

2007

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 2006-2007 International Sailing Federation Special Regulations Governing Offshore and Oceanic Racing including US Sailing Prescriptions 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 2007. *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. All TP52's are required to submit a valid 2007 TP52 Class Certificate to enter the Transpac 52 division and be eligible for the "First TP52 to Finish Perpetual Trophy".

STP 65. These yachts shall be configured within the STP 65 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 40s. 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 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.

2.8 All rules associated with the yachts valid ORR (Offshore Racing Rule) or IMS certificate shall apply. If a yacht is racing in the PHRF special class, PHRF rules shall also apply, however ORR or IMS shall prevail in the event of conflict.

2.9.1 Irrespective of RRS 55 the Transpac pennant, class flag, and any sanctioned special class flag are allowed and shall be displayed as noted in the Sailing Instruction.

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.

3.4 Irrespective of a specific class rule there may be temporary rigging to support the mast near the spinnaker pole when the spinnaker is set.

4.0 ELIGIBILITY

4.1 To be eligible to enter 2007 Transpac, yachts must not exceed the following length and rating limits.

A) The hull length overall (LOA) shall not be greater than 30.00 meters.

B) The rating limit is intended to equal "The speed of a canting keel maxZ86 on the Transpac Course". It is intended to allow both maxZ86s and non maxZ86's to compete for shortest elapsed time as well as the overall fleet handicap trophies.

C) The maxZ86 certificate, upon which the limit is based, is available upon request.

Ratings for this limit shall be determined by the Offshore Racing Rule (ORR) as administered by US Sailing combined with the Transpac Course Mix as updated for 2007.

4.2 Monohull yachts must be at least 26' LOA, be self-righting, be properly ballasted, and may not exceed the 2007 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.

4.3 All yachts must be launched, sailed in their Transpac configuration, and have submitted final data for their rating certificate by close of entries, June 7, 2007. See Section 15.4 for late penalties.

- 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 June 21, 2007.
- 5.5 Transponders will be used for daily position reports. Yachts are not responsible for the rental fee, but are required to enter into a rental agreement with the transponder rental company. The transponder rental company requires an equipment deposit from the yacht. The deposit is estimated at \$900.

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 ORR or IMS 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

Orange Coast College Safety at Sea Seminar	Saturday	January 13, 2007
Early Entry Deadline	Friday	March 9
Close of Entries	Thursday	June 7
Deadline for Submitting Final Rating Data	Thursday	June 7 1200 EDT
Crew list due	Thursday	June 7
No Refund for Withdrawal after	Thursday	June 21
Last day for safety inspection	Sunday	July 1
Long Beach Safety at Sea Seminar	Saturday	July 7
Skipper’s Meeting	Sunday	July 8
Send-off Party at Hyatt Hotel, Long Beach	Sunday	July 8
Start - #1	Monday	July 9 1300 PDT
Start - #2	Thursday	July 12 1300 PDT
Start - #3	Sunday	July 15 1300 PDT
Start – Fast Multihulls (if needed)	Tuesday	July 17 1300 PDT
Hawaii Yacht Club Party	Wednesday	July 25
Waikiki Yacht Club Party	Thursday	July 26
Awards Banquet at Hilton Hawaiian Village	Friday	July 27
Kaneohe Yacht Club Party	Saturday	July 28

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 25, 2007.

11.0 SKIPPERS MEETING & SKIPPER'S PACKAGE

The skipper's package will be available at the skipper's meeting. The skipper's meeting will be held prior to the Send-Off Dinner on Sunday, July 8, 2007.

12.0 SPECIAL REQUIREMENTS

Each owner/charterer must have completed a race or passage of at least 160 miles in the boat he/she is entering in the race prior to May 28, 2007 and submit documentation to the eligibility committee to that effect. For owner/charterers completing this qualifying race or passage after May 28, 2007, at least 50% of the Transpac crew must be on board.

12.1 At least 30% of a yacht's crew 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. For double-handed entries, both members must have the Safety at Sea Seminar within the last five years. 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 13, 2007. 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 and ask for the offshore department. A Safety at Sea Seminar is scheduled for Saturday July 7th in Long Beach if enough participation is generated.

12.2 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.

12.3 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 bio-degradable items were discharged.

- 12.4 Inboard power in accordance 2006-2007 ISAF Special Regulations for Category 1 is required. An exception is provided for power by outboard motor providing ALL of the following five 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) The outboard motor must be mounted in an inboard location. Transom mounting does not meet the requirement.
 - C) There shall be a separate, permanently installed electrical generator with any exhaust system meeting ABYC (American Boat and Yacht Council) standards.
 - D) 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.
 - E) The speed under power shall be no less than that required for inboard power.
- 12.5 Halyard locks are permitted, but only when capable of being reliably released from deck.
- 12.6 With respect to Section 3.21.1 of the 2006-2007 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.
- 12.7 Sails shall be set and flown in close proximity to the yacht.

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 2006-2007 ISAF Special Regulations for Category 1 standards of safety and accommodation compliance by Sunday, July 1, 2007, 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 a valid ORR certificate (either a measurer verified* Partial Measurement/Sistership or Fully Measured) or a valid IMS certificate issued by a national authority.

* Measurer verified is defined in section 15.3 B

15.3 Yachts with an estimated speed within 60 seconds per mile of the Transpac Speed Limit on the Transpac course must have either a valid Fully Measured ORR or an IMS certificate as defined above. Transpac 52's must submit a valid Class certificate along with their valid IMS certificate. All other yachts must submit a valid IMS certificate or valid measurer verified ORR certificate subject to the following conditions:

A) All yacht ratings shall be calculated using IMS default crew weight.

B) For yachts seeking a measurer verified ORR 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 ORR data, or have freeboard to centerline vertical measurements plus spot checks on appendage's dimensions may also be required. To obtain a Measurer verified ORR 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 area. The dimensions described in ORR Rule 10 and 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 ORR and IMS and can be found at:
<http://www.ussailing.org/offshore/Measurement%20Diagrams%20&%20Forms.htm>
- 4) All other information required for the ORR 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 ORR 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, Thursday, June 7, 2007. 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 June 29, 2007, the measurer acknowledges to US Sailing receipt of sail certificates verifying that no sail exceeds the declared measurements. Any yacht that suffers a catastrophic gear failure requiring submittal of new rating data after June 7, 2007 may petition the Transpac Board for a waiver of penalty, provided that for other than the catastrophic failure, she would have in all respects been able to comply with the dates specified in this paragraph. Should the Board grant a waiver of penalty the yacht must submit all rating data not effected by the catastrophic failure and the anticipated effected rating data prior to the June 7, 2007 deadline such than an experimental certificate can be issued.
- 15.5 Yachts must carry on board a copy of the valid 2007 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.
- 15.6 Yachts or designs are permitted trial ratings to whether they rate faster or slower than this limit, and to help potential entrants conform to this rating limit. The number of trial ratings shall be limited to 30. This limit of 30 shall be per owner regardless of the number of designers engaged. 20 trial ratings may be issued at any time. The remaining 10 will only be issued after the actual hull and appendage measurements have been submitted to US Sailing by a certified measurer. All trial ratings shall be reported to the nearest 0.1 second per mile. The cost of trial ratings is \$100 each except for first-to-finish yachts whose evaluation requires use of a special VPP. Their cost is \$600 per trial.
- 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 not burned by legitimate ships purposes and stores not consumed by 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 yachts shall have an ORR or IMS Stability Index "SI" of not less than 115.0.
- 16.8 Appendix K of the ISAF Offshore Special Regulations, Category 1 regarding moveable and variable ballast boats shall apply except as follows:
- In lieu of Special Regulations Appendix K paragraph 2, ORR 2.02.2 and IMS 205.3 where applicable by NOR 3.3, each movable ballast yacht shall have a Transpac BLRI = $0.75 + 0.007*(LSM1 - 5)$. Transpac BLRI shall be calculated the same as BLRI in ORR 2.02.2 and IMS 205.3 except that the mainsail area shall be taken as $P * E / 2$ and the mainsail center of effort taken at $P / 3$ above BAS. Transpac interprets Appendix K 4.2 to include valves on keel rams as a possible keel locking method. The remainder of Appendix K remains in effect.
- 16.9 A. For measurement purposes, the angle of cant must be measurable from inside the boat.
- B. In meeting section 4.2 of Appendix K, valves on the cylinders are one acceptable approach to meeting the locking requirement.

- C. A canting keel mechanism must have an unbreakable mechanical stop that shall not allow the keel to cant further than the amount declared on the certificate. Photos and a description of function of the system shall be submitted to the race committee for approval.

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 that willfully reports a false position or false weather report will be charged with gross misconduct and a report will be filed with the jury pursuant to RRS Rule 69.
- 17.4 When a yacht is penalized by having her elapsed time adjusted, her class and fleet positions will be scored according to the adjusted times.

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 sheet or sheets to the post race inspector immediately after finishing. The sights and

lines of position can triangulate one position. 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 throughout the year 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 for free 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.

Yachts will receive mooring instructions from the Honolulu Committee. Upon finishing each yacht will be designated a mooring space. You will be expected to have four (4) mooring lines and anchor tackle if your yacht is to be med-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, 2007 will be e-mailed to all owners whose entries have been accepted. Amendments to this notice published June 7, 2007, or later will be posted on the official notice board at Long Beach Yacht Club and on the website at www.transpacifcyc.org.

24.0 INFORMATION

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

<u>Contact</u>		<u>Phone</u>	<u>E-mail</u>
Dan Nowlan	East Coast	(401) 683-0840 X664	dtnowlan@earthlink.net
Jon Andron	San Francisco	(925) 283-6559	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 Bch	(714) 846-4994	dale.nordin@gmail.com
Tom Garrett	Newport Beach	(949) 833-1066	tgarrett@gh-llp.com
Robbie Haines	San Diego	(619) 997-7722	robbie@nasa.northsails.com
Susan Jacquelin Esse	Hawaii	(808) 864-3515	susanj_esse@yahoo.com
Cliff Cisco	Hawaii	(808)-948-5481	cliff_cisco@hmsa.com