

2005

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 that meet the requirements of the 2004-2005 International Sailing Federation Special Regulations Governing Offshore and Oceanic Racing (2004-2005 ISAF Special Regulations) for Category 1 events.

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.

The following are special classes for Transpac 2005. *Other classes are encouraged to petition Transpac for their own special class and additional special classes may be established by Transpac.*

Aloha Class. This class is open to cruising-type yachts with a Southern California PHRF off wind course rating between 144 and -90. The organizing authority may use a ULDB factor of less than 2.0 as a guide and reserves the right to determine whether any particular boat may race in the Aloha Class.

Aloha class yachts may use power winches (this modifies RRS 52.) Such use must be declared in writing at the time of entry.

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.

Transpac 52. These yachts shall be configured within the Transpac 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 or the class may elect to race on boat for boat basis.

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

PHRF. This will be a special class for yachts who possess a valid Southern California PHRF Certificate that do not otherwise qualify for any other special class.

2.0 RULES

- 2.1 The race will be governed by the Racing Rules of Sailing (RRS) 2005-2008 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.
- 2.5 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 gear and sails 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.

2.9 All rules associated with the yachts valid IMS or AMERICAP II certificate shall apply. If a yacht is racing in the PHRF special class, PHRF rules shall also apply, however IMS or AMERICAP II shall prevail in the event of conflict.

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.

3.2 Irrespective of a specific class rule there is no limitation on crew weight.

3.3 The rules of IMS, as amended by this NOR and the Sailing instructions, apply to those boats required to submit IMS certificates but per IMS Rule 201, the separate publication, IMS Regulations, does not apply.

4.0 ELIGIBILITY

4.1 Monohull yachts must be at least 30' LOA, be self-righting, be properly ballasted, and may not exceed the 2005 Transpac Rating Limit. Monohull yachts may not be slower than a Southern California PHRF off wind course rating of 144 sec/mile and, if requested shall submit a PHRF certificate indicating compliance. Multihull yachts must be at least 45' LOA. In the opinion of the eligibility committee, all yachts must be seaworthy and capable of making a safe passage to Hawaii and return. 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 final data for their rating certificate by close of entries, June 3, 2005. See Section 15.4 for late penalties.

5.0 ENTRY

5.1. Entry forms can be found at: www.transpacificyc.org.

Each entry shall include:

A) Items mailed to the entry chairman:

1. Signed Entry form.
2. Signed waiver, release and indemnification.
3. Entry fee check made out to Transpacific Yacht Club.
4. A copy of the yachts valid IMS or Americap II certificate, signed by the owner and charterer if the boat is chartered.
5. Transpac also requests a copy of the yacht's liability insurance policy endorsement or certificate for the race naming Transpacific Yacht Club as an additional named insured where such insurance and endorsement are commercially available at reasonable rates. The address for the additional named insured is:

Transpacific Yacht Club
1508 Santiago Dr
Newport Beach, CA 92660

6. Mail the above items to: Bill Lee, Entry Chairman, phone: 831-476-9639
345 Lake Ave., Suite G fax: 831-476-0141
Santa Cruz, CA 95062. e-mail: wizard@fastisfun.com

B) Items to be entered online:

1. Full yacht and owner/skipper/charterer information.
2. A photograph of the yacht under sail. This shall be submitted electronically and shall be 2" X 2" or larger with a resolution absolutely no less than 300 dpi. This photo will be used for various Transpac promotions and the brochure. *(Note: A picture of a rubber duck will be used for any yacht that fails to submit a suitable photo.)*
3. Crew List with addresses, phone numbers and experience. It will be the responsibility of the owner or charterer to maintain and update the crew list and contact numbers.
4. Hawaii Committee/Host information.

5.2 The following entry fees will apply:

	Early Entry By March 11, 2005	Standard Entry March 12–June 3, 2005
Under 40 Feet	\$750	\$900
Under 59 Feet	\$950	\$1,200
Under 85 Feet	\$1,200	\$1,500
85 Feet and over	\$3,000	\$3,500

5.3 A \$50 discount will apply to the entry fee of a owner/charterer who is a current member of US Sailing.

5.4 No entry fee will be returned by reason of withdrawal after Friday, June 22, 2005.

6.0 CHARTER

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

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 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 SCHEDULE OF EVENTS

Early Entry Deadline	Fri,	March 11	
Close of Entries	Fri,	June 3	
Deadline for Submitting Final Rating Data	Fri,	June 3	1200 EDT
Crew list due	Fri,	June 3	
No Refund for Withdrawal after	Fri,	June 22	
Last day for safety inspection	Wed,	July 6	
Skipper's Meeting	Sat,	July 9	1730 PDT
Send-off Party	Sat,	July 9	1830 PDT
Start - #1	Mon,	July 11	1300 PDT
Start - #2	Fri,	July 15	1300 PDT
Start - #3	Sun,	July 17	1300 PDT
Start – Fast Multihulls (if needed)	Tues	July 19	1300 PDT
Hawaii Yacht Club Party	Wed,	July 27	
Waikiki Yacht Club Party	Thurs,	July 28	
Awards Banquet at Ilikai Hotel, Honolulu	Fri,	July 29	
Kaneohe Yacht Club Party	Sat,	July 30	

9.0 COURSE

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.

10.0 SAILING INSTRUCTIONS

Sailing Instructions will be available by May 27, 2005.

11.0 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 1730 hours prior to the Send-Off Dinner on Saturday, July 9, 2005.

12.0 SPECIAL REQUIREMENTS

- 12.1 Each owner/charterer must have completed a race or passage of at least 160 miles prior to May 27, 2005 and submit documentation to the eligibility committee to that effect. For owner/charterers completing this qualifying race or passage after May 27, 2005, at least 50% of the Transpac crew must be on board.
- 12.2 At least 30% of a yacht's crew, and at least two, including the owner/charterer 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 January 29, and July

- 9, 2005. Call 949-645-9412 for more information. For other seminars in other locations, visit US Sailing's website <http://www.ussailing.org/safety/Seminars/index.asp>, email offshore@ussailing.org, or call 1-401-683-0800.
- 12.3 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.
- 12.4 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. Owner/charterers will be required to sign a statement at the finish that only biodegradable items were discharged.
- 12.5 Inboard power in accordance with 2004-2005 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.
- 12.6 Halyard locks are permitted but only when capable of being reliably released from deck. *Note: Yachts competing at or near the 2005 Transpac Rating Limit must abide by Section 15 of the Rating Limit.*
- 12.7 A storm trysail as described in the 2004-2005 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.
- 12.8 With respect to Section 3.21.1 of the 2004-2005 ISAF Special Regulations such section is amended to allow any yacht with an age date earlier than January 2002 that has not previously met this requirement to have one water tank for its drinking water (excluding emergency water required by Section 12.3 of this Notice of Race) provided that:

- A) Any extra drinking water (other than the emergency drinking water required under Section 12.3 of this NOR) shall be stored in rigid container(s) not exceeding 5 gallons each that are securely tied or strapped down, and
- B) Stored in locations as required by Section 16.2 of this Notice of Race.

13.0 MULTIHULL FLEET REQUIREMENTS

- 13.1 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,
- 13.2 There is no upper limit on the amount or location of water or other potable fluids to be carried on board.
- 13.3 Multihulls shall submit a valid Southern California PHRF Certificate.

14.0 INSPECTION

- 14.1 All yachts will be required to pass inspection for 2004-2005 ISAF Special Regulations for Category 1 standards of safety and accommodation compliance by Wednesday, July 6, 2005, except as modified herein.

15.0 TRANSPAC RATING

- 15.1 Transpac uses TPYC ratings as the best way to fairly handicap a wide variety of monohull racing yachts. The TPYC rating uses the mainly downwind Transpac Wind Matrix, a Pacific Swell adjustment and a handicap course length of 2300 nautical miles to establish time allowances from the fastest rated yacht.
- 15.2 Each Yacht shall have a TPYC rating issued by US Sailing. To issue this rating, US Sailing requires either a valid measurer verified AMERICAP II certificate or a valid IMS certificate issued by a national authority. (In addition to those fees required to process an AMERICAP II or IMS rating, US Sailing will also charge a \$100 fee to process each TPYC rating.)
- 15.3 Yachts with an estimated speed faster than 300 seconds per mile on the Transpac course must have a valid IMS certificate as defined above. Transpac 52's must have a valid IMS certificate. All other yachts must submit a valid IMS certificate or valid measurer verified AMERICAP II certificate subject to the following conditions:
 - A) All yacht ratings shall be calculated with the default crew weight.
 - B) For yachts seeking 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 weighed in the presence of a measurer at the time when he takes the measurer verified AMERICAP II data, or have freeboard to centerline vertical measurements plus spot checks on

appendage's dimensions may also be required. To obtain a Measurer verified AMERICAP II certificate, the following information must be provided:

- 1) Freeboards must be measured by a measurer certified by US Sailing to measure freeboards. For nonstandard hulls or standard hulls with significant freeboard variation, the measurer shall also provide righting moment. An in water measurement check list can be found at:
<http://www.ussailing.org/offshore/Americap/Meas%20Checklist.pdf>
- 2) Rig (Spar) dimensions may be owner declared.
- 3) Either a US Sailing certified measurer, or a non-certified sail measurer employed by a sail loft must submit sail certificates for the mainsail, largest jib, and symmetrical and asymmetrical spinnaker(s) with the largest dimensions. The dimensions described in IMS Rule 801.2 shall be provided for the largest sails. For yachts with roller furler jibs, make sure the longest jib luff is entered. The sail measurement diagrams and certificate forms shall be those used for the IMS and can be found at:
<http://www.ussailing.org/offshore/Measuremnt%20Diagrams%20&%20Forms.htm>
- 4) All other information required for the AMERICAP II certificate may be owner declared.
- 5) Yachts which already have an IMS certificate, even if expired, issued by a national authority may meet the Measurer verified AMERICAP II requirement by submitting the IMS certificate and if nothing has changed, by submitting a letter to that effect. If there are changes, the owner shall submit a letter verifying those changes by the methods outlined above.

15.4 The deadline for submitting final rating data to US Sailing is noon, EDT, Friday, June 3, 2005. The receipt of this final data must be acknowledged by US Sailing. Any yacht failing to submit final rating data by the deadline will be penalized ten (10) minutes of elapsed time for every business day the final rating data is late past the deadline. Sail measurements may be declared and submitted in advance of measuring the sails provided prior to July 1, 2005, the measurer acknowledges to US Sailing receipt of sail certificates verifying that no sail exceeds the declared measurements.

15.5 Yachts must carry on board a copy of the valid 2005 certificate which they submitted for purposes of assignment of their TPYC rating. This certificate must be signed by the owner and charterer if applicable. Boats sailing in the PHRF specialty class shall also carry a copy of their Southern California PHRF Certificate.

16.0 TRANSPAC CONFIGURATION LIMITATIONS

16.1 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 Section 2.6 and the storage of stores and liquids as described in Sections 16.2 and 16.3, and the effects of crew. Protests of this rule will be resolved by the National Authority (US SAILING Offshore Director) per RRS 64.3(b).

- 16.2 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.
- 16.3 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.
- 16.4 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 to the shifting of ballast. All ballast systems shall be capable of manual operation if powered systems are inoperable.
- 16.5 Water ballast tanks shall be within the hull.
- 16.6 With respect to cockpit volume, ISAF Special Regulations, Category 2 specifications shall apply to all monohull yachts.
- 16.7 All monohull yachts shall have an IMS Stability Index "SI" of not less than 115.0.
- 16.8 The International Technical Committee for IMS is currently researching the development of stability standards for movable ballast yachts. It is anticipated that this research will lead to new stability requirements for these yachts with publication expected prior to the 2005 Transpacific Yacht Race. Any new stability requirements that are in force for IMS at the time of the 2005 race may be applied to all movable ballast yachts (water ballast and cant keel).

17.0 PENALTIES

- 17.1 In lieu of disqualification, the jury may impose a penalty for infractions of RRS 28.1, 30.1, 31.1 that will result in the yacht finishing one place worse than her actual corrected position. For infractions of all other rules, including the Sailing Instructions and Notice of Race, the jury may in lieu of disqualification penalize a yacht by adding up to three places to her original corrected time position, except: if the infraction caused damage to another yacht which might in any way effect the racing ability of that yacht, the offending yacht shall be disqualified.
- 17.2 For infractions of all Rules in Part 2 and 6 of the RRS, or noncompliance with required emergency equipment, the jury may penalize a yacht by adding enough time to her elapsed time, so that her

corrected place in division may be worse than her actual finishing position, 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.

- 17.3 Any yacht failing to report during roll call, bed check, or other required position reports will be penalized thirty (30) minutes of elapsed time for each infraction.
- 17.4 Any yacht that willfully reports a false position or false weather report will be charged with gross misconduct and a report will be filled with the jury pursuant to RRS Rule 69.
- 17.5 Infraction of any part of the Sailing Instructions not covered by preceding paragraphs may be penalized by the jury by adding enough time to the yacht's elapsed time so that her corrected place in division will be one or more places worse than her actual finishing position.
- 17.6 When a yacht is penalized by having her elapsed time adjusted, her class and fleet positions will be scored according to the adjusted times.

18.0 RADIO COMMUNICATION

- 18.1 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).
- 18.2 Daily Roll Call and radio communication procedures are covered in detail in the Sailing Instructions.

19.0 NAVIGATION

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 work sheets 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.

20.0 COMMUNICATION RESTRICTIONS

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 Communications 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, except that a competitor that has started may not provide weather information to another competitor that has started, or to a competitor that has not yet started except through the information provided to or from the Transpac Communication Vessel. This amends RRS 41.

21.0 TROPHIES

All monohulls will be eligible for overall and division trophies. These fleets and divisions shall be governed by Section 1.2 of the Notice of Race. Trophies will be awarded to special classes, in addition to division and overall trophies.

22.0 MOORINGS

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. 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.

23.0 AMENDMENTS TO THIS NOTICE

Transpac reserves the right to amend this notice. Amendments to this notice published prior to May 20, 2005 will be e-mailed to all owners whose entries have been accepted. Amendments to this notice published June 3, 2005, or later will be posted on the official notice board at Long Beach Yacht Club and on the website at www.transpacificyc.org.

24.0 INFORMATION

For additional information visit www.transpacificyc.org, or www.racetranpac.org, or contact anyone of these Transpac members.

<u>Contact</u>		<u>Phone</u>	<u>E-mail</u>
Jon Andron	San Francisco	(925) 284-9088	andron@pacbell.net
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
Dale Nordin	Huntington B.	(714) 846-4994	dale_nordin@hotmail.com
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