



2017 *Transpacific Yacht Race*

NOTICE OF RACE

The Organizing Authority (OA) for this race will be the Transpacific Yacht Club (TPYC).

1 RULES

- 1.1 The race will be governed by the Racing Rules of Sailing (RRS) 2017-2020 including US SAILING prescriptions and the US Safety Equipment Requirements (SER) for Ocean races (SER 1.01 – equivalent of World Sailing Offshore Special Regulations Category 1 races). The SERs can be viewed at <http://www.ussailing.org/safety/equipment-and-requirements/> .(except as any of these are changed by the Notice of Race or the Sailing Instructions.)
- 1.2 The US SAILING prescriptions to RRS 60, 63.2, 63.4, and 82 are excluded and are not in effect.
- 1.3 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.”*
- 1.4 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.
- 1.5 For yachts 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.





- 1.6 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 or Transpac Rating Authorities will estimate the benefit of these features and adjust the TPYC ratings accordingly. Power winches shall NOT be used to induce surfing or planing.
- 1.7 Auto pilot use is only permitted for double handed boats.
- 1.8 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.
- 1.9 The 2017 TPYC race pennant, class flag, and any sanctioned special class flag are allowed and shall be displayed as noted in the Sailing Instruction. This modifies US Sailings prescription to RRS 56.
- 1.10 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 Transpac permission to make this change.
- 1.11 There is no limitation on crew weight. This modifies ORR Rule 4.02. Per RRS 87 ORR has issued Transpac 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.
- 1.13 Tungsten keels meeting the installation date and grandfather provisions specified by IRC and ORR shall be permitted.
- 1.14 The official notice board for the race will be located on the Transpac website (<http://www.TranspacYC.com/>). Courtesy copies of all notices may be posted at Shoreline Yacht Club in Long Beach, California and at the Transpac Shack in the parking lot at Ala Wai Harbor, Honolulu, Hawaii.
- 1.15 Racing Rules of Sailing Rule 55 is changed by adding the following sentence to the rule:
"However, a boat that discards biodegradable sail stops when setting a sail or discards biodegradable table scraps shall be exonerated from breaking this rule."





- 1.16 TPYC reserves the right to amend this notice. Amendments to this notice will be e-mailed to all owners whose entries have been accepted and posted per NoR 1.14.

2 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 World Sailing Regulation 20, Advertising.

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

Before 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 ELIGIBILITY

- 3.1 The race is open to monohull and multihull yachts that meet the requirements of the US Safety Equipment Requirements (SER) for Ocean races . Because the race is an Ocean race 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 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. The Aloha Class yachts will normally make up division 7 and 8 of the Monohull Fleet. Larger and faster Aloha class yachts may be assigned a later start date. 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 the 2017 Transpac, yachts must meet the following length, rating limits, and requirements:

3.3.1 All yachts must be launched, sailed in their Transpac race configuration, and have submitted final data for their rating certificate by Tuesday May 30, 2017 EDT. See Section 7.4 and 13 for late penalties.

3.3.2 TPYC's technical committee may 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.

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 No yacht whose predicted Transpac rating is faster than the Transpac rating for the STP 65 "Rosebud" in her 2007 Transpac configuration shall have a LOA greater than 100 feet (30.48 meters). The minimum LOA shall be 30 feet.

3.4.5 The minimum allowable rated speed is 595 seconds per mile for the ORR Offshore Offwind course at 12 knots as printed on the ORR certificate for the boat in its Transpac configuration. This is comparable to a Catalina 36.

3.4.6 Each yacht shall have an ORR Capsize Screen of 115 or greater or demonstrate compliance with the current version of ISO 12217-2 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 ENTRY

- 4.1 The on-line entry form can be found at: www.transpacyc.com.
- 4.2 Chartered Yachts
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" must meet the same requirements as the "Owner". See RRS 75
- 4.3 Race Entry Requirements
Race Entry is complete only when all of the items in this section (4.3) have been received and acknowledged by the Transpac Entry Chairman. When completed, the Entry Chairman will inform the competitor that race entry is complete.
- 4.3.1 **Items are submitted via the on-line entry system**
 - 1. Full yacht and owner/skipper/charterer information as required by the online entry system.
 - 2. Crew List with addresses, phone numbers, email addresses, emergency contacts as required by the online entry system. It will be the responsibility of the owner or charterer to maintain and update the current crew list and contact numbers.
 - 3. Signed waiver, release and indemnification by Owner/Skipper/Charterer and all crew members as recorded on the online entry system.
 - 4. Media Rights Waiver form signed by Owner/Skipper/Charterer and all crew members.
 - 5. Documentation of completion of the crew qualification requirements per NoR 8.1.
 - 6. Documentation of completion of the crew safety at sea training requirement has been met per NoR 8.2.





7. Provide a phone contact and email address in Hawaii that must be active from the day the boat arrives in Hawaii until the awards ceremony.
8. Full payment of the appropriate Entry Fee listed below in NoR 5.

4.3.2 Completed during the Transpac Inspection Process (NoR 9)

9. Demonstrate compliance with the US SERs for an Ocean race as modified by this NoR.
10. Produce a signed copy of the valid 2017 ORR certificate
11. Documentation of completion of the Man Overboard requirements to be completed in the presence of a Transpac Inspector or via a time stamped video per NoR 8.9

4.3.3 Submitted to the Entry Chairman

A color photograph of the yacht under sail. This shall be submitted electronically and shall be 4" X 4" or larger with a resolution absolutely no less than 300 dpi. The maximum file size should not exceed 2MB. 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.)*

4.3.4 Submitted via email to the Transpac Race Committee

Each boat shall send a position report via email or text messaging using the same system on the boat as will be used during the race (see NoR 14.1) to the Transpac 2017 Position Report email address (PosReport2017@TranspacRace.com) and receive an acknowledging email prior to two days before the boats scheduled start date.

Contact the Entry Chairman listed below for assistance in completing the on-line entry form.
TranspacEntry2017@TranspacRace.com

5 FEES

5.1 Application Fee

The online entry process requires a non-refundable \$250 (USD) Application Fee. Upon completion of the Application for Entry and receipt of the \$250 Application Fee, the Entry Chairman will list the Boat's Entry on the Transpac website. The additional Entry Fee (see 5.2) will then be due. The Late Entry Fee will apply if the full amount of the Standard Entry fee is not paid by March 1, 2017.





5.2 Entry Fee

5.2.1 Standard Entry Fees are stated in US Dollars per foot length overall (LOA) and must be received by March 1, 2017. This is in addition to the Application Fee.

5.2.2 Late Entry Fees are stated in US Dollars per foot LOA and applies to payments received after March 1, 2017 and by received by May 30, 2017. Submission of entry payment after May 30, 2017 requires Transpac Board approval.

5.2.3 Table of Entry Fees by LOA in feet

	Standard Entry Must be Paid By March 1, 2017	Late Entry Must be Paid By May 30, 2017
Under 42 Feet LOA*	\$40 per foot LOA	\$52 per foot LOA
Under 60 Feet LOA*	\$55 per foot LOA	\$72 per foot LOA
Under 80 Feet LOA*	\$65 per foot LOA	\$85 per foot LOA
Over 80 feet LOA*	\$80 per foot LOA	\$104 per foot LOA

* LOA as listed on ORR certificate

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 June 1, 2017.

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 may require an equipment deposit from the yacht.

6 SCHEDULE OF EVENTS

The full schedule of events will be published as soon as possible.

Last Date for Standard Entry fee payment	Wednesday	March 1
Last Date to pay Late Entry Fee	Tuesday	May 30
Deadline for Submitting Final Rating Data*	Tuesday	May 30 1700 EDT
Deadline for "As-Built" Sails Certificate**	Friday	June 23
Deadline for Safety Inspection Completion (See NoR 9 for details)	Two days before start	
Last Date for Complete Race Entry Process (See NoR 9 for details)	Two days before start	





Skipper's Meeting	Saturday	July 1
Aloha Send-off Party, Long Beach	Saturday	July 1
Last Safety at Sea Seminar	Sunday	July 2
First Transpac Start	Monday	July 3
Second Transpac Start	TBD	
Third Transpac Start	TBD	
Fast Multihull Start	TBD	
Navigator's De-Brief	Friday 09:30	July 21 Waikiki YC
Honolulu Awards Ceremony	Friday	July 21

*A penalty may be assessed against yachts submitting late Rating Data see NoR 7.4

** See provisions of NoR 7.

The skipper's package will be available at the skipper's meeting. The skipper's meeting will be held prior to the Aloha Send-Off party on Saturday, July 1, 2017. The skippers package consists of the Skippers Race Information Handbook, Hawaii check-in information and race gifts.

7 TRANSPAC RATING AND MEASUREMENT

7.1 TPYC 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 (see Appendix A), a Pacific Swell adjustment, a power trim adjustment, and a handicap course length of 2300 nautical miles to establish time allowances from the fastest rated yacht.

7.2 Each monohull 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* or Fully Measured). US Sailing charges \$125 to compute and issue this rating, and for yachts racing for the Merlin Trophy (NoR 17) with permitted unusual design features that require use of the "Special VPP", the charge is \$600.

* Measurer Verified is defined in section 7.3 B

7.3 Yachts with predicted speeds equal to or faster than a Santa Cruz 50 (480 seconds per mile for the ORR Offshore Offwind course at 12 knots as printed on the ORR certificate) must have a valid Fully Measured ORR certificate. Yachts that have a valid ORC International certificate, may qualify for an ORR Fully Measured certificate pending completion of an ORR application, payment of ORR certificate fee and Measurer verification. Any yacht entering with a One-Design Class ORR certificate must also submit a valid 2017 One-Design class certificate. All other





monohull yachts must submit a valid measurer verified ORR certificate subject to the following conditions:

- A) The TPYC 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 performed by a certified ORR Measurer. A list can be found here: <http://www.ussailing.org/racing/offshore-big-boats/orr/certified-measurers/>

- 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/wp-content/uploads/DARoot/Offshore/ORR/ORR%20Measurement%20Protocol%20PDF.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 that 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 verified by a certified measurer and reported to US Sailing as required above for an ORR certificate.





- 7.4 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 shall 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 Transpac. The Measurer Verified sail measurements (7.3 B) may be declared and submitted in advance of measuring the sails. US Sailing must receive sail certificates confirming that no sail exceeds the declared measurements prior to 1700 EDT June 23, 2017.
- 7.4.1 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 rating submittal deadline (see NOR 6) such that an experimental certificate based on those data can be issued.
- 7.5 Yachts must carry on board a copy of the valid 2017 ORR certificate which they submitted for purposes of assignment of their TPYC 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 SPECIAL REQUIREMENTS

8.1 Crew and Boat Qualifications

Transpac is a challenging race for very experienced sailors on well-equipped boats where weather conditions and sea state can be unpredictable. Racing from Los Angeles to Honolulu while enjoying the Eastern Pacific trade winds, can result in conditions that range from pleasantly exhilarating to serious tests of seamanship. Crews must be prepared to deal with poor conditions, injuries, and potential equipment failures without the prospect of immediate assistance or rescue. For these reasons Transpac requires that all crews and boats satisfy the following qualification requirements:

- 8.1.1 Boat Race/Passage Qualification – Each Owner/Charterer must have completed a 150 nautical mile or longer sailing race or ocean passage aboard the boat they are entering.





8.1.2 Seamanship and passage making

- A) Each Owner/Charterer and Navigator must have completed an offshore race or ocean sailing passage as specified below, and submit documentation on the Transpac Offshore Experience Form to that effect. This qualifying passage and documentation must be completed prior to two days before the boat's Transpac Race start. When completing any qualifying race or passage after May 30, 2017 at least 50% of the Transpac crew must be on board.
- B) Either
- a. The Owner/Charter and Navigator must have completed a Transpac, Pacific Cup, Newport-Bermuda, Sydney-Hobart, Fastnet or comparable ocean race within the past four years in their respective capacities.
- Or
- b. The Owner/Charterer, Navigator, and at least one Watch Captain, must have completed a minimum 150 nautical mile sailing race or ocean sailing passage on the boat they are entering within a year prior to June 1, 2017, which race or passage may also satisfy 8.1.1 above.

The qualifying race or ocean sailing passage shall be documented with the Offshore Experience Form, available online at the Transpac website.

8.1.3 General Safety Training

At least 30% of a yacht's crew including the owner/charterer and watch captains shall have attended a one or two day US Sailing sanctioned Safety at Sea Seminar (the Half day Coastal seminar does not meet Ocean race training requirements) or a World Sailing (ISAF) Offshore Personal Sea Survival Course certificate see http://www.sailing.org/sailors/safety/sea_survival.php 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. US Sailing Safety at Sea seminars are scheduled at various locations. See US Sailing's website for dates and locations. <http://www.ussailing.org/education/safety-at-sea/find-a-seminar-near-you/>

8.1.4 Hands-on Training (Will be a requirement for the 2019 race)

For 2017 it is strongly RECOMMENDED that two members of the crew (watch captains recommended) have obtained a World Sailing (ISAF) Offshore Personal Sea Survival Course certificate. Note that these certificates are valid for five years.

8.1.5 At least two members of the crew must have current CPR and First Aid training.





- 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 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. Emergency water use during the race or failure to properly report emergency water use as noted above shall constitute grounds for protest by the Race Committee. Yachts so protested may be subject to a time penalty. Any water packed within the life raft will not count with respect to this requirement because it cannot be reasonably inspected. Yachts so protested may be subject to a time penalty if the protest committee finds that the use of the emergency water was necessitated by poor planning or poor seamanship.
- 8.5 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 bio-degradable items were discharged.
- 8.6 Inboard power in accordance with SER 2.7.1 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 generating and storage system sufficient to meet all electrical needs including running lights, emergency communications and those described in NOR 14, which may include fossil fuel generator that complies with OSR 3.28.2, wind generator, hydro generator and/or solar generator.





- D) Fuel for both outboard motor and any generator fulfilling the requirements of 8.9 c) shall be stored in permanently installed fuel system(s), which comply with SER 2.7.3
- E) The speed under power shall be no less than that required for inboard power.

8.7 Halyard locks are permitted, but only when capable of being reliably released from deck level.

8.8 Drinking Water Not Stored in Permanent Tank

- A) Any drinking water not in permanent tanks (other than the emergency drinking water required under Section 8.4 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.

8.9 Man Overboard Procedures

Each boat with two thirds of the 2017 Transpac crew members shall:

- A) Demonstrate functionality of the Man Overboard recording device ((SER 3.15) by dropping an object overboard, activating the alarm, and motoring/sailing out of sight and then successfully return to and retrieve that object.
 - B) In protected waters or at dockside, successfully recover onboard a crew member from the water
 - C) For Double Handed entrees each crew member shall demonstrate recover of the other crew member.
 - D) Time stamped video documentation of A) and B) shall be accepted as meeting this requirement.
- 8.10 With respect to cockpit volume, SER 2.1.5.2 (Coastal race) shall apply.

8.11 Moveable and variable ballast boats are reminded that Appendix K of the SERs applies. ORR 2.02.2 contains similar knockdown resistance recommendations for moveable and variable ballast boats but is not a requirement for Transpac.





- 8.12 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
Attention: Karen Campbell
PO Box 1943
Walnut, CA 91789

8.13 Fire Extinguishers

SER 3.4 is modified to read "Fire extinguishers, at least two and no fewer than required by the yacht's country of registry, readily accessible in suitable and different parts of the yacht".

8.14 Lifelines – Lifelines shall be stainless steel. The changes SER 2.4.4

9 INSPECTION

- 9.1 Race Entry (NoR 4.3.2) requires all boats to be inspected to verify compliance with:
- 9.1.1 the US Safety Equipment Requirements (SER) for Ocean races except as modified by this NOR (equivalent of World Sailing Offshore Special Regulations Category 1 races).
 - 9.1.2 verify that a signed copy of the valid 2017 ORR certificate is on-board and
 - 9.1.3 verify compliance with Special Requirement NoR 8.9 – Man Overboard Procedures – either by a Transpac inspector witnessing them or submission of a time stamped video.
- 9.2 Initial Inspection shall be completed no later than seven days prior to the boat's scheduled start.
- 9.2.1 Corrections to resolve inspection deficiencies and completion of the MOB procedures (NoR 8.9) shall be completed no later than two days prior to the boat's scheduled start.
 - 9.2.2 Initial inspections may be scheduled starting May 1, 2017.

10 TRANSPAC CONFIGURATION LIMITATIONS

- 10.1 TPYC realizes that the majority of the Race is on starboard tack, and that configuring a yacht to optimize performance on starboard is advantageous. However, 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 protest committee in consultation with the US SAILING Offshore Director per RRS 64.3(b).





10.2 Tankage

- 10.2.1 Competitors are reminded that this NOR only amends RRS 51 for movement of sails not in use and for declared and rated movable ballast. If boats systematically make, move or use fluids or stores in such a way as to either increase stability as they tack or gybe; or adjust trim in different conditions, that will be considered movable ballast under RRS 51 and must be declared and rated on the ORR Certificate. A boat who fails to declare movable ballast to increase stability or adjust trim breaks RRS 51 and may be protested and penalized.
- 10.2.2 Water tanks in monohulls located more than 0.2xMB outboard of centerline must not have their top surfaces more than 0.30m (1.0ft) above the waterline except that tanks existing prior to and un-modified after June 12, 2012 may have their top surfaces no more than 0.40m (1.3ft) above the waterline.
- 10.2.3 Before racing up to 7 US gallons of potable water per crew member may be stored asymmetrically in permanent water tanks that meet the requirements of 10.2.2.
- 10.2.4 While racing total potable liquids in excess of 7 US gallons per crew member must be stowed symmetrically about the boat's centerline and must be below the height of the lowest berth (with the yacht level).
- 10.2.5 Tankage, fixed or portable, located within ten percent LOA of the stern shall be declared "empty when racing" unless those tanks are declared and rated as moveable ballast.
- 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.

11 SAILING INSTRUCTIONS

Sailing Instructions will be available by June 1, 2017

12 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.





13 PENALTIES

The first sentence of rule 64.1 is changed to: “When the protest committee decides that a boat that is a *party* to a protest hearing has broken a *rule* and is not exonerated, it may impose an elapsed time penalty or impose no penalty at all.” If an elapsed time penalty is imposed, its magnitude will be at the protest committee’s discretion unless otherwise specified in the NoR or SIs. This penalty also is applied to elapsed time, Class and Fleet standing trophies. However,

- A) if the boat caused injury or damage to another boat that affected the other’s racing ability or, despite taking a Two-Turns Penalty, gained a significant advantage in the race by her breach, she will be disqualified.
- B) if the boat is found to have broken rule 69.1(a), the protest committee shall follow rule 69.2(c). Willfully reporting a false position or false weather will be considered gross misconduct and dealt with under rule 69.2.
- C) if the protest committee decides that a breach of rule 41 was committed to insure the safety of a boat or her crew, the protest committee will impose no penalty.
- D) a boat will receive an elapsed time penalty of two hours if the protest committee determines that she
 - a. is on the course side of the starting line at her starting signal and does not return to the pre-start side of the line and start, or
 - b. touches a starting or finishing line mark and does not take a One-Turn Penalty as described in rule 44.2.

14 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, then that telephone shall 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.





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). 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 Transpac Race Communications. This amends and clarifies RRS 41 (c).

15 MOORINGS

- 15.1 Long Beach – Yachts are responsible for making their own mooring arrangements prior to the start of the race. However,
- A) The Transpac Committee is again working with the City of Long Beach to be able to provide one week of complimentary berthing for participants in Rainbow Harbor and will post a notice on our web site if we are successful. Participants are to contact PortCaptain@transpacrace.com for assistance in arranging berthing. The City has requested that participants do not contact the City Harbormaster directly.
 - B) If mooring is needed prior to TBD contact PortCaptain@transpacrace.com (Please watch www.TranspacYC.com for posting of this date) . Transpac and the City will try to accommodate participants on a first come first served as available basis.
 - C) All yachts shall have four (4) mooring lines, four (4) fenders (adequately sized to your yacht) and an anchor with suitable chain and rode to support Med Mooring if necessary. TPYC will not be able to furnish or lend any mooring gear. Yachts shall be equipped and prepared to Med Moor if requested.





15.2 Honolulu

a) Escort vessels – For vessel and crew safety and coral reef environmental protection, all finishing vessels will be met at the Diamond Head finish line by an assigned escort vessel. Owners/skippers will be hailed via VHF and instructed to follow the escort vessel to its assigned mooring area which may be Ala Wai Small Boat Harbor, Kewalo Basin or Honolulu Harbor.

a) Ala Wai Harbor

i) Honolulu Committee Pier-Operations will provide mooring instructions to skippers as vessels reach their assigned mooring area. Upon finishing each yacht will be designated a mooring space. All yachts shall carry on board during the race four (4) mooring lines, four (4) fenders (adequately sized to your yacht) and an anchor with suitable chain and rode to support Med Mooring if necessary. Neither TPYC nor its Pier-Operations committee will be able to furnish or lend any mooring gear. Yachts should be equipped and prepared to Med Moor in Honolulu if required by the TPYC Honolulu Committee. As part of the Race Entry each yacht must complete a waiver and authorization for the yacht to be moved, in the absence of the availability of owner/charterer or crew, if needed, to accommodate berthing of other competitors. The boat movement and waiver authorization will require a 24/7 cell phone contact numbers for the race person in charge and the delivery person in charge. Yachts not complying with these requirements will be denied mooring in Ala Wai.

ii) Mooring provided to the boats in the Ala Wai Small Boat Harbor, including Row 500 (“Transpac Row”), Hawaii Yacht Club, Waikiki Yacht Club and fuel dock (construction permitting) are by invitation only and are subject to further regulation by the State of Hawaii.

iii) Transpac Yacht Club leases public moorings in Ala Wai harbor for a maximum 14 days. Ala Wai Harbor moorings are provided at no charge until this period expires and not all yachts will receive the maximum 14 days of free mooring. Limited mooring is available on a space available basis from Waikiki Yacht Club and Hawaii Yacht Club and Owner/Skippers are responsible for making arrangements directly with the respective Port Captains.

iv) Transient mooring privileges desired longer than this period must be arranged directly either with the Ala Wai Harbor Master or Port Captains of Waikiki and/or Hawaii yacht clubs.

v) Mooring privileges may be suspended or canceled at any time for any infraction of applicable mooring rules or misconduct of any kind.





b) Oversized or deep draft yachts

- i) Yachts that cannot be accommodated in Ala Wai due to length, draft or beam will be moored in either Kewalo Basin or Honolulu Harbor. Large multihulls will likely be moored in Kewalo Basin and owners are responsible for all mooring charges and fees, Deep draft monohulls will be moored in Honolulu Harbor. For vessels required to use Honolulu Harbor, owners are responsible for hiring a harbor agent, and for all associated mooring, port and security fees. The harbor agent will handle all invoicing and the harbor agent's invoice must be paid in full prior to a vessel's departure from Honolulu Harbor. Mooring at Kewalo Basin is by invitation only and is subject to further regulation by the State of Hawaii, the Hawaii Community Development Corporation, Howard Hughes Corporation and its contracted marina manager Mooring at Honolulu Harbor, a restricted commercial harbor, is subject to regulation by the State of Hawaii Department of Transportation, the United States Coast Guard and United States Homeland Security.

16 CREW CONDUCT

Each owner/charterer shall be responsible for the conduct of his or her crew before, during and after the race. Crews are guests of the Transpacific Yacht Club, Hawaii Yacht Club, Waikiki Yacht Club and the Ala Wai Harbor Master. Crew failure to observe yacht club and Ala Wai Marina rules and regulations and/or direction from authorized representatives or engage in uninvited attendance of other yacht welcoming parties will lead to revocation of crew guest privileges and ouster from the club or party facility. Due to State of Hawaii laws, no alcohol may be carried out of nor consumed outside of Transpac "Party Island", Waikiki Yacht Club or Hawaii Yacht Club. Gross crew member misconduct may be subject to a report to the Protest Committee for violation of Racing Rules of Sailing rule 69.

17 TROPHIES

All yachts will be eligible for overall and division trophies. These fleets and divisions are defined in Section 3.2 of the Notice of Race. Trophies will be awarded to special classes, in addition to division and overall trophies. Monohull yachts not having RRS 51 or 52 waivers will be eligible for the Barn Door Trophy, all others will be eligible for the Merlin Trophy. All monohull yachts will race for the corrected time trophies, and for the Elapsed time record Clock Trophy. In 2011, the Mark Rudiger Navigator's Trophy was dedicated for outstanding seamanship and navigation skills. Part of the qualification for this trophy is the use of celestial navigation on board during the race.





18 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.

19 PROTEST COMMITTEE

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

20 INFORMATION

For additional information visit www.TranspacYC.com or contact any TPYC Officer





Appendix A

Transpac 2017 Wind Matrix

TRANSPAC WIND MATRIX									
Point of Sail (%)	6 Knots	8 Knots	10 Knots	12 Knots	14 Knots	16 Knots	20 Knots	24 Knots	
Beat	3	0.5	0.5	0.5	0.5	0.5	0.5		
52	2	0.5	0.5	0.5	0.5	0.5	0.5		
60		2	2	2	2	2	2		
75		4	4	4	4	4	4		
90		8	8	8	8	8	8		
110		12	12	12	12	12	12		
135		26	20	18	14	10	10		
150	45	15	21	23	25	29	29	20	
165	25	16	16	16	17	17	17	40	
Optimum Run	25	16	16	16	17	17	17	40	
Wind Weighting %	1	4	10	13	24	31	14	3	100





2017 Transpacific Yacht Race NOTICE OF RACE

Amendment #1 to the Notice of Race

NOR 7.4.1 is modified to include 7.4.1.1:

7.4.1 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 rating submittal deadline (see NOR 6) such that an experimental certificate based on those data can be issued.

7.4.1.1 Transpac may permit final measurement after the rating submittal deadline for yachts based outside North America that do not have access to a UMS certified measurer in their locale. Affected yachts may petition the TPYC Board for waiver of penalty. Should the Board grant a waiver of penalty the yacht shall submit to US Offshore prior to the rating submittal deadline (see NOR 6) all available rating data including canoe body/appendages offset files and estimates of the values for missing measurements which must be determined by a UMS certified measurer so that an experimental certificate based on those data is created prior to the rating submittal deadline.

*September 16, 2016
Transpacific Yacht Race
Race Committee*



2017 Transpacific Yacht Race NOTICE OF RACE

Amendment #2 to the Notice of Race

NoR 1.2 Replace:

“RRS 60 with RRS 60.3”

NoR 1.2 Delete:

“, and 82”

NoR 1.9 Delete:

“This modifies US Sailings prescription to RRS 56.”

NoR 2. Advertising – replace the first paragraph with:

Yachts who intend to display advertising must so indicate on their entry forms and provide a brief description of the content. . Per RRS 80, a boat and her crew shall comply with World Sailing Regulation 20. Advertising not compliant with World Sailing Regulation 20.2.4. (generally accepted ethical and moral standards) ~~shall~~ grounds for the rejection of entry into the race.

NoR 4.3.4 Submitted via email to the Transpac Race Committee – modify to read:

Each boat shall send a position report via email or text messaging using the same system on the boat as will be used during the race (see NoR 14.1) to the Transpac 2017 Position Report email addresses (posreport2017@transpacyc.com) and receive an acknowledging email beginning June 5 and, without penalty, prior to two days before the boat’s scheduled start date. Boats failing to complete this requirement prior to two days before their scheduled start date shall be protested by the Race Committee and subject to a penalty determined by the protest committee.

NoR 6 SCHEDULE OF EVENTS

Second Transpac start	Replace “TBD” with “ Wednesday July 5”
Third Transpac start	Replace “TBD” with “Thursday July 6”
Fast Multihull Start	Replace “TBD” with “Thursday July 6”

NoR 7 TRANSPAC RATING AND MEASUREMENT Replace

“Measurer Verified” with “Partial Measurement

NoR 7.2 – delete - “US Sailing charges \$125 to compute and issue this rating”

8.14 Lifelines –Delete “This changes SER 2.4.4”

Add NOR 8.15

Safety equipment and through-hull location chart or charts in durable waterproof material shall be displayed in the main accommodation where it can best be seen, clearly marked with the location of all principal safety equipment and through-hulls

Nor 13 Penalties - Add at the end:

“This changes Rule 64.1”.

NoR 14 RADIO COMMUNICATION - Add:

“14.4 Rule 41 is change to add: e) Communications via phone or email with a boat builder, designer or engineer when the integrity of the vessel is at stake is not a violation of the intent of rule 41 provided they are reported to the Race Committee within 4 hours of each occurrence.”

NoR 15.2 a) MOORINGS - Replace:

“VHF” with “VHF 68”

Nor 16 CREW CONDUCT – Add Kaneohe Yacht Club, Kewalo Basin and Honolulu Harbor to the text so it reads:

Each owner/charterer shall be responsible for the conduct of his or her crew before, during and after the race. Crews are guests of the Transpacific Yacht Club, Hawaii Yacht Club, Waikiki Yacht Club, Kaneohe Yacht Club and the Ala Wai Marina, Honolulu Harbor and Kewalo Basin respective Harbor Masters. Crew failure to observe yacht club and harbor rules and regulations and/or direction from authorized representatives or engage in uninvited attendance of other yacht welcoming parties will lead to revocation of crew guest privileges and ouster from the club or party facility. Due to State of Hawaii laws, no alcohol may be carried out of nor consumed outside of Transpac “Party Island”, Waikiki Yacht Club, Hawaii Yacht Club or Kaneohe Yacht Club. Gross crewmember misconduct may be subject to a report to the Protest Committee for violation of Racing Rules of Sailing rule 69.



2017 Transpacific Yacht Race NOTICE OF RACE

Amendment #3 to the Notice of Race

NoR 3.5.2

Delete:

“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.”

Replace with:

“Multihull ratings for Multihull handicap awards shall be based on the ORR Multihull rating rule, ORR-MH. Each multihull yacht shall have a valid ORR-MH rating certificate. The measurement and certificate information required to generate and issue an ORR-MH certificate can be obtained by emailing ora.rating.services@gmail.com.”



2017 Transpacific Yacht Race NOTICE OF RACE

Amendment #4 to the Notice of Race

The multihulls learned the details of their rating procedures on 4 May 2017. Requiring them to meet the 30 May date is not reasonable.

NoR 6 Schedule of Events

Change

Deadline for Submitting Final Rating Data* Tuesday May 30 1700 EDT

To read

Deadline for Submitting Final Rating Data*	Monohulls	Tuesday May 30 1700 EDT
	Multihulls	Friday June 16 1700 EDT

NoR 8.1.2 Seamanship and passage making

In 8.1.2 B) b. Change "June 1, 2017" to "two days before the boat's Transpac Race start".

The Owner/Charterer, Navigator, and at least one Watch Captain, must have completed a minimum 150 nautical mile sailing race or ocean sailing passage on the boat they are entering within a year prior to **two days before the boat's Transpac Race start**, which race or passage may also satisfy 8.1.1 above.



2017 Transpacific Yacht Race NOTICE OF RACE

Amendment #5 to the Notice of Race

Background.

The ORR rule does not permit sails with midwidths less than 75% of the foot or greater than 50% of the foot with the exception of Jibs with LP < 110%. See ORR Rule 10.13. Comanche has sails that fall into this prohibited range and has requested permission to use them while attempting to set a new Transpac monohull elapsed time record. The Transpac Board with concurrence from the Offshore Racing Association (owner of the ORR Rule) has agreed to allow these sails on any monohull entrant subject to the rating procedures and rating penalty described in the NoR Amendment below.

Add NoR 7.6

- 1) Monohull yachts may elect to be rated for and use headsails with width greater than allowed by ORR 10.13.7 which are also not spinnakers under ORR 10.24.1 because $AMG < 75\%$ of ASF. Sail dimensions of each of these sails plus each of the yacht's jibs and spinnakers must be submitted prior to the measurement deadline and UMS sail certificates supplied prior to the deadline in the NOR.
- 2) The ORR predicted speed at each point of sail shall be calculated using the area and aerodynamic properties of the yacht's jibs, each large width headsail, the yacht's spinnakers and ORR's Minimum Spinnaker Area. The fastest of these predicted speeds at each point of sail shall be used in calculating the ORR rating.
- 3) For monohull yachts rated with these large width headsails the Transpac ToT Time Correction Factor is to be increased an additional 10% above the value calculated considering headsail or spinnaker area and aerodynamic properties as described above.
- 4) Any monohull rated with headsails with width greater than allowed by ORR 10.13.7 which are also not spinnakers shall pay appropriate charges to calculate the rating using these sails and shall also supply digital log files of the 2017 Transpac Race including TWA, TWS, boatspeed, heel, sail combination, ballast configuration such as keel cant and ballast tank, COG, SOG, and any other relevant data.

*May 16, 2017
Transpacific Yacht Race
Race Committee*



2017 Transpacific Yacht Race NOTICE OF RACE

Amendment #6 to the Notice of Race

Add

NoR 1.1.1 Multihull safety requirements shall be governed by the World Sailing Offshore Special Regulations Category 1.

Change

8.1.2 Seamanship and passage making

1. A) Each Owner/Charterer and Navigator must have completed an offshore race or ocean sailing passage as specified below, and submit documentation on the Transpac Offshore Experience Form to that effect. This qualifying passage and documentation must be completed prior to two days before the boat's Transpac Race start. ~~When completing any qualifying race or passage after May 30, 2017 at least 50% of the Transpac crew must be on board. When completing any qualifying race or passage after June 1, 2017 at least the Owner/Charterer, Navigator, and at least one Watch Captain must be on board.~~

*May 22, 2017
Transpacific Yacht Race
Race Committee*



2017

Transpacific Yacht Race

SAILING INSTRUCTIONS

The Transpac *Notice of Race* and the *Notice of Race Amendments* are integral parts of these Sailing Instructions. To avoid confusion, *the numbering of the paragraphs in the Sailing Instructions continues from the Notice of Race. Starting times and daily position report times noted are Pacific Daylight Time (PDT) [GMT -7], Hawaiian Standard Time (HST) [GMT -10] is used for reporting all ETA's and finish times.*

21 NOTICES TO COMPETITORS

21.1 Notices to competitors published will be sent to all owners whose entries have been accepted. Notices to competitors published will be posted on the official Notice Board located on the Transpac web site at www.TranspacYC.com. Copies of the Notices may also be posted at Shoreline Yacht Club, at the Los Angeles Yacht Club, and at the TRANSPAC RACE HQ Honolulu (The Shack).

22 CHANGES TO SAILING INSTRUCTIONS

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

23 SCHEDULE OF RACE STARTS

Class and Division start assignments will be announced as soon as possible after the close of entries.

<u>Date</u>	<u>Start Order</u>	<u>First Warning Signal</u>
Monday, July 3	First Start Monohull Divisions	1255
Wednesday, July 5	Second Start Monohull Divisions	1255
Thursday, July 6	Third Start Monohull Divisions	1255
	Multi-Hull Divisions	30 minutes after Monohull Start



24 CLASS FLAGS

- 24.1 Class Flags will be:
Class and Division flag assignments will be announced as soon as possible after the close of entries. For the purpose of signaling the start, a large Transpac 2017 Race flag will be used in lieu of the class flags.

<u>Class</u>	<u>Flag</u>
Assigned Division	Numeral Pennant
1 thru 8	1 thru 8
Multihull	0

25 THE COURSE

- 25.1 The course will be from the starting line near Point Fermin, California to the finish line off Diamond Head, Honolulu, Hawaii, leaving Catalina Island to port.

26 THE START

- 26.1 The starting line will be located near Point Fermin Buoy at approximately 33° 41.5'N, 118°17.5W.
- 26.2 The race will be started in accordance with RRS 26.
- 26.3 To draw attention that the race starting sequence is about to begin, multiple sound signals will be made approximately one minute before the first warning signal
- 26.4 The starting line will be between an orange flag on the Race Committee boat at the starboard end of the line and an orange inflatable tetrahedron on the port end. There may be a limiting buoy to protect the Race Committee boat. No boat shall sail between this limiting buoy and the Race Committee boat if so set. Any boat sailing between the limiting buoy and the Race Committee boat shall be deemed OCS.
- 26.5 The Race Committee boat will be on station from 1130 PDT hours on the days of the starts. Each boat shall pass close by the Race Committee boat and be visually identified prior to the warning signal. Boats not checking in may be protested.
- 26.6 Upon entering the starting area each boat shall guard VHF Channel 71 for transmissions from the Race Committee to the competitors and shall continue to do so until 10 minutes after starting.
- 26.7 Each boat shall display both the Transpac 2017 pennant (contained in the skipper's package and issued at the skipper's meeting) and their class flag from the backstay during the start period and for at least 30 minutes after the boat's start and again at least 30 minutes prior to the boat's finish. Boats not displaying these pennant(s) may be protested.
- 26.8 Should a special class, as a group, elect to display a special class flag, in addition to the Transpac pennant and the class flag, it may provided it has received prior approval from Transpac as to size and design. This special class flag shall fly during the times stated in 26.7.
- 26.9 Any boat that is on the course side at her starting signal and which does not return to the pre-start side of the line to properly start shall be protested and shall be penalized two hours of elapsed time in lieu of being scored OCS.

27 RECALLS



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

28 DAILY POSITION REPORTING

- 28.1 Each boat shall report her 0800 PDT position daily before 0900 PDT by email or SMS text message as described below. The email address for Daily Position Reports is found in Appendix 1 of this document. Per SI 28.6 boats not reporting their 0800 PDT position by 0900 PDT may be protested.

The Race Committee will provide an automatic response to all emails. Boats not receiving an Auto Response should assume that the Race Committee has not received the most recent email. Note – this only applies to email reports; SMS text will not provide an Automatic Response.

- 28.2 The preferred format for email position reports is as described below:

Subject line or Header:

0800PDT Position Report Boat Name, Sail #, Date i.e.: “MyBoatName, 99999 - July XX, 2017”

Body:

- 1) 0800PDT position Lat/Long in degrees, minutes: “0800 PDT Position is: 33° 4 N, 118° 117 W”
- 2) Sea and sky conditions, wind direction (magnetic) and velocity (knots), and barometric pressure (millibars)
- 3) Optional brief comments if desired

All messages should be sent using plain text to minimize message size.

- 28.3 Per NoR 4.3.4 each boat shall send a position report via email or text messaging using the same system on the boat as will be used during the race to the Transpac 2017 Position Report email address (PosReport2017@TranspacYC.com) and receive an acknowledging confirmation beginning June 5th and, without penalty, prior to two days before their scheduled start, or the boat may be protested.
- 28.4 All boats are required to transmit via email a Special Position Report formatted as described in 28.2 to the TRANSPAC RACE HQ after their start and prior to the earlier of passing the West End of Catalina Island or sunset. Transpac Race HQ will send a return message acknowledging receipt of the report. Should the boat be unable to perform this email position report she shall repair the cause and comply before continuing in the race. Failure to successfully transmit the boat’s position at the West End via email may result in the boat being protested.
- 28.5 If a boat cannot successfully communicate her Daily Position Report by email or relay to another boat, she must report her 0800 PDT position to TRANSPAC RACE HQ by Sat Phone to one of the TRANSPAC RACE HQ telephone numbers found in Appendix 1.
- 28.6 Any boat whose Daily Position Report is not received by 0900 PDT or who is unable to communicate by email or Sat Phone either a weather or position report when requested by the Transpac Race HQ shall be protested and will be penalized up to 30 minutes for each infraction.



- 28.7 Any boat whose transponder signals are not received by the tracking service will be contacted by email or Sat Phone and shall be required to transmit additional position reports at 4 hour intervals and may be protested for failure to do so.
- 28.8 As soon as possible after Daily Position Reports are received by TRANSPAC RACE HQ a report consisting of each boat's reported position, distance to go, corrected time, and fleet and class position will be emailed to each boat.

The Daily Standings and Position Report is planned to be sent at or before 1000 PDT. It will also include a list of any boats whose email position reports have not been received by the Race Committee and notification of any boats with transponder failures.

- 28.9 Access to yellow brick delayed tracker is allowed. Access to yellow brick real time live tracker except in the last 100 miles is a violation of rule 41 and subject to protest.

29 NAVIGATION

- 29.1 Each navigator shall keep a plot and log of the boat's track during the race. Computer plots or logs will be accepted.

30 THE FINISH

- 30.1 The finish line is the seaward projection of a line bearing 203° magnetic from Diamond Head Lighthouse to the approximate area of a red flashing buoy "R2", three quarters of a mile offshore. The line must be crossed within one hundred (100) yards of the buoy, leaving it to starboard. A searchlight may illuminate the finish line at night.
- 30.2 When finishing between dusk and daylight, the mainsail number shall be illuminated before finishing and long enough afterward to aid in positive identification.

30.3 Mandatory 100 Mile Report:

When 100 nautical miles from the finish line, email TRANSPAC RACE HQ Honolulu (see Appendix 1 for email addresses and telephone numbers) giving your boat's identification, position, and ETA in Hawaii Standard Time (HST) at the finish. *(Be Sure to Use Hawaii Standard Time)* TRANSPAC RACE HQ Honolulu will provide a very short email response confirming receipt of all email messages.

The format for email positions are as described below:

Subject line or Header:

100 Mile Report - "MyBoatName, 99999 - July XX, 2017"

Body:

- 1) 100 mile report Lat/Long in degrees, minutes: "100 Mile Position is: 21° 20 N, 157° 81 W"
- 2) ETA Diamond Head Finish **(HST)**
- 3) Optional brief comments if desired

All messages should be sent using plain text to minimize message size.

If a confirmation message from TRANSPAC RACE HQ Honolulu is not received contact TRANSPAC RACE HQ Honolulu by Sat Phone and identify your boat. TRANSPAC RACE HQ Honolulu will take your position report and ETA in Hawaii Standard Time (HST) at the finish line. ***(Be Sure to Use Hawaii Standard Time)***

- 30.4 **Mandatory 25 Mile Report:** When 25 nautical miles from the finish line, email TRANSPAC RACE HQ Honolulu (see Appendix 1 for email addresses and telephone



numbers) giving your boat's identification and ETA at the finish. **(Be Sure to Use Hawaii Standard Time)** TRANSPAC RACE HQ Honolulu will provide a very short email response confirming receipt of all email messages.

The format for email positions are as described below:

Subject line or Header:

25 Mile Report - "MyBoatName, 99999 - July XX, 2017"

Body:

- 1) 25 mile report Lat/Long in degrees, minutes: "25 Mile Position is: 21° 20 N, 157° 81 W"
- 2) ETA Diamond Head Finish **(HST)**
- 3) Optional brief comments if desired

All messages should be sent using plain text to minimize message size.

If a confirmation message from TRANSPAC RACE HQ Honolulu is not received, the boat shall contact TRANSPAC RACE HQ Honolulu (808-946-9065) by Sat Phone and identify your boat and position. TRANSPAC RACE HQ Honolulu will take your position report and ETA at the finish line. **(Be Sure to Use Hawaii Standard Time UTC/GMT – 10 hours)**. Any required assistance (tow, etc.) is to be reported at this time. After completing your 25 mile report, monitor marine VHF Channel 71 until instructed to shift to VHF Channel 68 after finishing.

- 30.5 **Mandatory 5 Mile Report:** When 5 Nautical Miles from the Diamond Head Light call TRANSPAC DIAMOND HEAD on VHF Channel 71, identify your boat and report your updated ETA **(HST)** at the finish. (Note – Be sure to use the fixed VHF with masthead antenna for these reports. Handheld VHF transmissions may not be heard!) Monitor Channel 71 through the finish line.
- 30.6 Any boat failing to report at 100 miles, 25 miles, and 5 miles shall be protested by the Race Committee and may be penalized up to 30 minutes for each infraction.
- 30.7 **Finish at Diamond Head Buoy:** Upon crossing the finish line (30.1) each boat will record their finish time **(HST)** in the boat's log and on the Compliance Certificate. The Diamond Head Lighthouse Committee will call you on Channel 71 to verify your order of finish and finish time. (Note – Be sure to use the fixed VHF with masthead antenna for these reports. **Handheld VHF transmissions may not be heard!**)
- 30.8 **After Your Finish:** Switch to VHF Channel 68 after clearing with the Lighthouse. The Transpac Honolulu Committee boat assigned to escort you to the vessel's pre-designated mooring location, will contact you on Channel 68. Should you need any special assistance (need a tow) please notify the Transpac Honolulu Committee boat at this time.
- 30.9 Boats finishing after 1300 hours, Hawaiian Standard Time, July 21, 2017 shall take her own time and report it to the TRANSPAC RACE HQ.
- 31.0 PROTESTS AND REQUESTS FOR REDRESS**
- 31.1 Protests for infringement of the Racing Rules or Sailing Instructions shall be reported to the Race Committee, indicating the name and sail number of the boat protested and if the protested boat has been notified of said protest. Upon acknowledgment of the protest report by the Race Committee, the protesting boat may strike her protest flag until one hour before finishing. At the next morning's email report after receiving the protest report from the protesting boat, the Race Committee shall advise the protested boat of the pending protest. Such notification by the Race Committee shall not relieve the protesting



boat of its obligation under RRS 61.1(a) to inform the protested boat at the first reasonable opportunity. One hour before finishing, the protesting boat shall again display her protest flag conspicuously in the rigging and keep it flying until acknowledged by the Race Committee. This changes RRS 61.1(a).

- 31.2 Any boat being protested by the Race Committee will be notified of the protest and the alleged infraction within 24 hours after the time the boat finishes the race.
- 31.3 Protest forms are available from the Race Committee and Transpac Race headquarters in Honolulu. (The Shack) Completed protest forms shall be delivered there within eight (8) hours of the protesting boat's finish.
- 31.4 Notices will be posted on the bulletin board at the Transpac Race headquarters in Honolulu to inform competitors of hearings in which they are parties or named as witnesses. Hearing locations and times will be posted.

32 SAFETY REGULATIONS

- 32.1 A boat that retires from the race shall notify TRANSPAC RACE HQ immediately and continue doing so every four hours until a response is received, continue to make daily position reports per SI 29 and keep clear of the finish line. The owner or skipper shall notify TRANSPAC RACE HQ as soon as possible upon arriving at their destination following retirement and provide a written report of the circumstances to the Race Committee chairman no later than 11 August 2017.
- 32.2 **All boats are strongly encouraged to monitor VHF 16 during the race. All boats are required to monitor VHF 16 during the 0800-0900 PDT Position Reporting period while racing and to relay any position reports they may hear from other competitors unable to report by email or Sat Phone. All boats are reminded of the requirement of NOR 14.1 that satellite telephones shall be powered and configured at all times to receive calls. Boats without satellite phones are required to monitor VHF 16 at all times.**

33.0 EQUIPMENT AND MEASUREMENT CHECKS

- 33.1 A boat or equipment may be inspected at any time for compliance with the class rules, the Notice of Race and the Sailing Instructions.
- 33.2 After a boat finishes, no member of her crew shall leave the boat, until
 - (a) The Transpac Honolulu arrival inspectors have inspected the boat for compliance with the US SERs for Ocean races as per the NOR, and the Person In Charge, Navigator, and Watch Captains have signed and verified Compliance Certificates attesting to compliance with all race rules (These affidavits will be filed by the arrival inspectors with the Race Committee.), and
 - (b) The Transpac Honolulu Pier Operations Committee has collected completed Hawaii official arrival forms and any prohibited food.
- 33.2.1 Failure to comply with 33.2 shall be grounds for protest of the boat by the Race Committee
- 33.2.2 Boats shall follow all post race instructions for their safety and the safety of all involved. Failure to follow a post race command of the Race Committee shall be grounds for protest.



34 DISCLAIMER OF LIABILITY

- 34.1 Competitors participate in this race entirely at their own risk. See RRS 4, Decision to race. Transpacific Yacht Club, and its host organizations and sponsors will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after this race.



APPENDIX 1 COMMUNICATIONS PROCEDURES AND INFORMATION

1.0 Listing of all Race HQ Email Addresses and Telephone Numbers

PosReport2017@transpacyc.com (for Daily Position Reports, will be automatically forwarded to Race Committee)

RaceHQHonolulu@transpacyc.com (for 100 Mile and 25 Mile Reports will be automatically forwarded to Race HQ, the Shack & Race Committee)

Transpac Race Committee: **424-352-6588** Backup voice/SMS for Position Reports, other essential traffic. Also to be used for any emergency calls to the Race Committee.

Transpac Race HQ: **808-946-9065** Backup voice for 100 Mile and 25 Mile Reports and other essential traffic. After July 21, 2017 use this voice number to report finish times per 30.9

Please use the boat's fixed VHF with masthead antenna for all VHF transmissions.

VHF 71 Transpac Race Committee at the Start

VHF 71 Diamond Head Lighthouse Finish

VHF 71 Race HQ Honolulu at The Shack

VHF 68 Ala Wai Escort after the Finish