. The overtaking yacht shall keep clear, and neither yacht shall bear away toward, nor luff the other."

One or more spinnaker poles or whisker poles may be used to pole out headsails. Two headsails may be used simultaneously on the headstay. This modifies RRS 50.2.

Outrigging blocks for sheets may be used to project additional headsail area. This modifies RRS 50.3.

Transferrable ballast is permitted, in the form of moving sails or other normal sailing gear, or water ballast with a density no greater than seawater. No transferable ballast or gear may be carried above the level of the working deck with the yacht in normal laden trim. This modifies RRS 51.

Mechanical or electrical self-steering devices may be used. This modifies RRS 52.

4.2 Outside Assistance:

Outside assistance after 5 minutes before the start of the race is prohibited.

Paid subscriber services such as weather routing, forecasting, etc, are for the purpose of this race, considered outside assistance. Publicly available information obtained by telephone, radio, internet or satellite phone is permissible for this race. No physical contact except 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.

4.3 Anchoring and Motoring:

During the race a yacht may put in anywhere and anchor or moor for any purpose. She may motor for a distance not exceeding 2 NM into, and a distance not exceeding 2 NM

out of any harbor or anchorage, provided the result of that motoring does not advance the yacht in the direction of the finish line.

Log entries noting times and positions at start and completion of motoring are required. This modifies RRS 41.

4.4 Advertising:

Advertising is restricted. PSSA races are under ISAF regulation 20, Advertising code.

4.5 Starting:

Starting will be defined in the sailing instructions.

4.7 Logbook:

A written logbook shall be maintained; charts or GPS memory shall not be erased for a period of one month after the race.

4.8 Communication / Check-in:

Each yacht is expected to follow the communications plan detailed in the sailing instructions. Failure to do so will result in a penalty of 10 minutes added to the boat's corrected finish time for each missed roll call. The Principal Race Officer may waive this penalty under exceptional circumstances.

4.9 Rendering Assistance:

Yachts are not only encouraged, but are required to respond to any distress call by the racing rules, common sense, maritime rules, and good seamanship. At the discretion of the race committee, an elapsed time credit will be given to any yacht rendering assistance or standing by a vessel in distress. To receive this credit, the skipper rendering assistance must submit to the race committee, immediately upon arrival, a detailed report in writing of time spent and extra distance travelled.

Yachts are considered fully independent and capable of carrying out their own emergency repairs and minor medical care. Skippers should not expect that a rescue operation be launched unless the yacht, skipper, or crew are severely compromised.

4.10 Finish Time:

PSSA races follow the Corinthian spirit of honorable racing and each yacht shall record its own finish time in the yacht log, as well as the relative position of nearby yachts if known. The timepiece shall be checked by GPS. Skippers shall supply their finish time to the PRO according to sailing instructions. Failure to do so may result in disqualification. The finish time report should be delivered in writing, by email or text message. A GPS finishing position will be provided in the sailing instructions.

4.11 Abandonment:

A yacht abandoning the race shall, at earliest time possible, report abandonment by radio to the race fleet, and to the PRO by satellite phone call or text. Abandonment reports later than 24 hours after the yacht's expected finish may result in disqualification from future PSSA races.

4.12 Race Rules Modifications:

The Shaka Challenge Committee and PRO reserves the right to amend this NOR, the Race Rules and Conditions, the Equipment Requirements, and the Sailing Instructions at any time up to the skipper's meeting 6-20-20, with amendments being distributed to all entrants.

5. DIVISIONS, RATINGS AND TROPHIES:

5.1 Divisions

Race divisions will be formally confirmed at the close of the registration period, based on the number of entries in each category. Anticipated categories are expected to be based on boat type (Monohull / Multihull), rating range, and crew (SH, DH)

5.2 Ratings

Southern CA PHRF OWC ratings for monohull, and ORCA ratings for multihull will be the basis for handicap ratings. A valid 2020 PHRF certificate is required.

5.3 Trophy Ceremony

A combined trophy ceremony with the SHTP will take place at race completion on Kauai. An additional ceremony/ party will be held in the fall of 2020 in Marina Del Rey for friends and family

6. ORGANIZING AUTHORITY RESPONSIBILITIES:

6.1 Abandonment

If the safety of the competitors requires it, the organizers reserve the right to abandon the race. The organizers reserve the right to withhold all or part of the race registration fees, situation dependent, with no guarantee of a full refund. Reasons for abandonment may include but are not limited to: Exceptional weather conditions, armed conflict, criminal attempt, requisition, fire, flooding, strikes or maritime installation blockades from a foreign entity, or any act of God or circumstance beyond the organizers control.

6.2 Responsibility of the Organization Authority

Sailing is a potentially hazardous, potentially life threatening sport. Any participant in the Shaka Challenge 2020 Race, as a sailor or any supporting or voluntary role, must accept the inherent risks associated with participation in the race, with a full understanding of any loss that may result.

The responsibility of the Organizing Authority and all partners or volunteers is limited to ensuring compliance with the rules of the sport. Any other responsibilities borne by the organizing authority shall be contractual and explicit.

In particular, all checks and balances undertaken by the race organizers, either at their own initiative or at the request of national or international sailing organization authorities, would be solely with the aim of ensuring that the rules, race regulations, and their codicils have been respected.

Monitoring or race tracking, particularly as put forward in the race rules by the organizing authority, must be considered by competitors as voluntary and unpredictable, and should not be depended upon for safety or security.

Any request made of the organizing authority, or any volunteer of the organizing authority, shall only entail legal obligation should the organizing authority explicitly accept responsibility and affirm the request. This pertains to all requests generally, but specifically to requests for assistance at sea.

6.3 Acceptance of the rules

This is a sporting event, and any disputes shall be judged according to the RRS. Making a complaint implies that the complainant and all beneficiaries renounce any jurisdiction other than sporting. No claims for damages or material advantage will be legitimate (RRS Fundamental Rule 3). Consequently, the organizing authority shall accept no responsibility for any implied breach of contract, written or otherwise, nor for negligence; and shall not be held responsible for any loss or injury incurred, regardless of circumstance, or for any dereliction of duty or misrepresentation.

6.4 Person in Charge

Regardless of legal connection or affiliation between a boat's owner, agent, or skipper, only the skipper officially named on the entry form may communicate directly with the race organizing authority.

6.5 Decision to Race

Each skipper / crew agrees to take part in the Shaka Challenge 2020 Race at his or her own risk, and acknowledges that the decision to race is taken with his or her sole responsibility. Each competitor shall remain the sole judge of their personal competence to race, physical, mental and medical fitness, of the condition of the boat, its equipment, and its rigging, and of prevailing and forecast weather conditions.

Any advice or information offered by the race organizers shall be strictly advisory and non-binding; it is the responsibility of each competitor to verify weather conditions and forecasts, boat condition and suitability to sail, and condition and type of equipment carried.

Neither the organizing authority, nor any volunteers or associates, accept any responsibility for suggestions or advice offered.

6.6 Skipper's responsibility

All skippers are wholly and personally responsible for any damage to persons or property, both to themselves and their boats, and to any third party or property belonging to a third party. It remains a skippers responsibility to maintain all necessary insurance to cover injuries, losses, damage, or other claims. Furthermore, all skippers shall provide proof of insurance or coverage as necessary to third parties that have need within the framework of the race or associated events.

Failure to meet these conditions will result in exclusion from the race and race fees may be forfeited to the race organizing authority. The absence of third party insurance cannot be considered the responsibility of the organizing authority, PSSA, or any partner or associate.

6.7 As an essential condition to entry in the race, each participant must submit to the organizing authority a standard waiver, duly signed, absolving the organizing authority representatives, agents and insurers, volunteers, and PSSA from any responsibilities as described.

6.8 The Organizing Authority cannot be held responsible for any loss, real or alleged, in any circumstance, sustained by anyone concerned: competitor, agent, patron, or other interested party, and this absence of responsibility shall not be limited to any loss in profit, opportunity, business, publicity, reputation, any opportunity to enhance a reputation, or any financial loss whatsoever.

6.9 The Organizing Authority cannot be held responsible in any way by competitors or crew, or any third party, for any loss, damage or expense, real or supposed, resulting from any circumstance out of their control, including but not limited to: Any natural disaster, war, military action, accident, material failure, riot, severe or abnormally severe weather conditions, seismic or volcanic activity, tsunamis, fire, flood, hurricane or tropical rotating storms, drought, explosion, lightning, lockout or civil unrest, theft or criminal enterprise, as well as any omission or refusal of permission on the part of government, national or international sailing bodies, suppliers of equipment or telecommunications, or any delay in the provision, manufacture, production or delivery by any third party of information, goods, or services.

The Organizing Authority shall face no responsibility for rescue operations, either at sea or on land. Competitors are equally reminded of their obligation to give assistance to vessels in distress (RSS Fundamental Rule 1.1) within the limits of what is possible; rescue and assistance at sea being governed by international convention.

6.10 Retiring from the Race

In the event of a yacht's retirement from the race, the Organizing Authority and PSSA are free of any responsibility pertaining to assistance, rescue, or returning the yacht home, once the yacht has been confirmed by the race director (PRO) to have reached a safe harbor.

7. ENTRY, FEES, SCHEDULE AND DEADLINES:

7.1 Entry

Pre-registration and entry will be online at www.jibeset.net

To be complete, an entry must include timely completion of the following items:

- A) Completed entry form
- B) Payments made on or prior to deadline date
- C) Mandatory attendance of the skippers meeting 6-20-20 (proposed)

All race related documents will be made available at www.jibeset.net or through links on the PSSA website racing page.

Race committee reserves the right to reject entry or deny permission to race at any time.

7.2 Fees, Schedules and Deadlines

DATE	EVENT
10-06-19	Notice of Race
1-01-20	Registration Opening
2-01-20	Boat Inspection Opening
3-05-20	Shaka Meeting Topic at SCCYC Meridian 400 Qualifier skippers meeting
5-08-20	Entry forms and fees must be paid (non-refundable)
5-08-20	Qualifier must be completed
6-07-20	Boat inspection must be completed
6-07-20	Registration closes
6-20-20	Skipper's meeting (suggested)
6-27-20	12 PM start of race
7-18-20	Cut off for finish (21 days)
7-18-20	Kauai Trophy Ceremony (suggested)
9-19-20	Marina Del Rey Ceremony (suggested)