

SINGLEHANDED SAILING SOCIETY
SIXTEENTH BIENNIAL SINGLEHANDED TRANSPACIFIC YACHT RACE
Saturday July 12, 2008
Racing Rules and Conditions



1 AUTHORITY

- 1.1 These Racing Rules and Conditions (RRC) dated July 11, 2007 are published by the Singlehanded Sailing Society (SSS) which reserves the right to amend or add to these rules at any time up to the start of the Race, such amendments being immediately promulgated to all entrants who have been provisionally accepted for the Race.

2 ENTRIES

- 2.1 An entry shall consist of a sailing yacht plus a named skipper.

- 2.2 The entry fee schedule is as follows:

- [a] For fees paid in full and received by the Race Committee before February 1, 2008, the entry fee shall be \$700 for members of the Singlehanded Sailing Society, and \$800 for non-members. An additional fee of \$800 will be assessed for sponsored entrants.
- [b] For fees paid in full and received by the Race committee after February 1, 2008, but before May 3, 2008, the entry fee shall be \$800 for members of the Singlehanded Sailing Society, and \$900 for non-members. An additional fee of \$900 will be assessed for sponsored entrants.
- [c] All fees must be paid in full by May 3, 2008. Any applicant to race that does not pay in full by May 3 will be subject to monetary or time penalties levied at the discretion of the Race Committee.

- 2.3 The entry fee refund schedule is as follows:

- [a] Any entry fees paid are fully refundable should the skipper withdraw his/her entry by notifying the Race Committee in writing no later than May 3, 2008.
- [b] Written requests for refunds received after May 3, 2008 will be honored, less \$200 which will be retained by the Singlehanded Sailing Society.
- [c] Requests for refunds received after June 21, 2008 will not be honored.

- 2.4 Entries shall be made on the appropriate application forms and received by the Race Committee no later than Saturday May 3, 2008. Applications must be received in hard copy, electronic applications via email or fax are not allowed, except as noted. The following items are required at the time application is submitted:

- [a] A completed entry form.
- [b] A signed waiver form.
- [c] A completed sailing experience form.
- [d] A photograph of the Skipper, digital format preferred.
- [e] One or more photographs of the yacht under sail, digital format preferred.
- [f] A copy of the most recent marine survey of the yacht.
- [g] Drawing and, if available, a photograph showing the yacht's emergency steering system as it would be mounted in the event of rudder failure.

- 2.5 The following items are due no later than Saturday May 24, 2008.

- [a] A copy of the entered yacht's 2008 San Francisco Bay Northern California Performance Handicap Rating [PHRF] for monohulls, or the 2008 Multihull Performance rating [MPHRF] for Multihulls.
- [b] A completed energy management plan form.

- 2.6 The following item is required no later than Saturday, June 14, 2008:

- [a] Details of the qualifying cruise as specified in RRC Rule 9.

- 2.7 The following item is required no later than Saturday, June 28, 2008:
- [a] EPIRB serial number and emergency contact information.
- 2.8 Where more than one yachts bears the same name they must be identified by the addition of a name or a number.
- 2.9 The Race Committee reserves the right to reject a name or logo, which they believe, is distasteful, offensive or confusing in layout.
- 2.10 An applicant whose entry is accepted by the Race Committee will be deemed a Provisional Entry and will be so advised in writing by the Race Committee as soon as possible after receipt of the entry.
- 2.11 An applicant whose entry is not accepted by the Race Committee will be informed in writing of the reason for non-acceptance as soon as possible after receipt of the entry.
- 2.12 The total number of provisional entries in the Race will be limited to 50. A waiting list will be maintained in the event that an entry position becomes available.

The mailing address for the Race Committee is:
TransPac 2008
c/o Singlehanded Sailing Society
PO Box 457
Alameda, CA 94501
USA

3 RACING RULES EXCEPTIONS

The Race will be governed by the 2005-2008 International Sailing Federation [ISAF] Racing Rules of Sailing [RRS] as adopted by the United States Sailing Association [USSA]. The following exceptions are allowed:

- 3.1 One or more spinnaker pole(s) or whisker pole(s) may be used to pole out headsail[s]. The length of the whisker poles may not exceed the LP of the largest rated headsail, and may not be used for setting the spinnaker. [This modifies RRS 50.2]
- 3.2 Transferable water ballast is allowed. [This modifies RRS 51]. Such transferable water ballast shall have a density no greater than that of seawater. No form of solid or granular transferable internal ballast may be used. No ballast may be carried above the level of the working deck with the yacht in normal laden trim.
- [a] All tanks for transferable ballast shall be inside the hull[s] and below decks.
 - [b] Competitors must demonstrate an efficient and safe manual method of discharging, transferring, or taking on liquid ballast with the yacht up to 50 degrees angle of heel to port or starboard of the normal laden trim.
 - [c] Competitors must demonstrate that with all such ballast transferred to one side to its maximum possible extent the static angle of heel of the yacht shall not exceed 10 degrees to port or starboard of the normal laden trim.
 - [d] If yachts are fitted with fresh water or fuel tanks to port or starboard, such tanks will be considered part of the transferable ballast system and must be completely full and empty on the appropriate sides during the inclining test.
 - [e] Owners intending to use other forms of transferable ballast not covered by these rules should clear the project for eligibility with the Race Committee first.
- 3.3 Mechanical or electric self-steering devices may be employed. [This modifies RRS 52].
- 3.4 Yachts racing must stay clear of commercial or other vessels limited in their ability to maneuver in restricted waters.

4 MINIMUM EQUIPMENT REQUIREMENTS

- 4.1 All required equipment shall:
- [a] Function properly
 - [b] Be readily accessible
 - [c] Be of a type, size and capacity suitable and adequate for the intended use and size of the yacht.
- 4.2 Cockpits shall be structurally strong, self-draining quickly by gravity at all angles of heel and permanently incorporated as an integral part of the hull. They must be essentially watertight, that is, all openings to the hull must be capable of being strongly and rigidly secured.
- 4.3 Storm coverings for all windows more than two square feet in area, unless the windows are constructed of material at least as strong as the surrounding superstructure.
- 4.4 Seacocks or valves shall be attached to all through-hull openings below LWL excepting integral scuppers, shaft logs, speed indicators, depth finders and the like. Softwood plugs, tapered and of the appropriate size shall be tied to, or tied adjacent to the appropriate fitting with light string, for every throughhull opening.
- 4.5 Multi-stranded stainless steel wire lifelines shall be fitted continuously around the working deck.
- [a] Yachts less than 28' LOA shall have a minimum lifeline height of 18 inches. The lifeline may be a single wire.
 - [b] Yachts greater than 28' LOA shall have a minimum lifeline height of 24 inches, with an intermediate lifeline.
 - [c] Heights specified are for the wire as it is supported by the stanchion, not the overall stanchion height.
 - [d] Lifelines shall enclose all permanent stays, and shall be supported by pulpits and stanchions at intervals of not more than 7 feet.
 - [e] All anchorage points, stanchion bases, stanchions and pulpits shall be securely mounted.
- 4.6 Jackstays shall be fitted on deck, port and starboard of the yacht's center line to provide secure attachments for a safety harness. Jackstays shall be attached to through-bolted or welded deck plates, or other suitable and strong anchorages. The jackstays shall be fitted in such a way that the skipper can, when clipped on, move readily between the working areas on deck and the cockpit[s] without unclipping the harness. The skipper shall be able to clip on before coming on deck. Jackstays shall stop short of the transom a distance equal to the length of the safety harness tether. Jackstays shall have a minimum breaking strength of 4500 pounds.
- 4.7 Safety harness with a minimum 3300 pound breaking strength. Safety harness tether with a minimum breaking strength of 4500 pounds. The safety harness tether shall have a quick release snap shackle at the harness end.
- 4.8 US Coast Guard approved Personal Flotation Device [PFD] bearing the yacht's name, and a whistle and strobe light attached.
- 4.9 Galley facilities suitable for use at sea.
- 4.10 Food for 30 days.
- 4.11 Water containers, securely installed, capable of holding a total of at least 21 gallons of fresh water, in two or more separate containers, no more than half of which may be carried in any one container. Water containers must be filled at the Final Inspection. (See RRC Rule 10.5.)
- 4.12 Storage facilities to contain all rubbish on board up to the arrival ashore. Recyclable rubbish shall be contained separately from non-recyclable rubbish. (See RRC Rule 10.6.)
- 4.13 Fire extinguishers of the type and number required by the United States Coast Guard.

- 4.14 One manually operated bilge pump securely fitted to the yacht's structure, operable from above decks with hatches and companionway closed. The bilge pump shall be capable of pumping at least 10 gallons per minute. A second bilge pump, which may be manual or electric.
- 4.15 Suitable anchor, chain and cable, as determined by the anchor manufacturer's recommendation for the size and type of yacht.
- 4.16 Two waterproof flashlights, with spare batteries and bulbs.
- 4.17 Suitable first aid kit and manual.
- 4.18 Manually operated horn.
- 4.19 Radar reflector properly mounted at least 13 feet above the water. If a radar reflector is octahedral it must have a minimum diagonal measurement of 12 inches. If the reflector is not octahedral it must have a documented radar cross section [RCS] of not less than 10 meter squared.
- 4.20 Running lights as required by the COLREGS. Navigation lights shall be mounted so that sails or the heeling of the yacht will not mask them. Navigation lights shall not be mounted below deck level.
- 4.21 A minimum of 2 batteries with a combined capacity of at least 120 amp hours.
- 4.22 A means of charging the batteries at sea at a rate that will allow the running lights to be used during the period of darkness each day.
- 4.23 Very High Frequency [VHF] radio transceiver with a minimum output of 25 watts, capable of operating on Channels 6, 16 and 69. One antenna shall be permanently mounted at the masthead. A second emergency antenna shall be provided to allow the VHF radio to be operated in the event of a dismasting.
- 4.24 A masthead strobe light, with type Xenon bulb.
- 4.25 A powerful spotlight capable of illuminating the sails at night in case of complete electrical failure.
- 4.26 A properly installed and adjusted mechanical marine compass, with a deviation card. A spare mechanical marine compass.
- 4.27 Plotting instruments and current charts, or charts corrected to the latest Notice to Mariners, which must include chart numbers 530, 18022, 19004 and 19381.
- 4.28 Depth sounder or lead line.
- 4.29 Knot meter or log.
- 4.30 Two Global Positioning System [GPS] receivers, at least one of which must be operable independently of the yacht's main electrical system.
- 4.31 Tools and spare parts, including adequate means to disconnect or sever the standing rigging from the hull.
- 4.32 An emergency tiller capable of being fitted to the rudderstock.
- 4.33 An alternative method of steering the yacht in any sea condition in the event of rudder failure. The Race Committee may require that this method be demonstrated.
- 4.34 Sail repair kit.
- 4.35 Emergency Position Indicating Radio Beacon [EPIRB] broadcasting on 406.0 MHz, with a battery whose expiration date is no earlier than August 3 2008.
- 4.36 Life raft designed specifically for saving life at sea that will remain afloat and support the skipper even when filled with water. The life raft shall include a canopy or cover which shall automatically be set in place when the liferaft is inflated. The cover shall be capable of protecting the occupant against injury from exposure. The cover of the liferaft shall be a highly visible color.

Life raft stowage shall be one of the following:

- [a] On the working deck

- [b] In a compartment opening immediately to the working deck containing the liferaft only provided that:
 - [i] The compartment is watertight or self-draining.
 - [ii] The cover of the compartment is capable of being easily opened under water pressure.
- [c] Packed in a valise not exceeding 88 pounds in weight, securely stowed below deck adjacent to the companionway.

The life raft shall be capable of being brought to the lifelines within 15 seconds.

The life raft shall have a valid annual certificate from the manufacturer or an approved servicing agent certifying that it has been inspected, that it complies with the above requirements and stating the official capacity of the raft. The certificate shall be carried on the yacht. When a manufacturer so specifies, a raft may be externally inspected [i.e., not unpacked] and certificated annually by a manufacturer's agent. The certificate shall be dated no earlier than August 3, 2007.

The life raft shall contain the following minimum equipment:

- [d] Sea anchor
- [e] Repair kit with inflation pump
- [c] A kit attached securely to the raft, but not necessarily packed inside it, containing the following:
 - [i] Four SOLAS red parachute flares with expiration date no earlier than August 3, 2008.
 - [ii] Four SOLAS handheld red flares with expiration date no earlier than August 3, 2008.
 - [iii] Two SOLAS orange smoke flares with expiration date no earlier than August 3, 2008.
 - [iv] Bailer
 - [v] Knife
 - [vi] Flashlight
 - [vii] Water and emergency food for 4 days

4.37 All companionway hatchboards [washboards] shall be capable of being secured in position with the hatch open or shut, and shall be secured to the yacht by a lanyard. The hatch shall be able to be secured in position by the skipper whether inside the yacht, or on deck.

4.38 Shut off valves shall be fitted on all fuel tanks.

4.39 A bucket of stout construction with at least 2.0 US gallons capacity. The bucket shall have a lanyard.

4.40 No mast shall have less than two halyards, each capable of hoisting a sail.

4.41 Fixed berth suitable for use at sea, permitting a prone sleeping position.

4.42 Storm sails

[a] Mainsails and Trysails

- [i] A storm trysail capable of being sheeted independently of the boom and of area not greater than 17.5% mainsail luff length x mainsail foot length. It shall have neither headboard nor battens. A method of attaching the trysail to the mast shall be provided. The yacht's sail number and letter(s) shall be placed on both sides of a trysail in as large a size as is practicable,

- or -

- [ii] Mainsail reefing to reduce the luff length by at least 40%, but which does not obscure the appearance of the yacht's sail numbers.

[b] Headsails

- [i] If the rig such that a headsail is commonly used, then a storm sail shall be provided which attaches to a stay by a strong and secure method, and is of an area not greater than 5% of the height of the foretriangle, squared, and has a luff of maximum length of 65% of the height of the foretriangle,

- or -

- [ii] A heavy weather jib of 85% LP or less, of non-aramid fiber construction, that does not contain battens.

4.43 These rules exceptions and minimum equipment requirements may be superseded by One Design Class rules at the discretion of the Race Committee.

5 ADDITIONAL MULTIHULL REQUIREMENTS

5.1 Multihull yachts shall meet the requirements of RRC Rule 3 and 4 as well as the following:

- [a] A combined length and beam of at least 40 feet, with a minimum beam of one half the length.
- [b] A watertight bulkhead within 15% of the yacht's overall length from the bow of each hull and abaft the forward limit of the waterline.
- [c] A safety harness anchorage point that is accessible in the event the yacht is capsized.
- [d] An access hatch to the living quarters in the event the yacht is capsized.
- [e] Sheets shall lead to quick release cleats or self-tailing winches.
- [f] No permanent backstay shall interfere with the boom's ability to jibe.
- [g] Adequate safety netting shall be installed over open spaces between the cross beams.
- [h] A survival suit or full body wet suit.
- [i] A single point of attachment for the harness and tether will be considered by the Race Committee as an alternative to lifelines and jackstays. The skipper must receive written permission from the Race Committee to utilize this alternative.

6 OFFSHORE POSITION REPORTING

6.1 Yachts shall have the ability to report their position twice per day. Positions shall be reported via Single Side Band (SSB) radio voice communication to a designated race communications boat, or email position reports received by the Race Committee.

6.2 Yachts equipped with an SSB transceiver capable of operating on 4, 6, and 8 MHz, or the ability to send email directly to the Race Committee, meet the requirement for Offshore Position Reporting. Skippers anticipating an alternative reporting method shall have the method approved by the Race Committee.

6.3 Position reports shall include the following information, taken at a specific point in time:

yacht name
time of position
latitude
longitude
course over ground
speed over ground

7 ENGINES AND POWER

- 7.1 Shafts or gear levers shall be sealed to the satisfaction of the Race Committee prior to the start of the Race. Propeller or gear lever seals shall be inspected upon arrival at the finish line. If the seal is broken, the Race Committee shall presume that the yacht has violated RRS 42.1 and has withdrawn from the Race. A competitor may seek redress from the Race Committee in the event the seal is broken under RRS 62.

Note: an engine is not required for the race.

8 RECOGNITION

- 8.1 Distinguishing number[s] must be prominently displayed on each side of the yacht's hull during the race. Numbers shall have a height of 12 inches or 1/40th the yacht's LOA, whichever is greater.
- 8.2 The distinguishing number is at the discretion of the skipper. In the event of duplicate choices, the Race Committee will resolve the duplication and assign the number.
- 8.3 Numbers on the hull must be either painted on or applied using an approved semi-permanent system that will not be removed by the action of the sea.
- 8.4 Weather cloths or number boards will be allowed if they are attached in a manner such that they will not be removed by the action of the sea.

9 QUALIFYING CRUISE

- 9.1 The entrant shall have completed a qualifying cruise in the entered yacht. The qualifying cruise shall not be less than 400 miles, made entirely under sail, non-stop and singlehanded. The cruise may be between two ports or start and finish at the same port provided that one turning point is at least 100 miles offshore. As evidence of the qualifying cruise, the entrant must submit a log of the cruise on the form provided by the Race Committee.
- 9.2 At least one half of the qualifying cruise for a multihull yacht shall be downwind.

10 INSPECTIONS

- 10.1 A yacht shall be inspected prior to the start of the Race for compliance with the minimum equipment requirements of RRC Rule 4 and RRC Rule 5 and any amendments, and that no part of the yacht's design, construction or equipment negatively impacts the seaworthiness of the yacht to participate in the Race.
- 10.2 It is the responsibility of the yacht's skipper to contact Race Committee and make arrangements for the yacht's inspection. The Race Committee shall appoint an inspector for each yacht. Skippers are encouraged to arrange for yacht inspection at their earliest convenience. The yacht inspection shall be scheduled no later than May 24, 2008
- 10.3 Initial inspections shall be completed on yachts whose homeport is local to the San Francisco Bay Area by June 14, 2008.
- 10.4 The Race Committee reserves the right to require a more recent marine survey than that specified in RRC Rule 2.4. The Race Committee will advise entries in writing of such requirement within 30 days of entry receipt, but in any event no later than June 21, 2008. Where applicable, a letter from the surveyor stating that all deficiencies noted in the marine survey have been corrected shall be submitted with the marine survey. Such marine survey and letter must be received by the Race Committee no later than Sunday, July 6, 2008 or the yacht shall be subject to penalty as specified in RRC Rule 18.
- 10.5 A final inspection will be performed on all yachts on Friday July 11, 2008 at the assembly point specified in RRC Rule 13. At this time yachts will be inspected for, at a minimum, the following: EPIRB, life raft, anchor, water and food. Nothing in these rules precludes the inspector from performing a more complete inspection of the yacht.
- 10.6 The Race Committee reserves the right to re-inspect any yacht after the finish. A yacht found not complying with the Racing Rules and Conditions may be disqualified, otherwise penalized, and/or excluded from future Singlehanded Transpac participation.

11 OUTSIDE ASSISTANCE

- 11.1 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, except for the passing of medical supplies.
- 11.2 During the Race, no yacht may receive private or publicly available internet-distributed information regarding weather, currents, course routing, or other tactical advice with the following specific exceptions:
- [a] Receipt of publicly available radio weather broadcasts
 - [b] Diagrams commonly referred to as "weatherfax" generated by the National Oceanographic and Atmospheric Administration of the United States of America or corresponding agencies of other countries.
 - [c] Communication on open radio channels [without encryption] with other competitors, which may consist of information such as current position, weather and sea conditions.
 - [d] Solicitation and receipt of information solely about the repair of any equipment on board, but may not include routing advice.
 - [e] Weather data commonly referred to as "grib" files derived from weather models operated by National Oceanographic and Atmospheric Administration of the United States of America.
- 11.3 During the Race, a yacht may put in anywhere and anchor or moor for any purpose. She may be towed for a distance not exceeding two miles into, and for a distance not exceeding two miles out of any harbor or anchorage, provided that the result of such towing does not advance the yacht in the direction of the finish line [this modifies RRS 41].

12 MEETINGS

- 12.1 Skipper's meetings will be announced and immediately promulgated to all provisional entrants.

13 ASSEMBLY

- 13.1 All yachts shall assemble at Corinthian Yacht Club in San Francisco Bay no later than 1800 hours Pacific Daylight Time Thursday July 10, 2008. Precise assembly information will be promulgated to all provisional entries as soon as possible.

14 START, COURSE & FINISH

- 14.1 Start, course and finish as defined in NOR 3.
- 14.2 The exact finish line location will be announced in the Sailing Instructions, which will be provided to all skippers on or before July 11, 2008.
- 14.3 All yachts shall radio the Race Committee on VHF channel 69 when they are within radio range of the finish line. If a yacht does not have a radio capable of contacting the Race Committee, the skipper shall use any means available when the yacht reaches the vicinity of the finish line to notify the Race Committee. 7/11/2007
- 14.4 Yachts must cross the finish line from East to West. Race committee shall inform yachts via VHF channel 69 when they have crossed the finish line.
- 14.5 Yachts should be prepared to take their own finish time in case they do not receive conformation of finish from the Race Committee.

15 TIME LIMIT & SCORING

- 15.1 The time limit for the Race shall be 1200 hours Hawaii Standard Time Saturday August 2, 2008.
- 15.2 Yachts finishing after the time limit will be scored "Finished After Deadline". If 50% of the yachts that started have not finished by the time limit the deadline may be extended at the discretion of the Race Committee.

- 15.3 Scoring will be time-on-distance.

16 RATINGS

- 16.1 The Pacific Cup Rating [PCR] has been adopted for the Race for monohull handicapping, as derived from the Northern California PHRF rating. A Northern California PHRF rating may be obtained from:

Yacht Racing Association
Fort Mason Center, Quarters 35S
San Francisco, CA 94123
info@yra.org
415-771-9500

In order to allow sufficient processing time, entrants are strongly advised to file an application for a PHRF rating certificate as early as possible. Please keep in mind that the Northern California PHRF and Race Committee are 100% volunteer organizations. As such, they deserve the utmost support, respect and consideration by all entrants. Rating the wide variety of vessels that enter the Race is not easy. If you are not satisfied with your vessel's rating, we request you use the utmost courtesy and professionalism when appealing your vessel's rating to the Northern California PHRF Committee for PHRF rating appeals or to the Race Committee for PCR rating appeals.

- 16.2 Entrants that are found by the Race Committee to be discourteous or unprofessional when dealing with either the Northern California PHRF or Race Committee may be disqualified from the Race.
- 16.3 Multihulls will be handicapped using their MPHRF ratings. An MPHRF rating may be obtained by contacting the Bay Area Multihull Association (BAMA).
- 16.4 A yacht's PCR rating is computed from the Northern California PHRF rating with a modification for length, and displacement/length ratio. The current formulas are as follows:

Effective Length (L)=LWL+(0.35 x (LOA-LWL))

Displacement/Length Ratio (DLR) =(Disp/2240)/((L/100)^3)

Displacement/Length Factor (DLF):

For DLR less than 75 DLF=0

For DLR from 75 to 150 DLF=(DLR-75)/3

For DLR from 150 to 200 DLF=25+((DLR-150)/10)

For DLR greater than 200 DLF=30

DLF is rounded up to the next larger integer.

Length Factor LF:

$LF=0.5 \times (375-(3600/(1.34 \times \sqrt{L}))) + PHRF$

If LF<0 then LF=0

PCR = PHRF+DLF-LF

LOA = Length overall without overhanging spars

LWL = waterline length

Disp = Displacement in pounds

17 TROPHIES

- 17.1 Awards will be distributed at the discretion of the Race committee, including the Grover Nibouar Trophy for ultralight monohulls. Trophies will be announced in the Sailing Instructions which will be provided to all skippers on or before July 11, 2008.

- 17.2 To qualify for any of the SSS standing perpetual trophies, the entrant must race under the RRC stated herein, and not under different One Design Class rules that might be allowed under 4.43.

18 PENALTIES & REWARDS

- 18.1 Time penalties will be assessed for non-compliance with deadlines specified in the Notice of Race, Racing Rules & Conditions, Sailing Instructions, and any amendments to the same. A yacht late for these deadlines shall receive a time penalty of 15 minutes per whole hour late applied to the yacht's corrected time.
- 18.2 A yacht failing to check-in for roll call at least once each calendar day while the yacht is on the race course shall receive a 60 minute penalty added to the yacht's corrected time for each day the yacht fails to check-in.
- 18.3 Penalties for infringement of the RRS Rules shall be in accordance with RRS 44.3. The 720 penalty is disallowed. [This modifies RRS 44.2.]
- 18.4 A yacht that enters a restricted area may elect to be disqualified, or accept an alternative penalty of 5 hours added to their elapsed time. A yacht wishing to take this alternative penalty must immediately hail the Race Committee on VHF channel 69 and so inform them. [This modifies RRS 44.3]
- 18.5 If all deadlines are met the skipper will receive a reward for good behavior, which will be distributed at the Skippers meeting on July 11, 2008.