

# 2003

## ***Transpacific Yacht Race***

### **NOTICE OF RACE**

#### **INVITATION**

*The Honolulu Race is an invitational race for trophies presented by the Governor of Hawaii and the Transpacific Yacht Club. The course will be from the starting line located near Point Fermin, California, leaving Santa Catalina Island to port, thence to the finish line near Diamond Head, Oahu, Hawaii. The organizing authority for the race is the Transpacific Yacht Club (Transpac) and its committees.*

#### **1.0 CLASSES TO RACE**

- 1.1 The race is open to monohull and multihull yachts with an IMS, or AMERICAP II certificate, and, as applicable for eligible special class yachts, a Southern California PHRF certificate. Monohull yachts must have a Southern California PHRF off wind Course Rating not slower than 144 sec/mile and be at least 30' LOA. Multihull yachts must have a Southern California PHRF certificate and be at least 45' LOA. Yachts may not exceed the rating limit defined by the Transpac 75 rule.
- 1.2 In addition to racing within a division and also competing against the fleet overall, monohull yachts may be entered in special classes based on common characteristics or interests. Such special classes may include yachts from one division, or may include yachts from several divisions. These special classes can be formed either by owners petitioning Transpac or by Transpac's own initiative. A yacht may only be entered in one special class. Transpac may include or exclude any yacht from a special class. Yachts with a Transpac rating faster than 350 seconds per mile may not enter a special class.

The following are special classes for Transpac 2003. *Additional special classes may be created with the approval of Transpac.*

**Aloha Class.** This class is open to cruising-type yachts with a Southern California PHRF Off wind Course rating between 144 and -90 and a ULDB factor of less than 2.0. Aloha class yachts may use power winches (this modifies RRS 52). Such use must be declared in writing at the time of entry. Aloha class yachts using power winches may compete for Aloha class trophies but are not eligible for overall trophies. The organizing authority reserves the right to determine whether any particular boat may race in the Aloha Class or whether such boat must race in the Racing Division.

**Double Handed Class.** This class is open to all monohulls to be crewed by two persons. Double handed yachts may use autopilots, windvanes, and power winches (this modifies RRS 52.) Such use must be declared in writing at the time of entry. Double handed yachts using power winches may compete for double handed class trophies but are not eligible for division or overall trophies.

**Transpac 41 and 52.** These yachts shall be configured within the Transpac 41/52 rule and shall race on a boat for boat basis.

**Santa Cruz 50 and 52.** These yachts shall race as a class on a handicap basis.

**CAL 40.** These yachts shall race as a class on a handicap basis.

**FAST 40's.** These yachts shall be in the forty-foot size range and will be assigned to this class by the organizing authority.

**PHRF.** This will be the "default" special class for yachts not otherwise qualifying for any other special class.

## **2.0 RULES**

- 2.1 The race will be governed by the Racing Rules of Sailing (RRS) 2001-2004 including US SAILING prescriptions, the International Measurement System (IMS) and IMS regulations for IMS rated boats, except as noted in 3.0 below, the Americap II rules for Americap II rated boats except as noted in 3.0 below, the rules of the Transpac 41/52 classes for those boats, Southern California PHRF for boats eligible and racing in that special class, and the 2002-2003 International Sailing Federation Special Regulations Governing Offshore and Oceanic Racing (2002-2003 ISAF Special Regulations) for Category 1 including US Sailing Prescriptions (except as any of these are changed by the Notice of Race or the Sailing Instructions.)
- 2.2 For determination of the right of way between contestants, Part 2 of the racing rules shall govern, except between sunset and sunrise, the following shall be substituted for Rule 17: “ *When two yachts are on the same tack and within three overall lengths of the larger yacht, the yacht being overtaken shall maintain her proper course. The overtaking yacht shall keep clear and neither yacht shall bear away toward or luff the other.*”
- 2.3 Propellers may not be banded or restrained in any way. All yachts must be capable of powering to the starting line and away from the finish line.
- 2.4 All monohull yachts will receive a single number *Transpac Rating* and time allowance for the Race based upon the yacht’s predicted speed and expected wind conditions on the course and course length (the Transpac matrix).
- 2.5 The minimum number of crew for yachts not racing double handed is four.
- 2.6 Movement of sails not in use while racing is allowed; however all sails and gear not being flown must remain within a yacht’s lifelines. This modifies RRS 51 only as to the movement of sails.
- 2.7 Competing yachts will be issued a Transpac pennant in the skipper’s package to be flown from the yacht’s backstay as admission to the starting area and for 30 minutes after the start and for 30 minutes before the yacht’s finish.
- 2.8 The forestay of a yacht may be temporarily removed for the purpose of jibing and must be reattached at the first opportunity after the jibe is completed.

## **3.0 CHANGES TO THE CLASS RULES**

- 3.1 Irrespective of a specific class rule, there is no limitation on the number of spinnakers or staysails carried. Asymmetric spinnakers may be carried without penalty providing their area is no greater than that of the largest rated symmetric spinnaker to be defined as follows. The SL on the asymmetrical spinnaker shall be no larger than the SL of the rated symmetric spinnaker when calculated by the IMS formula of  $SL = .6SLU + .4SLE$ . Neither the SMG nor the SF of the asymmetrical shall be greater than the SMW of the rated symmetric spinnaker. This applies for IMS, Americap II and PH rated yachts.
- 3.2 For IMS boats, the minimum displacement requirement, regulation 202, is waived.
- 3.3 For IMS boats, Part 3, the Racing Division Accommodation Regulations shall apply with the exception that fabric “soft bins” are allowed in place of rigid bins, lockers, and drawers. (308) and an opaque curtain may be substituted for a rigid head door. (310). Yachts which are required to have IMS certificates or experimental IMS certificates and which were originally built to Open Class Rules and which do not easily meet the requirements of Part 3 of the Racing Division Accommodation Regulations may apply for a specific waiver regarding these regulations.
- 3.4 Irrespective of a specific class rule there is no limitation on crew weight.

## **4.0 ELIGIBILITY AND ENTRY**

- 4.1 In the opinion of the eligibility committee, all yachts must be seaworthy and capable of making a safe passage to Hawaii and return. Monohull yachts must be self-righting, and properly ballasted. This is an invitational race. Participation is subject to approval by the eligibility committee. The eligibility committee

will accept or reject applications for entry after due consideration of the yacht's ability to be competitive in offshore racing and the owner's dedication to racing.

- 4.2 All yachts must be launched, sailed in their Transpac configuration, and have submitted their rating certificate by May 23, 2003. Any rating or rating change permitted thereafter requires approval by Transpac, and must be due to extreme circumstances, and is subject to an additional charge of \$2,000. No rating change will be permitted under any circumstances after June 16, 2003.
- 4.3 A crew list must be filed with the race Entry Chairman by May 23, 2003.
- 4.4 Entries close Friday, May 23, 2003. Entry may be made on line or on the official entry form. On line entry forms may be obtained on the Transpac website: <http://www.transpacificyc.org/>.  
Mail entries to: Bill Lee, Entry Chairman, 345 Lake Ave., Suite E Santa Cruz, CA 95062.  
831-464-4782 phone, 831-476-0141 fax, e-mail: [wizard@fastisfun.com](mailto:wizard@fastisfun.com)
- 4.5 Each entry shall include:  
A) The yacht's current rating certificate.  
B) Two identical 8" x 10" glossy color photographs of the yacht under sail suitable for reproduction or posting. These photos will not be returned. These photos are used for the 2003 Transpac brochure. Early submittal ensures recognition of your yacht. Photographs are due with the filing of the application and may be submitted electronically.  
C) Signed waiver, release and indemnification form.  
D) A copy of the yacht's liability insurance policy endorsement or certificate for the race naming Transpacific Yacht Club as additional named insured.  
E) Hawaii Committee/Host information.

## **5.0 FEES**

- 5.1 The following entry fees will apply:  
Standard Entry Fee of \$900 for under 50 feet, \$1,200 for 50 to 69 feet, and \$3,000 for 70 feet and over.  
Discounted entry fee of \$750 for under 50 feet; \$950 for 50 to 69 feet will apply if fully completed entry form and fee is received by March 7, 2003. Checks should be made out to Transpacific Yacht Club.
- 5.2 No entry fee will be returned by reason of withdrawal after Friday, June 20, 2003.
- 5.3 A \$50 discount will apply to the entry fee of all skippers who are current members of US SAILING.

## **6.0 CHARTER**

- 6.1 If a yacht is entered by other than the owner, the Race Committee must be given a copy of the Charter Agreement and the yacht's measurement certificate must also be signed by the "charterer". A "charterer" will have the same responsibility as the "owner."

## **7.0 ADVERTISING**

- 7.1 In accordance with the RRS Appendix I Regulation 20 - ISAF Advertising Code, the Transpac Race is an Invitational event open to yachts possessing valid IMS or AMERICAP II certificates and, as applicable, PHRF certificates (NOR 1.1) and as such designates this as a Category C event. Yachts who intend to display advertising in accordance with Category C must so indicate on their entry forms. Protests for any violation of the ISAF Advertising Code will be heard in compliance with section 20.9 of the Code.

## **8.0 DIVISION ASSIGNMENTS**

- 8.1 The monohull fleet will be divided into divisions by order of Transpac Ratings as soon as possible after the close of entries. Divisions may be added, deleted, or adjusted by Transpac. Starting dates and times for divisions will be selected from the three existing start dates and times for monohulls.
- 8.2 Assignment to divisions and eligibility for trophies will be published as soon as possible following the close of entries.

## 9.0 SCHEDULE OF EVENTS

9.1	Early Entry Deadline	Fri, March 7	
	Close of Entries	Fri, May 23	
	Deadline for Submitting Ratings	Fri, May 23	
	Crew list due	Fri, May 23	
	No Refund for Withdrawal after	Fri, June 20	
	Last day for safety inspection	Wed, June 25	
	Skipper's Meeting	Sat, June 28	1730 hours
	Send-off Party	Sat, Jun 28	1830 hours
	Start - #1	Tues, July 1	1300 hours
	Start - #2	Fri, July 4	1300 hours
	Start - #3	Sun, July 6	1300 hours
	Start - Multihulls	Tues, July 8	1300 hours
	Hawaii Yacht Club Party	Wed, July 16	
	Waikiki Yacht Club Party	Thurs, July 17	
	Awards Banquet at Ilikai Hotel, Honolulu	Fri, July 18	
	Kaneohe Yacht Club Party	Sat, July 19	

## 10.0 COURSE

- 10.1 The course will be from the starting line located near Point Fermin, California, leaving Santa Catalina Island to port, thence to the finish line near Diamond Head, Oahu, Hawaii.
- 10.2 The precise description of the starting line and/or lines, in relation to the Race Committee boat, will be furnished along with the division assignment and starting day as soon as possible after the close of entries.

## 11.0 SAILING INSTRUCTIONS

- 11.1 Sailing Instructions will be available by May 16th 2003.

## 12.0 SKIPPER'S MEETING & SKIPPER'S PACKAGE

The skipper's package will be available at the skipper's meeting. The skipper's meeting will be held at the Queen Mary, Long Beach, on Saturday, June 28 at 1730 hours.

## 13.0 SPECIAL REQUIREMENTS

- 13.1 Each owner/charterer must have sailed the entered yacht in a race or passage of at least 160 miles prior to May 23, 2003 and submit documentation to the eligibility committee to that effect. For owner/charterers completing this qualifying race or passage after May 23, 2003, at least 50% of the Transpac crew must be on board.
- 13.2 At least 30% of a yacht's crew including the skipper must have attended a US Sailing sanctioned Safety at Sea Seminar within the last five years before the start of the race. Safety at Sea seminars are scheduled on the West and East coasts. The Orange Coast College School of Sailing and Seamanship will conduct US Safety at Sea Seminars in Newport Beach, CA., on March 15 and June 28, 2003. Call 949-645-9412 for more information. For seminars in other locations visit <http://www.ussailing.org/safety> or, contact US Sailing 1-401-683-0800, or email [offshore@ussailing.org](mailto:offshore@ussailing.org).
- 13.3 At least one gallon of potable water for each crew member shall be carried in sealed portable containers for emergency use. If any of this water is used during the race, the circumstances must be logged and reported to the Race Committee. Any water packed within the life raft will not count with respect to this requirement because it cannot be reasonably inspected.
- 13.4 All used and empty fluid containers must be carried on board until the yacht is moored in Honolulu. Transpac is sensitive to and encourages a clean marine environment. All skippers are reminded of the prohibitions contained in Annex V of the Marpol Treaty regarding the discharge of trash in US or International waters.

- 13.5 Inboard power in accordance with 2002-2003 ISAF Special Regulations for Category 1 is required. An exception is provided for power by outboard motor providing ALL of the following four conditions are met:
- A) The outboard motor shall be stored in the location from which it will be deployed, such that the only action required to deploy it is to lower it into the water. The mounting clamps must remain tight during deployment. Retractable hull fairing is permitted in the area where the propeller is retracted. Such fairing must be in place for measurement and while racing.
  - B) There shall be a separate, permanently installed electrical generator with an exhaust system meeting ABYC (American Boat and Yacht Council) standards.
  - C) Fuel for both outboard motor and generator shall be stored in permanently installed fuel system(s), filled from the deck, and which meet ABYC standards.
  - D) The speed under power shall be no less than that required for inboard power.

13.6 Irrespective of a specific class rule, halyard locks are permitted but only when capable of being reliably released from deck.

13.7 A storm trysail as described in the 2002-2003 ISAF Special Regulations, section 4.26 Category 1 is required regardless of mainsail reefing capabilities. An additional storm trysail track is not required if adequate means of attaching the storm trysail to the mast are provided.

#### **14.0 MULTIHULL FLEET REQUIREMENTS**

14.1 Transpac will recognize a multihull fleet if four or more yachts enter. If prior to starting and due to dropouts the number is reduced to three, Transpac will still recognize the multihull fleet. If the entries drop to two, the multihull fleet will not be recognized,

14.2 There is no upper limit on the amount or location of water or other potable fluids to be carried on board.

#### **15.0 MEASUREMENT**

15.1 No rating will ordinarily be accepted after May 23, 2003. Any rating or rating change permitted there- after requires approval by Transpac, must be due to extreme circumstances, and is subject to an additional charge of \$2000. No rating change will be permitted under any circumstances after June 16, 2003.

15.2 All yachts will be required to pass inspection for 2002-2003 ISAF Special Regulations for Category 1 standards of safety and accommodation compliance by Wednesday, June 25, 2003, except as modified below.

15.3 With respect to cockpit volume, Category 2 specifications shall apply to all monohull yachts.

#### **16.0 TRANSPAC RATING**

16.1 To fairly handicap a wide variety of monohull racing yachts, Transpacific Yacht Club will derive speed predictions, and assign each yacht a TPHYC rating, primarily from IMS and Americap II certificate data. Yachts with a TPHYC rating faster than 325 seconds per mile and Transpac 41s and 52s are required to submit an IMS certificate from a national authority. Yachts with moveable ballast must submit an experimental IMS certificate issued by US Sailing. This certificate is only allowed to be experimental due to the moveable ballast. All other yachts must submit a valid IMS certificate or valid measurer verified Americap II certificate subject to the following additional conditions.

- A) For yachts entering with IMS certificates the default crew weight shall be entered.
- B) For yachts entering with a measurer verified Americap II certificate, but for which there is no standard hull, the yacht shall either submit wanded hull lines, or shall submit designer hull lines and have the yacht weighted in the presence of a measurer at the time when he takes the measurer verified Americap II data.
- C) Aloha yachts for which there is no standard hull, as an option to obtaining a valid IMS or measurer verified Americap II certificate, may petition the eligibility committee for permission to race under a special TPHYC rating that will be an estimate of the fastest likely speed potential of the yacht. Rating information requirements will be determined on an individual basis.

Measurer verified Americap II is defined as: A measurer, certified by US Sailing, shall provide freeboards, rig, and sail, and other dimensions as required. For nonstandard hulls or standard hulls with significant freeboard variation, the measurer shall also provide righting moment.

- 16.2 Any racing yacht with a *Transpac Rating* based on the *Transpac Wind Matrix* (see appendix A1 of the Sailing Instructions) and her 2003 IMS VPPs faster than the *Transpac Speed Limit* will not be eligible to race.

## 17.0 TRANSPAC CONFIGURATION LIMITATIONS

- 17.1 Transpac realizes that the majority of the Race is on starboard tack, and that configuring a yacht to optimize performance on starboard is advantageous. However, Transpac requires all yachts to be designed and built with no list, including life rafts, excluding the effects of the movement of sails as allowed by 2.6 and the storage of stores and liquids as described in 17.2 and 17.3, and the effects of crew. For IMS measured yachts any deviation is a violation of IMS Rule 402 h. Protests of this rule will be resolved by the National Authority (US SAILING Offshore Director) per RRS 64.3(b). Protests of non IMS measured yachts will be determined by the Transpacific Yacht Club.

- 17.2 Water and Potable liquids storage - Permanent water tanks located more than 0.2xB from the yacht centerline must not have their top surfaces more than 1.3 feet above the waterline. Potable liquids not stored in permanent tanks must be stowed symmetrically with respect to the yacht centerline and must be below the height of the lowest berth (with the yacht level). While racing, total potable liquids in excess of 20 US gallons per crewmember must be stowed symmetrically about the yachts centerline.

- 17.3 All fuel and stores not consumed by charging batteries or personal consumption during the race must be continuously stored in its original location and carried to the finish.

- 17.4 All moveable water ballast or moveable keel (excluding centerboard) yachts must have an experimental IMS certificate that uses Transpac methods for evaluating handicap performance. The moveable ballast shall be explicitly stated on the certificate.

- 17.5 For yachts entered in Transpac with moveable ballast, RRS 51 (moving ballast) shall be waived with respect to their declared and measured ballast. For moveable ballast yachts, RRS 52 (manual power) is also waived, but only as to the shifting of ballast. All ballast systems shall be capable of manual operation if powered systems are inoperable.

- 17.6 Water ballast tanks shall be within the hull.

- 17.7 Moveable ballast yachts must submit declarations from the builder and designer showing that they comply with the 2002-2003 ISAF Special Regulations for Category 1 requirement for Plan Approval.

- 17.8 Post July 31, 1997 moveable ballast yachts shall have a Transpac Stability Index no less than 115 degrees. The Transpac Stability Index shall be calculated the same as the IMS Stability Index except that the Limit of Positive Stability shall be taken from the sailing condition, with the crew on center, producing the lowest value. This may be with the moveable ballast fully deployed on either the weather or leeward sides, or with ballast tanks empty or any other condition determined by Transpac.

## 18.0 PENALTIES

- 18.1 In lieu of disqualification, infractions of the Racing Rules, the Sailing Instructions, the Notice of Race, the class rules or regulations under which the yacht is sailing, or noncompliance with required emergency equipment may be penalized by adding time to the yacht's elapsed time, except that if the infraction caused damage to another yacht which might in any way affect the racing ability of that yacht, the offending yacht shall be disqualified. The jury shall consider the seriousness of the infraction when determining whether disqualification or a time penalty is appropriate, and if a time penalty is to be assessed the amount of any such penalty.

- 18.2 Any yacht failing to report during roll call or other required position reports will be penalized thirty (30) minutes of elapsed time for each infraction.

18.3 Any yacht that willfully reports a false position or false weather report will be charged with a violation of Rule 69.

18.4 When a yacht is penalized by having her elapsed time adjusted, her class and fleet positions will be scored according to the adjusted times.

## **19.0 RADIO COMMUNICATION**

19.1 Yachts must be equipped with a VHF-FM radio transceiver of at least 25 watts of power and a single-side band synthesized transceiver of at least 100 watts P.E.P. The VHF antenna must be mounted atop the main mast. The SSB antenna must be a fixed-type installation. As a minimal requirement, the following frequencies are: VHF Channels 6, 16, 68, and 71; SSB frequencies: 2096.5, 2182, 4146.0 (4A), 8294.0 (8A); USCG (816) (transmit 8240.0 and receive 8764.0).

19.2 Daily Roll Call and radio communication procedures are covered in detail in the Sailing Instructions.

## **20.0 NAVIGATION**

20.1 Each navigator shall keep a clear legible plot and log of the yacht's track during the race. In addition the navigator shall take a minimum of four celestial sights and plot four lines of position and present corresponding worksheets to the post race inspector immediately after finishing. The sights and lines of position can triangulate one position. Not more than two of the sights and plots may be local noon sights. The foregoing shall be attested to on the compliance affidavit by the skipper and navigator.

## **21.0 COMMUNICATION RESTRICTIONS**

21.1 A yacht shall neither make radio transmissions while racing nor receive radio communications regarding weather or race conditions unless the broadcast is a publicly scheduled forecast available to the entire fleet.

21.2 While racing, a yacht shall not receive any weather data or routing advice that is specifically intended for their use, no matter how that information is communicated. Competitors may utilize weather information that is routinely available to the general public without charge, and whose availability is publicly indexed. For example: Competitors may NOT arrange for routers or meteorologists to provide them with advice, custom data, or compilations of public data during the race. Competitors may receive regularly scheduled weather broadcasts or weather fax transmissions (e.g. from NOAA, USCG, WWV, or KVM70). Competitors may receive imagery from satellites (e.g. NOAA, APT satellites). Competitors may retrieve data from the Internet (e.g. from the web, from ftp sites, from email responders), provided that those data are intended for public use without charge, are routinely available throughout the year, and are publicly indexed (e.g. can be found via Google). Prior to their preparatory signal, there is no limitation on private services or any other source of data or consulting.

## **22.0 TROPHIES**

22.1 All monohulls will be eligible for overall and division trophies, except those using windvanes, auto pilots or power winches (except for double handed entries who may use autopilots or windvanes). These fleets and divisions shall be governed by paragraph 1.2 of the Notice of Race. Trophies will be awarded to special classes, in addition to division and overall trophies.

## **23.0 MOORINGS**

23.1 Yachts are responsible for making their own mooring arrangements prior to the start of the race. Upon finishing each yacht will be designated a mooring space. The mooring committee will have instructions for your mooring set-up. You will be expected to have four (4) mooring lines and anchor tackle if your yacht is to be Tahiti-moored to a pier. If you wish a lengthy stay, you may be able to make arrangements with the Harbor Master at the Ala Wai Harbor Office. Mooring space is very limited at Ala Wai Harbor and nearby yacht clubs. You will receive a waiver and authorization to move your yacht, in the absence of you or your crew, if needed, to accommodate berthing of other competitors. This authorization is to be returned with the entry form.

## **24.0 AMENDMENTS TO THIS NOTICE**

24.1 Transpac reserves the right to amend this notice. Amendments to this notice published prior to May 20, 2003 will be mailed to all owners whose entries have been accepted. Amendments to this notice published May 21, 2003, or later will be posted on the official notice board at Long Beach Yacht Club and on the website at [www.transpacificyc.org](http://www.transpacificyc.org).

25.0 **INFORMATION**

25.1 Additional information visit [www.transpacificyc.org](http://www.transpacificyc.org), or contact anyone of these Transpac members.

<b><u>Contact</u></b>	<b><u>City</u></b>	<b><u>Phone</u></b>	<b><u>E-mail</u></b>
Dan Sinclair	Vancouver	(604) 669-8188	EMd5419@aol.com
Bill Lee	Santa Cruz/SF	(831) 476-9639	wizard@fastisfun.com
Al Garnier	Los Angeles	(310) 600-0158	reinrag@aol.com
Jerry Montgomery	Long Beach	(562) 427-3116	mmmont@aol.com
Brad Avery	Newport Beach	(949) 645-9412	brad@occsailing.com
Robbie Haines	San Diego	(619) 221-0727	robbie@nasa.northsails.com
Sherry Vann	Hawaii	(808) 536-3787	fish@redboat.com
Cliff Cisco	Hawaii	(808) 948-5481	Cliff_Cisco@hmsa.com

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