

# 2007

## *Transpacific Yacht Race*

PRELIMINARY (VERSION 5/24/07)

# 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.*

### **25.0 NOTICES TO COMPETITORS**

25.1. Notices to competitors published prior to June 7, 2007 will be mailed to all owners whose entries have been accepted. Notices to competitors published after June 7, 2007, will be posted on the official Notice Board located in the lower-floor hallway at the Long Beach Yacht Club, at the Los Angeles Yacht Club, and at the Race Committee headquarters in Honolulu. Notices will also be posted on the web site at [www.transpacificyc.org](http://www.transpacificyc.org).

### **26.0 CHANGES TO SAILING INSTRUCTIONS**

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

### **27.0 SCHEDULE OF RACE STARTS**

| <u>Date</u>  | <u>Class</u>  | <u>Warning Signal</u>        |
|--------------|---|------------------------------|
| Mon, July 9  | Aloha Classes, Division 5, & Cal 40's<br>Multihull Class (if required)  | 1255<br>1305                 |
| Thu, July 12 | Division 3 & 4<br>Multihull Class (if required)   | 1255<br>1305                 |
| Sun, July 15 | Transpac Classics Ceremonial Start<br>Division 1 & 2<br>Multihull Class (if required)<br>Transpac Classics (Fun Race) | 1155<br>1255<br>1305<br>1425 |

### **28.0 CLASS FLAGS**

28.1 Class Flags will be:

| <u>Class</u>    | <u>Flag</u>       |
|-----------------|-------------------|
| Multihull Class | Numeral Pennant 9 |
| Aloha Class A   | Numeral Pennant 8 |
| Aloha Class B   | Numeral Pennant 7 |
| Cal 40 Class    | Numeral Pennant 6 |
| Division 5      | Numeral Pennant 5 |
| Division 4      | Numeral Pennant 4 |
| Division 3      | Numeral Pennant 3 |
| Division 2      | Numeral Pennant 2 |
| Division 1      | Numeral Pennant 1 |

### **29.0 THE COURSE**

29.1. The course will be from the starting line near Point Fermin, California to the finish line off Diamond Head, Hawaii, leaving the West End of Catalina Island to port.

**30.0 THE START**

- 30.1. The starting line will be located near Point Fermin Buoy at approximately 33° 41.5’N, 118°17.5W.
- 30.2. The race will be started in accordance with RRS 26. (the warning signal will be given 5 minutes before the starting signal)
- 30.3. 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.
- 30.4. The starting line will be between a staff supporting an orange flag on the Race Committee boat at the starboard end of the line and an orange buoy on the port end. There may be limiting buoy to protect the Race Committee boat. No yacht shall sail between this limiting buoy and the Race Committee boat if so set.
- 30.5. The Race Committee boat will be on station from 1100 hours. Each boat shall pass close by the Race Committee boat and be visually identified prior to the warning signal. Boats may not check in by radio.
- 30.6. Upon entering the starting area each yacht 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.
- 30.7. Each yacht shall display both the Transpac 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.
- 30.8. 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 30.7.
- 30.9. While racing, 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 will be protested and may be penalized up to four hours of elapsed time.
- 30.10. Special Transpac Festivities for July 15<sup>th</sup> Start: One hour prior to the start, a ceremonial start for vintage Transpac yachts will be conducted south of the Transpac start area. These yachts may participate in a “fun race” starting 2 hours after the Transpac start.

**31.0 POSTPONEMENT**

- 31.1. Postponements will be signaled in accordance with RRS 27.3. The Race Committee will also attempt to notify boats on VHF Channel 71.

**32.0 RECALLS**

- 32.1. 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.

**33.0 DAILY ROLL CALLS**

- 33.1. Each yacht’s transponder is scheduled to transmit its 0600 PDT position to Flagship Integration Services. Flagship Integration Services will then forward this information to the communication vessel ‘Alaska Eagle’. A mandatory roll call for boats that have started will be taken each day by the Communications Vessel “Alaska Eagle” beginning July 10 on one of the following frequencies:

|         |                 |
|---------|-----------------|
| Primary | 4146.0 kHz (4A) |
|---------|-----------------|

Assume primary frequency will be used unless otherwise directed. All yachts are requested to monitor VHF Channel 71 during roll call for relay of any positions or other information unable to be heard on SSB. This roll call is for “Alaska Eagle” to gather any position reports missed by a yacht’s transponder and for the gathering of weather information from yachts in the fleet.

- 33.2. Morning roll call will commence at 0800 PDT. Alaska Eagle will call any yacht whose position is not available from Flagship for their position information. In addition Alaska Eagle may call any yacht for weather information at this time.

33.2.1. When called for position:

1. Reply with yacht name and call sign, i.e. “UNSINKABLE WYR 5248”.
2. For morning roll call give 0600 PDT position in degrees and minutes: 4 digits for latitude, i.e., “TWO FOUR (pause) ONE FIVE.” 5 digits for longitude, i.e., “ONE THREE ZERO (pause) FOUR ONE.”
3. If you have official traffic, add: “HAVE TRAFFIC”
4. The Communications Vessel will acknowledge by repeating back: “UNSINKABLE TWO FOUR (pause) ONE FIVE, ONE THREE ZERO (pause) FOUR ONE.”

- 33.3. Every yacht shall be prepared at each morning roll call to report her 0600 PDT weather. If called respond with sea and sky conditions, wind direction (magnetic) and velocity (knots), and barometric pressure (millibars).

- 33.4. Any yacht failing to have a position report to Alaska Eagle by the end of roll call, or unable to communicate a weather report request for position by Alaska Eagle will be protested and may be penalized up to 30 minutes for each infraction.

- 33.5. The Communications Vessel will broadcast fleet handicap standings back to the fleet as soon as possible after morning roll call on the roll call frequency. This should be about 15 minutes after completion of roll call, but may be adjusted to facilitate weather broadcasts.

- 33.6. An optional, informal, fleet-wide evening chat period is scheduled every evening for 1900-2000 PDT on 4146.0. This “Happy Hour” or “Liars’ Club” has been an interesting part of Transpac races in the past. Weather, performance, position, advice, or other information discussed during “Liars’ Club” are not required (or even expected) to be truthful. Communications during “Liars’ Club” are considered to be fleet-wide public communications, available to all competitors, and are not restricted by paragraphs 17.3, 20.0 or 39 of the NOR/SI’s or by rule 41 of the RRS.

#### **34.0 NAVIGATION**

- 34.1. Each navigator shall keep a clear legible plot and log of the yacht’s track during the race. In addition, the navigator shall take a minimum of four celestial sights and plot four lines of position and present corresponding worksheets to the post race inspector immediately after finishing. The sights and lines of position can triangulate one position. Not more than two of the sights and plots may be local noon sights. The foregoing shall be attested to on the compliance affidavit by the skipper and navigator. (Note: This changes NOR 19.0)

#### **35.0 THE FINISH**

- 35.1. 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 R “2”, three quarters of a mile offshore. The line must be crossed within one hundred (100) yards of the buoy, leaving it to starboard. The finish line may be illuminated by a searchlight at night.

- 35.2. When finishing between dusk and daylight, the mainsail number shall be illuminated before finishing and long enough afterward to aid in positive identification.
- 35.3. Mandatory 100 Mile Report: When 100 miles from the finish line, contact TRANSPAC DIAMOND HEAD on 4146.0 (4A) SSB and identify yourself. Transpac Diamond Head will take your position report and ETA at the finish line. (Use Hawaiian Standard Time). If unable to contact TRANSPAC DIAMOND HEAD, contact Communications Vessel Alaska Eagle on 4146.0.
- 35.4. Mandatory 25 Mile Report: When 25 miles from the finish line, call TRANSPAC DIAMOND HEAD on 4146.0 SSB and update your ETA at the finish line. (Use Hawaiian Standard Time.) 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.
- 35.5. Mandatory Makapuu Point Report: When Makapuu Light bears 345 Degrees Magnetic, call TRANSPAC DIAMOND HEAD on VHF Channel 71 and report your updated ETA at the finish. Monitor Channel 71 through the finish line.
- 35.6. Any yacht failing to report at 100 miles, 25 miles, and Makapuu Point will be protested and may be penalized up to 30 minutes for each infraction.
- 35.7. Finish at Diamond Head Buoy: Upon crossing the finish line (35.1) each yacht will record their finish time in the yacht's log and on the Race Affidavit. The Light House Committee will call you on Channel 71 to verify your order of finish and finish time.
- 35.8. After Your Finish: Switch to VHF Channel 68 after clearing with the Lighthouse. The Transpac Committee boat assigned to escort you to Ala Wai Harbor will contact you on Channel 68. Should you need any special assistance (need a tow) please notify the committee boat at this time.
- 35.9. Boats finishing after 1300 hours, Hawaiian Standard Time, July 27, 2007, shall take her own time and report it to the Race Committee.

### **36.0 PROTESTS AND REQUESTS FOR REDRESS**

- 36.1. Protests for infringement of the Racing Rules or Sailing Instructions shall be reported by radio to the Race Committee aboard the Communications Vessel, indicating the name and sail number of the yacht protested and if the protested yacht has been notified of said protest. Upon acknowledgment of the protest report by the Race Committee, the protesting yacht may strike her protest flag until one hour before finishing. At the next morning roll call after receiving the protest report from the protesting yacht, the Communications Vessel shall advise the protested yacht of the pending protest. Such notification by the Communications Vessel shall not relieve the protesting yacht of its obligation under RRS 61.1(a) to inform the protested yacht at the first reasonable opportunity. One hour before finishing, the protesting yacht shall again display her protest flag conspicuously in the rigging and keep it flying until acknowledged by the Race Committee. This changes rule 61.1(a).
- 36.2. Protest forms are available from the Race Committee and Transpac Race headquarters in Honolulu. Protests shall be delivered there within eight (8) hours of the protesting yacht's finish.
- 36.3. Notices will be posted at the window of the Transpac Race headquarters to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held at Transpac Race Headquarters. The time will be posted.

### **37.0 SAFETY REGULATIONS**

- 37.1. All competitors are urged to carefully review the US Sailing prescriptions to the ISAF Special Regulations Governing Offshore Racing for Monohulls and Multihulls. Your attention is

specifically drawn to the newly amended US Sailing prescription that now provides as follows: “US SAILING prescribes that the safety harness may be integrated with an inflatable personal floatation device (see 5.02.5) and recommends that such devices be employed whenever conditions warrant, and always in rough weather, on cold water, or at night, or under conditions of reduced visibility or when sailing short-handed. US SAILING prescribes that safety harnesses and PFD’s shall be worn on Category 0 and 1 races from sundown to sun up while on deck.” (Emphasis added.) Skippers, navigators and watch captains will be required to certify compliance with this provision as a part of the skipper’s certificate of compliance.

- 37.2. A boat that retires from the race shall notify the Race Committee as soon as possible, report such act by radio to the Communications Vessel or to the Coast Guard, requesting that notification of such retirement be relayed to the Transpac Race Headquarters in Honolulu. The owner or skipper shall notify the race committee as soon as possible upon arriving at their destination following retirement. The owner or skipper then must report the circumstances in writing to the Race Committee chairman no later than July 27, 2007.

### **38.0 EQUIPMENT AND MEASUREMENT CHECKS**

- 38.1. A boat or equipment may be inspected at any time for compliance with the class rules, the Notice of Race and the Sailing Instructions.
- 38.2. Arrival inspection procedures will be covered in the skipper’s packet.

### **39.0 DISCLAIMER OF LIABILITY**

- 39.1 The Transpacific Yacht Club bears no responsibility for accidents, damage or injuries to yachts or their personnel arising from any cause during the race.