



2003

# *Transpacific Yacht Race* SAILING INSTRUCTIONS

The Transpac *Notice of Race* and the *Notice of Race Amendments* are integral parts of these Sailing Instructions. To avoid confusion, *the numbering of the paragraphs in the Sailing Instructions continues from the Notice of Race.*

## 25.0 NOTICES TO COMPETITORS

25.1 Notices to competitors published prior to May 23, 2003 will be mailed to all owners whose entries have been accepted. Notices to competitors published after May 23, 2003, will be posted on the official Notice Board located in the lower-floor hallway at the Long Beach Yacht Club, at the Los Angeles Yacht Club, and at the Race Committee Headquarters in Honolulu. Notices will also be posted on the web site at [www.transpacificyc.org](http://www.transpacificyc.org)

## 26.0 CHANGES TO SAILING INSTRUCTIONS

26.1 Any change to the Sailing Instructions will be posted by 2000 hours (PDT) on the day before it will take effect.

## 27.0 SCHEDULE OF RACE STARTS

27.1 Racing is scheduled as follows:

<u>Date</u>	<u>Class</u>	<u>Warning Signal</u>
Tue, July 1	Aloha Class, Division 5 Monohulls, & Cal 40's	1255
Fri, July 4	Division 3 & 4 Monohulls	1255
Sun, July 6	Division 1 & 2 Monohulls	1255

## 28.0 CLASS FLAGS

28.1 Class Flags will be:

<u>Class</u>	<u>Flag</u>
Aloha Class	Numeral Pennant 1
Cal 40 Class	Numeral Pennant 1
Division 5	Numeral Pennant 1
Division 4	Numeral Pennant 2
Division 3	Numeral Pennant 2
Division 2	Numeral Pennant 3
Division 1	Numeral Pennant 3

## 29.0 THE COURSE

29.1 The course will be from the starting line near Point Fermin, California to the finish line off Diamond Head, Hawaii, leaving the West End of Catalina Island to Port.

## 30.0 THE START

30.1 The starting line will be located near Point Fermin at 33° 42.8'N, 118° 20.3'W.

30.2 The race will be started in accordance with RRS 26. (the Warning Signal will be given 5 minutes before the starting signal)

30.3 The starting line will be marked by the Race Committee boat and an orange bouy.

30.4 The Race Committee boat will be on station from 1100 hours. Each boat shall pass close by the Committee boat and be visually identified prior to the warning signal. Boats may not check in by radio.

- 30.5 Each yacht will receive a backstay pennant which shall be displayed from the backstay during the start period and for at least 2 hours after the boat's start and again at least 2 hours prior to the boat's finish.
- 30.6 While racing, any boat that is on the course side at her starting signal and which does not return to the pre-start side of the line to properly start, shall be penalized four (4) hours of elapsed time.

### 31.0 POSTPONEMENT

31.1 Postponements will be signaled in accordance with RRS 27.3. The Race Committee will also attempt to notify boats on VHF Channel 71.

### 32.0 RECALLS

32.1 Recalls will be signaled in accordance with RRS 29. The Race Committee will also attempt to notify recalled boats on VHF Channel 71. Failure of the Race Committee to make the attempt to notify, failure of the competitor to hear the notification, or delay in notification or the sequence of such notification shall not constitute grounds for redress.

### 33.0 DAILY ROLL CALLS

33.1 Mandatory roll call for boats that have started will be taken twice each day by the Communications Vessel "Alaska Eagle" beginning July 2 on one of the following frequencies:

Primary	4146.0 kHz (4A)
Secondary	2096.5 kHz
Tertiary	8294.0 kHz (8A)

Assume primary frequency will be used unless otherwise directed. All yachts are requested to monitor VHF Channel 71 during roll call for relay of any positions or other information unable to be heard on SSB.

33.2 Morning roll call will commence at 0830 PDT (1530 Z). Give your 0800 PDT (1500 Z) position. The Communications Vessel will be standing by for early check-ins at 0800 PDT (1500 Z).

33.3 Evening bed check roll call will commence at 1815 PDT (2315 Z). This check-in is also mandatory, but position reports are not required. Position reports may be given at the discretion of the skipper. The Communications Vessel will be standing by for early check-ins at 1800 PDT (2300 Z).

33.4 Roll calls will be taken from the fleet roster in descending order. Each yacht will be called by name in order as listed on the roll call sheets in the packet.

When called:

1. Reply with yacht name and call sign, i.e. "UNSINKABLE WYR 5248".
2. For morning roll call give 0800 PDT position in degrees and minutes:  
4 digits for latitude, i.e., "TWO FOUR DASH ONE FIVE."  
5 digits for longitude, i.e., "ONE THREE ZERO DASH FOUR ONE."
3. If you have official traffic, add: "HAVE TRAFFIC"
4. The Communications Vessel will acknowledge by repeating back: "UNSINKABLE TWO FOUR DASH ONE FIVE, ONE THREE ZERO DASH FOUR ONE."

33.5 During morning roll call, the Communications Vessel may request weather from several yachts in each class. Every yacht shall be prepared at each morning roll call to report sea and sky conditions, wind direction (magnetic) and velocity (knots), and barometric pressure.

33.6 Any yacht failing to report or failing to report her position each day at each morning roll call or failing to report to evening bed check will be penalized thirty minutes of elapsed time for each infraction, however a yacht may not be penalized more than thirty minutes for any single day under this Section. This thirty minutes per day limitation does not apply to the additional penalties provided for in Section 35.7.

33.7 The Communications Vessel will broadcast fleet handicap standings back to the fleet as soon as possible after morning roll call on the roll call frequency. This should be about 15 minutes after completion of roll call, but may be adjusted to facilitate weather broadcasts.

## 34.0 NAVIGATION

34.1 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.

## 35.0 THE FINISH

35.1 The finish line is the seaward projection of a line bearing 203° magnetic from Diamond Head Lighthouse to the approximate area of a red flashing buoy R "2", three quarters of a mile offshore. The line must be crossed within one hundred (100) yards of the buoy, leaving it to starboard. The finish line may be illuminated by a searchlight at night.

35.2 When finishing between dusk and daylight, the mainsail number shall be illuminated before finishing and long enough afterward to aid in positive identification.

35.3 Mandatory 100 Mile Report: When 100 miles from the finish line, contact TRANSPAC DIAMOND HEAD on 4146.0 (4A) SSB and identify yourself. Transpac Diamond Head will take your position report and ETA at the finishline. (Use Hawaiian Standard Time)

35.4 If unable to contact TRANSPAC DIAMOND HEAD, Contact Communications Vessel Alaska Eagle on 4146.0

35.5 Mandatory 25 Mile Report: When 25 miles from the finish line call TRANSPAC DIAMOND HEAD on 4146.0 SSB and update your ETA at the finish line. (Use Hawaiian Standard Time.)

35.6 Mandatory Koko Head Report: When abeam of Koko Head, call "TRANSPAC DIAMOND HEAD" on VHF Channel 71 and report ETA at finish (Hawaii standard time).

35.7 Any yacht failing to report at 100 miles, 25 miles, and Koko Head will be penalized thirty minutes of elapsed time for each infraction.

35.8 Finish at Diamond Head Buoy: Upon crossing the finish line (35.1) each yacht will record their finish time in the yacht's log and on the Race Affidavit. The Light House Committee will call you on Channel 71 to verify your order of finish and finish time.

35.9 After Your Finish: Switch to VHF Channel 68 after clearing with the Lighthouse. The Transpac Committee boat assigned to escort you to Ala Wai Harbor will contact you on Channel 68. Should you need any special assistance (need a tow) please notify the committee boat at this time. You may also be contacted by the Transpac Inspection Committee boat that will put a committee representative on board to verify compliance with the Notice of Race and Sailing Instructions.

35.91 Boats finishing after 1300 hours, Hawaiian Standard Time, July 20, 2003, shall take her own time and report it to the Race Committee.

## 36.0 PROTESTS AND REQUESTS FOR REDRESS

36.1 Protests for infringement of the Racing Rules or Sailing Instructions shall be reported by radio to the Race Committee aboard the Communications Vessel, indicating the name and sail number of the yacht protested and if the protested yacht has been notified of said protest. Upon acknowledgment of the protest report by the Race Committee, the protesting yacht may strike her protest flag until one hour before finishing. At the next morning roll call after receiving the protest report from the protesting yacht, the Communications Vessel shall advise the protested yacht of the pending protest. Such notification by the Communications Vessel shall not relieve the protesting yacht of its obligation under RRS 61.1(a) to inform the protested yacht at the first reasonable opportunity. One hour before finishing, the protesting yacht shall again display her protest flag conspicuously in the rigging and keep it flying until acknowledged by the Race Committee. This changes rule 61.1(a).

36.2 Protest forms are available from the Race Committee and Transpac Race headquarters in Honolulu. Protests shall be delivered there within eight (8) hours of the protesting yacht's finish.

36.3 Notices will be posted at the window of the Transpac Race Headquarters to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held at Transpac Race Headquarters. The time will be posted.

### **37.0 SAFETY REGULATIONS**

37.1 All competitors are urged to carefully review the US Sailing prescriptions to the ORC Special Regulations regarding offshore safety, including the use of Personal Equipment. Your attention is specifically drawn to the newly amended US Sailing prescription that now provides as follows: "US SAILING prescribes that the safety harness may be integrated with an inflatable personal floatation device (see 5.01) and recommends that such devices be employed whenever conditions warrant, and always in rough weather, on cold water, or at night, or under conditions of reduced visibility or when sailing short-handed. US SAILING prescribes that safety harnesses and PFD's shall be worn on category 0 and 1 races from sundown to sun up while on deck." (Emphasis added.) Skippers, navigators and watch captains will be required to certify compliance with this provision as a part of the skipper's certificate of compliance.

37.2 A boat that retires from the race shall notify the Race Committee as soon as possible, report such act by radio to the Communications Vessel or to the Coast Guard, requesting that notification of such retirement be relayed to the Transpac Race Headquarters in Honolulu. The owner or skipper shall notify the race committee as soon as possible upon arriving at their destination following retirement. The owner or skipper then must report the circumstances in writing to the Race Committee Chairman no later than July 31, 2003.

### **38.0 EQUIPMENT AND MEASUREMENT CHECKS**

38.1 A boat or equipment may be inspected at any time for compliance with the class rules, the Notice Of Race and the Sailing Instructions.

38.2 Arrival inspection procedures will be covered in the skipper's packet.

### **39.0 COMMUNICATION RESTRICTIONS**

39.1 Competitors may only 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, no matter how that information is communicated. Competitors may receive regularly scheduled weather broadcasts or weather fax transmissions (e.g. from NOAA, USCG, WWV, NMC, KVM70, or from the Transpac Comms Vessel). Competitors may receive imagery from satellites (e.g. NOAA, APT satellites). Competitors may use any means to 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.

### **40.0 DISCLAIMER OF LIABILITY**

The Transpacific Yacht Club bears no responsibility for accidents, damage or injuries to yachts or their personnel arising from any cause during the race.