



Transpacific Yacht Race – Tahiti

2012

NOTICE OF RACE

INVITATION

The Tahiti Race is an invitational race for trophies presented by the Transpacific Yacht Club. Yachts are invited to sail the traditional course will be from Point Fermin, California to Tahiti or the Pacific Island Discovery route from Honolulu, Hawaii to Tahiti. The organizing authority for the race is the Transpacific Yacht Club (TPYC) and its committees. The Principal Race Officer (PRO) will be David Cort.

1.0 RULES

- 1.1 The race will be governed by the Racing Rules of Sailing (RRS) 2009-2012 including US SAILING prescriptions and the 2010-2011 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.)
- 1.2 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.”*
- 1.3 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.
- 1.4 For yachts entered 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.

- 1.5 Yachts may apply for a waiver of RRS 52 such that power and stored energy are permitted for sail hoisting, trimming, and adjusting. Full information on all forms of stored energy sail hoisting, trimming, and adjusting shall be submitted with the final rating data. The US Sailing Offshore office will estimate the benefit of these features and adjust the TPYC ratings accordingly. Power winches shall NOT be used to induce surfing or planing.
- 1.6 Yachts electing to sail with a crew of two must declare that intention in writing on their entry forms. Double handed yachts may use autopilots and windvanes (this modifies RRS 52.) Such use must be declared in writing at the time of entry.
- 1.7 All rules associated with the yacht's valid Offshore Racing Rule (ORR) certificate shall apply except for those rules modified in this NOR. In addition, if a yacht is racing in a special class, those class rules shall also apply, however ORR shall prevail in the event of conflict.
- 1.8 The 2012 Tahiti race pennant, class flag, and any sanctioned special class flag are allowed and shall be displayed as noted in the Sailing Instructions. This modifies RRS 55.
- 1.9 There is no limitation on the number of light staysails and spinnakers that may be carried. The number of jibs and mainsail shall comply with ORR 10.02.1. This modifies ORR Rule 10.02.1, Per RRS 87 ORR has issued TPYC permission to make this change.
- 1.10 There is no limitation on crew weight. This modifies ORR Rule 4.02, Per RRS 87 ORR has issued TPYC permission to make this change.
- 1.11 Irrespective of a specific class rule there may be temporary rigging to support the mast near the spinnaker pole when the spinnaker is set.
- 1.12 TPYC reserves the right to amend this notice. Amendments to this notice published prior to April 2, 2012 will be e-mailed to all owners whose entries have been accepted. Amendments to this notice published later will be posted on the official race website at www.TranspacRace.com.

2.0 ADVERTISING

Yachts who intend to display advertising must so indicate on their entry forms. Per RRS 80, a boat and her crew shall comply with ISAF Regulation 20.

Each yacht shall display the event sponsor's backstay flags in accordance with this Notice of Race (NOR) and the Sailing Instructions, (ISAF Regulation 20.4.1.3). See NOR 1.9.

Prior to leaving the dock immediately prior to starting until one hour after starting, and one hour before finishing and after finishing, the yacht shall display the backstay flag which will be supplied by TPYC.

3.0 ELIGIBILITY

- 3.1 The race is open to monohull and multihull yachts that meet the requirements of the 2010-2011 International Sailing Federation Special Regulations Governing Offshore and Oceanic Racing including US Sailing Prescriptions for Category 1 events. As a Category 1 event yachts must be completely self-sufficient for extended periods of time, capable of withstanding heavy storms and prepared to meet serious emergencies without the expectation of outside assistance.

Fleets. Monohull and multihull yachts, and tall ships will each race in their own fleet.

Aloha Class. This class, racing within the monohull fleet, is open to heavy traditional cruising-type yachts. A numerical screen, the "Aloha Class qualifier" has been created to determine those monohull yachts which will qualify for the Aloha Class. TPYC will use this Aloha Class Qualifier as a guide and reserves the right to determine whether any particular boat may race in the Aloha Class. Further information regarding Aloha class eligibility is available from the Entry Chairman and online at the TPYC website.

- 3.2 In addition to racing within a division and also competing against the fleet overall, yachts may be entered in a special class 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 TPYC or by TPYC's own initiative. A yacht may only be entered in one special class. TPYC may include or exclude any yacht from a special class.

3.3 ALL YACHTS:

To be eligible to enter 2012 Transpac Tahiti Race, yachts must meet the following length, rating limits, and requirements:

3.3.1 All yachts must be launched, sailed in their Transpac Tahiti race configuration, and have submitted final data for their rating certificate by close of entries, April 2, 2012. See Section 7.3 and 13 for late penalties.

3.3.2 TPYC may have its technical committee review a yacht's eligibility or configuration limitations and make recommendations to the TPYC Board of Directors. The TPYC Board has the final authority to accept or reject a yacht's entry even though it may or may not meet the requirements of the NOR.

3.4 MONOHULL YACHTS:

3.4.1 All monohull yachts shall have valid ORR ratings issued by US Sailing and all monohull yachts shall be eligible for the overall fleet corrected time trophies. Yachts sailing the Pacific Island Discovery route may have a valid PHRF rating in lieu of an ORR rating.

3.4.2 After the close of entries yachts shall be divided into divisions and assigned start days. TPYC Rating, waivers under RRS 51 and 52, and other factors may be taken into account in determining division assignments and start days.

3.4.3 There shall be no rating limit for shortest elapsed time or course record contenders.

3.4.4 The maximum LOA shall be 100 feet (30.48 meters) for any yacht who's predicted Transpac rating is faster than the Transpac rating for the STP 65 "Rosebud" in her 2007 Transpac configuration. The minimum LOA shall be 30 feet.

3.4.5 The minimum rated speed is essentially the speed of a Catalina 36 with spinnaker and 155% jib and a solid 3 blade propeller.

3.4.6 Each yacht shall have an ORR Stability Index of 115 or greater or demonstrate compliance with the current version of ISO 12217 for Category A.

3.5 MULTIHULL YACHTS:

3.5.1 Multihulls are unrestricted both in maximum length and rating.

3.5.2 Multihull ratings for handicap awards shall be assigned by TPYC. Sufficient measurement and certificate information must be included with a multihull entry to enable TPYC to determine a handicap.

3.5.3 The number of multihulls required to qualify the fleet is 2. Depending on entries the TPYC Board may waive this requirement.

3.5.4 The minimum Multihull length is 45 feet; however consideration may be given to slightly smaller Multihulls which meet recognized multihull stability standards such as ISO 12217.

4.0 ENTRY

4.1 Entry forms can be found at: www.TranspacRace.com.

4.2 If a yacht is entered by other than the owner, TPYC 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." See RRS 46.

4.3 Each entry shall include:

1. Full yacht and owner/skipper/charterer information.
2. A color 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 TPYC 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, email addresses, emergency contacts and medical information. It will be the responsibility of the owner or charterer to maintain and update the crew list and contact numbers.
4. Signed Entry form by Owner/Skipper.
5. Signed waiver, release and indemnification by Owner/Skipper and all crew members.
6. Media Rights Waiver form signed by Owner/Skipper and all crew members.
7. Entry Payment in US Dollars made to Transpacific Yacht Club.
8. A copy of the yacht's valid rating certificate, signed by the owner and charterer if the boat is chartered.
9. TPYC 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

Contact the Entry Chairman listed below for instructions on completing entry forms online or by mail.

Commodore David Cort
2550 Graysby Ave.
San Pedro, Ca 90732

5.0 FEES

5.1 The online entry process will require a \$250 (USD) Application Fee. This fee will only be refundable should TPYC cancel the race. The Application Fee will apply entirely to the complete entry fee for the boat. Upon completion of the Application for Entry the Entry Chairman will list the Boat's Entry on the Transpac website. The remaining entry fees will then be due as listed in paragraph 5.2.

5.2 The following entry fees will apply:

	Standard Entry By February 1, 2012	Late Entry By April 2, 2012
Under 46 Feet LOA	\$2000	\$3000
Under 71 Feet LOA	\$3000	\$4500
71 Feet LOA and Over	\$5000	\$7500

5.3 A \$50 discount will apply to the entry fee of an owner/charterer who is a current member of US Sailing. In addition, a \$50 discount will apply to current members of the Transpacific Yacht Club.

5.4 No entry fee will be returned by reason of withdrawal after April 2, 2012.

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.

6.0 SCHEDULE OF EVENTS

Standard Entry Deadline			Tuesday
February 1, 2012			
No Refund for Withdrawal after	Monday	April 2, 2012	
Close of Entries	Monday	April 2, 2012	
Deadline for Submitting Final Rating Data	Monday	April 13, 2012	1200 EDT
Crew list due	Monday	April 13, 2012	
Last day for safety inspection in Los Angeles	Friday	April 13, 2012	
Send off Party	Thursday	April 19, 2012	
Skipper's Meeting	Thursday	April 19, 2012	
Start (Los Angeles)	Friday	April 20, 2012	1300 PDT
Start (Honolulu)	Saturday	April 21, 2012	1300 HST
Trophy Presentation (Tentative)	Wednesday	May 9, 2012	

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

7.0 TRANSPAC RATING AND MEASUREMENT

TPYC uses Transpac ratings as the best way to fairly handicap a wide variety of monohull racing yachts. The Transpac rating uses the Tahiti Wind Matrix, a Pacific Swell adjustment, a power trim adjustment, and a handicap course length of 3,700 nautical miles to establish time allowances from the fastest rated yacht. Yachts racing from Honolulu will have a Transpac Rating based on their PHRF certificate and use a handicap course length of 2,370 nautical miles to establish time allowances from the fastest rated yacht.

7.1 ORR RATED YACHTS

7.1.1 Each monohull yacht shall have a Transpac rating issued by US Sailing. To issue this rating, US Sailing requires a valid ORR certificate (either a Measurer Verified* or Fully Measured). US Sailing charges \$125 to compute and issue this rating, and for yachts requiring the "Special VPP", the charge is \$600.

* Measurer Verified is defined in section 7.3 B

7.1.2 Yachts with predicted speeds equal to or faster than a Santa Cruz 50 must have a valid Fully Measured ORR certificate. Any yacht entering with a One-Design Class ORR certificate must also submit a valid 2012 One-Design class certificate. All other monohull yachts must submit a valid measurer verified ORR certificate subject to the following conditions:

A) The Transpac yacht ratings shall be calculated using the Transpac default crew weight (83.3% of ORR default 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. These yachts shall either be weighed with a calibrated scale in the presence of an ORR measurer or have freeboard to centerline vertical measurements made and have the freeboards measured when in measurement trim. Spot checks on appendage's dimensions may also be required. All these data and other Measurer Verified ORR data shall be done by a certified ORR Measurer. A list can be found here: http://offshore.ussailing.org/Home/Certified_Measurers.htm.

C) 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 shall be provided for the largest sails. For yachts with roller furling jibs, make sure the longest jib luff is entered.
- 4) All other information required for the ORR certificate may be owner declared.
- 5) Yachts which already have an IMS or ORC International certificate, even if expired, issued by a national authority may qualify for an ORR certificate that meets the Measurer Verified ORR requirement. That ORR certificate may be obtained through US SAILING (Offshore@ussailing.org) by completing an ORR application and submitting the IMS or ORC International certificate and if nothing has changed, by submitting a letter to that effect. If there are changes, they shall be measured and reported to US Sailing as required above for an ORR certificate.

7.2 PHRF RATED YACHTS

7.2.1 PHRF Rated yachts will be assigned a Transpac Tahiti rating based on their PHRF handicap certificate. Measurer or Sail Loft confirmation of the mainsail, largest jib and largest spinnaker is required.

7.3 The deadline for submitting final rating data to US Sailing is shown in NOR 6. 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. Yachts subject to the above elapsed time penalty will be protested by the Race Committee at the conclusion of the race. The Measurer Verified sail measurements (7.1.2 B) may be declared and submitted in advance of measuring the sails provided prior to April 2, 2012; once built, the measurer must acknowledge to US Sailing receipt of sail certificates confirming that no sail exceeds the declared measurements. Any yacht that suffers a catastrophic gear failure requiring submittal of new rating data after the rating submittal deadline may petition the TPYC 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 new rating submittal deadline such that an experimental certificate can be issued.

- 7.4 Yachts must carry on board a copy of the valid 2012 rating certificate which they submitted for purposes of assignment of their Transpac rating. This certificate must be signed by the owner, and charterer if applicable, attesting to the accuracy of the input data. Note that ORR Rule 3.01 holds the owner/charter responsible for the accuracy of the data input to the certificate.

8.0 SPECIAL REQUIREMENTS

- 8.1 At least 30% of a yacht's crew including the owner/charterer must have attended a US Sailing or ISAF sanctioned Safety at Sea Seminar within the last five years before the start of the race. For double-handed entries, both members must have attended the Safety at Sea Seminar within the last five years. Safety at Sea seminars are scheduled at various locations. See US Sailing's website for dates and locations.

- 8.2 The minimum number of crew for yachts not racing double handed is four.

- 8.3 Propellers may not be banded or restrained in any way. All yachts must power to the starting line and into harbor after finishing. If any damage or other circumstance prevents motoring to the start or from the finish, the circumstances must be logged and reported to the Race Committee. The inability to power to the start or from the finish line may constitute grounds for protest by the Race Committee. Yachts so protested shall be subject to a time penalty.

- 8.4 Lifelines shall be made of stranded stainless steel wire and follow the minimum dimensions as per OSR 3.14.6; Table 8. This modifies OSR 3.14.6 on the use of Dyneema® rope as a lifeline material.

- 8.5 An Automatic Identification System Transponder (AIS) is **not required**. It is recommended that an AIS unit conforming to the ISAF Regulations be installed and used during the race and for the return trip. This changes OSR 3.29 (n).

- 8.6 One manually operated backup water maker per each 6 crew capable of producing one gallon of water persons per day is required.

- 8.7 All used and empty fluid containers must be carried on board until the yacht is moored in Honolulu. TPYC 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.

- 8.8 Inboard power in accordance 2010-2011 ISAF Special Regulations for Category 1 is required.
- 8.9 Halyard locks are permitted, but only when capable of being reliably released from deck level.
- 8.10 With respect to Section 3.21.1 of the 2010-2011 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 8.6 of this Notice of Race) provided that:
- A) Any extra drinking water (other than the emergency drinking water required under Section 8.6 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 10.2 of this Notice of Race.
- 8.11 Liferrafts shall be packed and serviced according to manufacturer's recommendations. This modifies OSR 4.20.5.

9.0 INSPECTION

All yachts will be required to pass inspection for 2010-2011 ISAF Special Regulations for Category 1 standards of safety and accommodation compliance by, 2012, except as modified by this NOR

10.0 CONFIGURATION LIMITATIONS

- 10.1 TPYC 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 1.4 and the storage of stores and liquids as described in Sections 10.2 and 10.3, and the effects of crew. Protests of this rule will be resolved by the jury in consultation with the US SAILING Offshore Director per RRS 64.3(b).
- 10.2 Monohull yachts' 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. For all yachts, potable liquids not stored in permanent tanks must be stowed symmetrically with respect to the yacht's centerline and must be below the height of the lowest berth (with the yacht level). While racing, total potable liquids in excess of 10 US gallons per crewmember must be stowed symmetrically about the yachts centerline. Centerline above is defined as referring to fore and aft as well as port and starboard.

- 10.3 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.
- 10.4 Water ballast tanks shall be within the hull.
- 10.5 With respect to cockpit volume, ISAF Special Regulations, Category 2 specifications shall apply to all monohull yachts.
- 10.6 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 where applicable, 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 except that the mainsail area shall be taken as $P * E / 2$ and the mainsail center of effort taken at $P / 3$ above BAS.

11 SAILING INSTRUCTIONS

Sailing Instructions will be available by April 2, 2012.

12.0 COURSE

The Los Angeles course will be a the starting line located near Point Fermin, California, leave Catalina Island to port, leaving the Mataiva Atoll in the Tuamotus to Port, then to the finish line near Pointe Venus, Tahiti.

The Pacific Islands Discovery course will be from a line off Diamond Head, Honolulu leaving the Mataiva Atoll in the Tuamotus to Port, then to the finish line near Pointe Venus, Tahiti.

13 PENALTIES

- 13.1 In lieu of disqualification, the jury may impose a penalty for infractions of RRS 29.1 and/or 31 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 affect the racing ability of that yacht, the offending yacht shall be disqualified.

- 13.2 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 time to her elapsed time. This penalty may be such that her corrected place 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.
- 13.3 For infractions of the Notice of Race or Sailing Instructions, the Race Committee may protest and the Jury may penalize the offending yacht by adding a time penalty.
- 13.4 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.
- 13.5 When a yacht is penalized by having her elapsed time adjusted, her division or class and fleet positions will be scored according to the adjusted times.

14.0 RADIO COMMUNICATION

- 14.1 Yachts must be equipped with a VHF FM radio transceiver of at least 25 watts of power. Yachts shall also carry either a single side band synthesized transceiver of at least 100 watts PEP or an approved satellite telephone. If an approved satellite telephone is carried as a substitute for an SSB, there will be a requirement that the telephone will be powered and configured at all times while racing so that it can receive calls. Yachts equipped with a satphone shall provide the satphone number to the Race Committee. The VHF antenna must be mounted atop the main mast. If present, the SSB antenna must be a permanently installed but may include a detachable link for yachts with no standing backstay. 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). All yachts must be equipped to send and receive e-mail communications.
- 14.2 Daily Roll Call and radio communication procedures are covered in detail in the Sailing Instructions. Positions will be reported by email.

14.3 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.

15.0 MOORINGS

15.1 Yachts are responsible for making their own mooring arrangements prior to the start of the race. TPYC will make every effort to assist with mooring arrangements before the start.

15.2 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.

16.0 TROPHIES

All yachts will be eligible for overall and division trophies. Trophies will given separately for the Los Angeles and Honolulu starting yachts.

17 MEDIA RIGHTS

Competitors grant TPYC, and its official sponsors, the unrestricted right and permission to use their name and the image for any text, photograph or video footage of either themselves or the boat they are sailing during the event to be published or broadcast in any media whatsoever (including but not limited to Press and TV advertisements or Internet), for either editorial or advertising purposes or to be used in press information; in this respect, competitors' names and any biographical material of themselves may also be used or reproduced in any way known. As part of the registration process, each individual participating crewmember will be required to sign a declaration accepting this waiver of rights.

18 JURY

TPYC will appoint a Protest Committee. The Protest Committee will be named at the time of publishing the Sailing Instructions.

19.0 INFORMATION

For additional information visit www.TranspacRace.com or contact any one of these Transpacific YC officials.

<u>Contact</u>	<u>Location</u>	<u>Phone</u>	<u>E-mail</u>
Dave Cort	San Pedro, CA	(310) 547-3929	DaveCort@PacEdgeSys.com
Dan Nowlan	Portsmouth, RI	(401) 683-0840 x664	DanNowlan@ussailing.org
Stephanie Betz	Archipelagoes	Papeete, Tahiti	archipelagoes@mail.pf
Michel Alcon	Tahiti YC	Papeete, Tahiti	yctahiti@mail.pf