

**2008**  
***Transpacific Yacht Race***  
**NOTICE OF RACE**  
**TAHITI**

**INVITATION**

*The Tahiti Race is an invitational race for trophies presented by the Transpacific Yacht Club. The course will be from the starting line located near Point Fermin, California, thence to the finish line near Pointe Venus, Tahiti. 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 ISAF Special Regulations Governing Offshore Racing for Monohulls & Multihulls including US Sailing Prescriptions for Category 1 events.

**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 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 yacht's 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 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 Instructions.

### **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 Monohull yachts must be at least 33' LOA , be self-righting and properly ballasted. Monohull yachts may not be slower than a Southern California PHRF off wind course rating of 114 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 Tahiti 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 Tahiti configuration, and have submitted final data for their rating certificate by close of entries. See Section 15.4 for late penalties.

## 5.0 ENTRY

5.1. Entry forms can be found at: [www.transpacificyc.org](http://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 yacht's valid ORR or IMS 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: Mike Nash, Entry Chairman      phone: (714) 501-3494  
430 Catalina Drive      fax: (949) 646-0089  
Newport Beach, CA 92663  
e-mail: mikenash@roadrunner.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 may 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.

5.2 The following entry fees will apply:

	Early Entry By January 31, 2008	Standard Entry By May 30, 2008
Under 59 Feet LOA	\$1500	\$2000
Under 85 Feet LOA	\$2000	\$3000
85 Feet LOA and Over	\$5000	\$7000

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

5.4 No entry fee will be returned by reason of withdrawal after May 1, 2008.

#### **6.0 CHARTERER or PERSON IN CHARGE**

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." If an owner/charterer is not on board, he shall appoint a 'person in charge' per Rule 46 of the RRS. That 'person in charge' must meet all requirements that an owner/charterer would have needed to meet had he been on board.

#### **7.0 ADVERTISING**

In accordance with the RRS Appendix I Regulation 20 - ISAF Advertising Code, the Transpac Tahiti 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

Early Entry Deadline	Friday	January 31, 2008
No Refund for Withdrawal after	Thursday	May 1, 2008
Close of Entries	Thursday	May 30, 2008
Deadline for Submitting Final Rating Data	Thursday	May 30, 2008 1200 EDT
Crew list due	Thursday	May 30, 2008
Last day for safety inspection	Sunday	June 15, 2008
Send off Party	Friday	June 20, 2008
Skipper's Meeting	Saturday	June 21, 2008
Start	Sunday	June 22, 2008 1300 PDT
Trophy Presentation	To be determined	

## 9.0 COURSE

The course will be from the starting line located near Point Fermin, California, leave Catalina Island to port, thence to the finish line near Pointe Venus, Tahiti.

## 10.0 SAILING INSTRUCTIONS

Sailing Instructions will be available by May 1, 2008.

## 11.0 SKIPPERS MEETING & SKIPPER'S PACKAGE

The skipper's package will be available at the skipper's meeting.

## 12.0 SPECIAL REQUIREMENTS

12.1 In accordance with the 2006-2007 ISAF Special Regulations 6.01, 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. Safety at Sea seminars are scheduled on the West and East coasts. Balboa Yacht Club in Corona del Mar, CA will hold a seminar on January 26, 2008. For information contact: Becky Lenhart phone: (949) 673-3515. A complete list of US Safety at Sea seminars, their dates, locations and contact information may be found on the US SAILING web site at [http://www.ussailing.org/safety/Seminars/index\\_new.asp](http://www.ussailing.org/safety/Seminars/index_new.asp).

12.2 A manually operated backup water maker capable of producing one gallon of water per crew person per day is required.

- 12.3 All used and empty fluid containers must be carried on board until the yacht is moored in Tahiti. Transpac YC 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.
- 12.5 Halyard locks are permitted, but only when capable of being reliably released from deck.
- 12.6 Sails shall be set and flown in close proximity to the yacht.

### **13.0 MULTIHULL FLEET REQUIREMENTS**

- 13.1 Transpac YC will recognize a multihull fleet if one or more yachts enter.
- 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 ORCA Southern California PHRF Certificate or such hull, appendage, rig sail, propeller installation and other data as may be requested by Transpac YC to establish a Tahiti rating.

### **14.0 INSPECTION**

All yachts will be required to pass inspection for 2006-2007 ISAF Special Regulations for Category 1 standards of safety and accommodation compliance by June 15, 2008, except as modified herein. A Special Regulation safety standards category 1 extract can be found at [http://www.ussailing.org/safety/isaf\\_new.asp](http://www.ussailing.org/safety/isaf_new.asp).

### **15.0 TRANSPAC RATING**

- 15.1 Transpac YC uses TPYC Tahiti ratings as the best way to fairly handicap a wide variety of monohull racing yachts. The TPYC Tahiti rating uses the mainly offwind Tahiti Wind Matrix, a Pacific Swell adjustment and a handicap course length of 3700 nautical miles to establish time allowances from the fastest rated yacht.

15.2 Each yacht shall have a TPHYC Tahiti rating issued by US Sailing. To issue this rating for monohulls, 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. The cost of this rating is \$150.

\* Measurer verified is defined in section 15.3 B

15.3 All monohull 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/ORR/ORR%20Measurement%20Protocol.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/Comb%20SailsForm.DOC>

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 receipt of final rating 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 the rating deadline, 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 the rating deadline 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 deadline such than an experimental certificate can be issued.
- 15.5 Yachts must carry on board a copy of the valid 2008 certificate which they submitted for purposes of assignment of their TPYC rating. This certificate must be signed by the owner and charterer if applicable.
- 15.6 Yachts or designs are permitted to obtain trial ratings to help potential entrants optimize their rating for this race. 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 \$150 each except for yachts whose evaluation, as determined by the rating office, requires use of a special VPP. Their cost is \$1500 per trial.
- 15.7 Powered sail handling is permitted. The US Sailing rating office will estimate the benefit and this benefit will be taken into account in the rating. RRS rules 44.2 and 44.3 permit limited pumping to induce surfing or planing or otherwise propel the vessel. However powered sail handling shall only be used to trim sails and must not be used to induce pumping or surfing. Power sail handling will be as defined by the WSSRC. This modifies RRS 52.



## 16.0 CONFIGURATION LIMITATIONS

- 16.1 Transpac YC 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 jury per RRS 64.3(b).
- 16.2 Other than tanks declared and measured for water ballast, 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 yacht's centerline.
- 16.3 All fuel not burned by legitimate ship's 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 the Transpac Tahiti Race 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 ORR or IMS Stability Index "SI" of not less than 115.0 or provide documentation demonstrating compliance with ISO 12217-2 for Design Category A.
- 16.8 ISAF Offshore Special Regulations Appendix K and Section 3, Category 1 regarding moveable and variable ballast boats shall apply except as follows:
- A) In lieu of Special Regulations Appendix K paragraph 1.2, ORR 2.02.2 and IMS 205.3 where applicable by NOR 3.3, each movable ballast yacht shall have a Transpac Tahiti Race BLRI =  $0.75 + 0.007 * (\text{LSM1} - 5)$ . Transpac Tahiti Race 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.
  - B) Transpac YC interprets 3.02.4 to include valves on keel rams as a possible keel locking method.

- C) 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 Special Regulation section 3.02.4, 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 yachts will be eligible for overall and division trophies.

## **22.0 MOORINGS**

22.1 Yachts are responsible for making their own mooring arrangements prior to the start of the race.

22.2 Yachts will receive mooring instructions from the Tahiti 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. TPYC must receive a waiver and authorization form, signed by the entrant, allowing movement of the yacht to accommodate berthing of other competitors in the absence of entrant or crew.

### 23.0 AMENDMENTS TO THIS NOTICE

Transpac YC reserves the right to amend this notice. Amendments to this notice published prior to May 30, 2008 will be e-mailed to all owners whose entries have been accepted. Amendments to this notice published later will be posted on the official notice board at Shoreline Yacht Club and on the website at [www.transpacificyc.org](http://www.transpacificyc.org).

### 24.0 INFORMATION

For additional information visit [www.transpacificyc.org](http://www.transpacificyc.org), or [www.racetranspac.org](http://www.racetranspac.org), or contact any one of these Transpac members.

<u>Contact</u>	<u>Location</u>	<u>Phone</u>	<u>E-mail</u>
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