



## 2020 Transpac Tahiti Yacht Race

### NOTICE OF RACE

#### **INVITATION**

*The Transpac Tahiti Race is an invitational race for trophies presented by the Transpacific Yacht Club. Yachts are invited to sail the traditional course from Point Fermin, California, USA to Papeete, Tahiti, FP. The organizing authority for the race is the Transpacific Yacht Club (TPYC) and its committees.*

#### **1 RULES**

- 1.1 The race will be governed by the current Racing Rules of Sailing (RRS) including US SAILING prescriptions and the US Safety Equipment Requirements (SER) for Ocean races (SER 1.01 – similar to World Sailing Offshore Special Regulations Category 1 races). The SERs can be viewed <https://www.ussailing.org/competition/offshore/safety-information/ser-world-sailing-special-regulations/> (except as any of these are changed by the Notice of Race [NOR]).
- 1.2 The US SAILING prescriptions to RRS 63.2 and 63.4 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 shall remain within a yacht’s lifelines. This modifies RRS 51 only as to the movement of sails.
- 1.5 Per Offshore Racing Rule (ORR) Appendix 7 monohull yachts are permitted to declare, be rated with and use movable and/or variable ballast. All ballast systems shall be capable of manual operation if powered systems are inoperable.
- 1.6 Per ORR Rule 4.08 for monohulls and ORR-MH 4.09 for multihulls, yachts are permitted to declare, and receive a rating adjustment for and then use stored energy for sail hoisting, trimming, reefing, furling or dousing, and adjustment of backstays and running rigging. Power winches shall NOT be used to induce surfing or planing.
- 1.7 All rules associated with the yacht’s valid 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 2020 Transpac Tahiti race pennant, class flag, and any sanctioned special class flag shall be displayed as noted in the Sailing Instructions.
- 1.9 For monohulls there is no limitation on the number of light staysails and spinnakers that may be carried. The number of headsails and mainsail shall comply with ORR 10.02.1. This modifies ORR Rule 10.02.1. Per RRS 87 ORR has issued Transpacific Yacht Club (TPYC) permission to make this change. Note that ORR Rule 10.02.1 permits only one large roach headsail (mid-girth less than 75% of the foot).
- 1.10 There is no limitation on crew weight. This modifies ORR Rule 4.01 and ORR-MH 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 The official notice board for the race will be located on the Transpac Tahiti Race website <https://www.transpac-tahiti.com/> Courtesy copies of all notices may be posted at Los Angeles Yacht Club, Los Angeles, CA USA and Papeete, Tahiti
- 1.13 RRS 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."
- 1.14 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 at <https://www.transpac-tahiti.com/>

## 2 ADVERTISING

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 be grounds for the rejection of entry into the race.

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

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





### 3 ELIGIBILITY

- 3.1 The race is open to sailing yachts that meet the requirements of the US 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. 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 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 2020 Transpac Tahiti Race, yachts must meet the following 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 to US Sailing ([Offshore@ussailing.org](mailto:Offshore@ussailing.org)) Thursday, May 1, 2020 PDT. See Sections 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, factors including whether a monohull declares stored energy for sail handling under ORR





4.08 or is rated with movable or variable ballast under Appendix 7, and other factors may be considered 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 minimum LOA shall be 30 feet.

3.4.5 No entrant shall have a Transpac rating slower than 0.995 x the slowest rated Cal 40 entered in Transpac 2019.

#### 3.4.6 **Stability**

A) Each fixed ballast 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.

B) Each moveable or variable ballast yacht shall comply with US SER Appendix K.

#### 3.5 **Multihull Yachts**

3.5.1 Multihulls are unrestricted both in maximum length and rating.

3.5.2 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 measurements, measurement procedures and certificate information required to generate and issue an ORR-MH certificate can be obtained by emailing [ora.rating.services@gmail.com](mailto:ora.rating.services@gmail.com)

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

3.5.4 The minimum Multihull length is 45 feet; however, consideration may be given to slightly smaller Multihulls that meet recognized multihull stability standards defined in ISO 12217 Category A and hull construction standards of ISO 12215 Category A.

3.5.5 Yachts must carry on board a copy of the valid 2020 ORR MH 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 MH Rule 3.01 holds the owner/charterer responsible for the accuracy of the data input to the certificate.

#### **4 ENTRY**

4.1 The on-line entry form can be found at <https://www.transpac-tahiti.com>

#### 4.2 **Chartered Yachts**





If a yacht is entered by other than the owner, TPYC shall be provided with a copy of the Charter Agreement and the yacht's measurement certificate must also be signed by the charterer signifying he understands and accepts the responsibilities of the owner. A charterer must meet the same requirements as the yacht owner. See RRS 75.

#### 4.3 Race Entry Requirements

Race Entry is complete only when all items in this section (4.3) have been received and acknowledged by the Transpac Tahiti Race 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:

- A) Full yacht and owner/skipper/charterer information as required by the online entry system.
- B) 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 number(s).
- C) Signed waiver, release and indemnification by Owner/Skipper/Charterer and all crew members as recorded on the online entry system.
- D) Media Rights Waiver form signed by Owner/Skipper/Charterer and all crew members.
- E) Documentation of completion of the crew qualification requirements per NOR 8.1.
- F) Documentation of completion confirming that the crew safety at sea training requirement has been met per NOR 8.1.3 and 8.1.4.
- G) Documentation of the completion of Man Overboard procedures defined in NOR 8.9.
- H) The yacht's on-board email address.
- I) The yacht's contact Satphone telephone number.
- J) Provide a phone contact and email address in Tahiti that must be active from the day the yacht arrives in Tahiti until the awards ceremony.
- K) Full payment of the appropriate Entry Fee listed below in NOR 5.

##### 4.3.2 Completed during the Transpac Tahiti Race Inspection Process (NOR 9)

- A) Demonstrate compliance with the US SERs for an Ocean race as modified by this NOR.
- B) Produce a signed copy of the valid 2020 ORR or ORR-MH certificate.

##### 4.3.3 Submitted to the Entry Chairman

A color photograph of the yacht under sail. This shall be submitted electronically and shall be no smaller than 1200x900 pixels, or 900x1200, and 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.)*





Contact the Entry Chairman listed below for assistance in completing the on-line entry form at [tahitirace2020@transpacyc.com](mailto:tahitirace2020@transpacyc.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 yacht's entry on the Transpac Tahiti Race website. The Standard Entry Fee (see NOR 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 February 1, 2020.

### 5.2 Entry Fees [Review Dates Below]

	Standard Entry	Late Entry
	By February 1, 2020	By May 1, 2020
Under 46 Feet LOA	\$2000	\$3000
Under 71 Feet LOA	\$3000	\$4500
71 Feet LOA and Over	\$5000	\$7500

\*LOA as listed on ORR certificate

5.2.1 Standard Entry Fees are stated in US Dollars per foot length overall (LOA) and must be received by February 1, 2020. 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 February 1, 2020 and received by May 1, 2020. Submission of entry payment after May 1, 2020 requires TPHYC Board approval.

### 5.3 Discounts

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 Forfeiture

No entry fee will be returned by reason of withdrawal after May 1, 2020





## 5.5 **Transponders**

Transponders will be used for position reports. Yachts are not responsible for the rental fee but are required to enter into a rental agreement with the transponder rental company. TPYC shall require an equipment deposit via credit card from the yacht. Credit card deposit will be required at time of transponder pickup. (See NOR 6 Schedule of Events).

## 6 **SCHEDULE OF 2020 EVENTS**

The full schedule of events will be published as soon as possible and will be included in the Sailing Instructions.

**No Refund for Withdrawal May 1, 2020**

**Deadline for submitting final rating data to US Sailing Friday, May 1, 2020**

**Mandatory Skipper's Meeting TBD**

**Sendoff Event TBD**

**Race Start Date: May 28, 2020 (possible multiple start days)**

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

## 7 **TRANSPAC TAHITI RACE RATING AND MEASUREMENT**

TPYC uses ORR Transpac ratings as the best way to fairly handicap a wide variety of monohull racing yachts. The ORR 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. The Transpac Tahiti Wind Matrix is under review and will be published approximately six months prior to the race start. A preliminary copy of the 2008 Tahiti Wind Matrix is attached to this document.

7.1 **Multihulls** – See NOR 3.5.2.

7.2 **ORR Rated Yachts**

7.2.1 Each monohull yacht shall have an ORR Transpac Tahiti rating calculated by the rating office from the ORR certificate issued by US Sailing. Yachts with unusual design features may require use of the "Special ORR VPP" and assessed an additional charge of \$750.





- 7.2.2 All Yachts must have a valid Fully Measured ORR certificate. Yachts having a valid ORC (Offshore Sailing Congress) 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 2020 One-Design class certificate.
- A) The ORR Transpac yacht ratings shall be calculated using the Transpac default crew weight (83.3% of ORR default weight).
- 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 shall be penalized ten (10) minutes of elapsed time for every day the final rating data is late past the deadline. Yachts subject to the above elapsed time penalty shall be protested by the Race Committee at the conclusion of the Transpac Tahiti Race. US Sailing must receive sail certificates confirming that no sail exceeds the declared measurements prior to 1700 EDT, May 14, 2020
- 7.4 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 affected 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 2020 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 Yacht and Crew Qualifications**

The Transpac Tahiti Race is a challenging race for very experienced sailors on well-equipped yachts where weather conditions and sea state can be unpredictable. Racing from Los Angeles to Tahiti while enjoying crossing the Equator and Inter Tropical Convergence Zone (ITCZ) 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 TPYC requires that all crews and yachts satisfy the following qualification requirements:

#### 8.1.1 Yacht Race/Passage Qualification

Each yacht shall have completed a 150-nautical mile or longer sailing race or sailing passage (no motoring) prior to two days before its Transpac Tahiti Race start. Submit offshore experience form found on website to Race Committee for review.

#### 8.1.2 Crew Seamanship and Passage Making

Each Owner/Charterer and Navigator must have completed an offshore race or ocean sailing passage as specified by either a) or b) below and submit documentation on the Transpac Tahiti Race Offshore Experience Form to that effect. This qualifying passage and documentation must be completed prior to two days before the yacht's Transpac Tahiti Race start.

- A) The Owner/Charterer 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 yacht they are entering within a year and prior to two days before the yacht's Transpac Tahiti Race start. If this event takes place after May 1, 2020 at least 50% of the crew must be on board.

The qualifying race or ocean sailing passage shall be documented with the Offshore Experience Form, available online at <https://www.transpac-tahiti.com>

#### 8.1.3 Crew General Safety Training

At least 30% of a yacht's crew including the watch captains shall have attended a US Sailing Sanctioned International Offshore Safety at Sea with Hands-on Training Course or its equivalent. Approved equivalents are:

- A) The combination of a US Sailing Sanctioned Safety at Sea Hands-On ONLY Course and the US Sailing International Offshore Safety at Sea Online Supplemental Course found at <https://www.boaterexam.com/sailing/safetyatsea/> both taken in the same calendar year;
- B) The combination of a US Sailing Sanctioned Safety at Sea Hands-On ONLY Course and a US Sailing Sanctioned Offshore Safety at Sea course both taken in the same calendar year; or
- C) A World Sailing (ISAF) Offshore Personal Sea Survival Course certificate issued by another country.





All of these must have been completed within five years before the start of the race. (Neither the US Sailing Sanctioned Coastal course nor the Offshore Safety at Sea Course without the hands-on component meets this requirement.) For double-handed entries, both members must meet this requirement. Qualifying US Sailing Safety at Sea courses 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/>. All course certificates are valid for five years.

#### 8.1.4 Additional Training

A) An additional 30% of the crew including the Person in Charge shall have attended a US Sailing Sanctioned Offshore Safety at Sea Course or completed the US Sailing International Offshore Safety at Sea Online Supplemental Course (<https://www.boaterexam.com/sailing/safetyatsea/>). The US Sailing International Offshore Safety at Sea with Hands-on Training and World Sailing (ISAF) Offshore Personal Sea Survival Courses meet and exceed this requirement. Note all course certificates are valid for five years.

B) At least two members of the crew must have current CPR and First Aid training certificates. A list of approved courses can be found at the bottom of this page: <http://www.ussailing.org/safety/equipment-and-requirements/>

8.2 The minimum number of crew 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.





- 8.4.1 One manually operated backup water maker per each 6 crew capable of producing one gallon of water per person per day is required.
- 8.5 All used and empty fluid containers must be carried on board until the yacht is moored in Tahiti. 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 shall be in accordance with SER 2.7.1. An exception is provided for power by outboard motor providing ALL the following five conditions are met:
- 8.6.1 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.
- 8.6.2 The outboard motor must be mounted in an inboard location. Transom mounting does not meet the requirement.
- 8.6.3 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.
- 8.6.4 Fuel for both outboard motor and any generator fulfilling the requirements of NOR 8.6.3 shall be stored in permanently installed fuel system(s), which comply with SER 2.7.3.
- 8.6.5 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**
- 8.8.1 Any drinking water not in permanent tanks (other than the emergency drinking water required under NOR 8.4) shall be stored in rigid container(s) not exceeding 5 gallons each that are securely tied or strapped down, and
- 8.8.2 Stored in locations as required under NOR 10.2.
- 8.9 **Man Overboard Procedures**

Each yacht with two thirds of the 2020 Transpac Tahiti Race crew members shall:





- 8.9.1 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.
- 8.9.2 Demonstrate a method of hoisting a crewmember back on deck, or other consistent means of re-boarding the crewmember. This may be done in shark-free waters or at the dock.
- 8.9.3 A certification form (available on [Transpac Tahiti Race Website](#)) confirming completion of Man Overboard Procedures in 8.9 herein shall be completed and signed by all the captain and all members of the crew aboard at the time of the practice. Certification will be turned in at time of pre-race inspection.

#### 8.10 **Liability Insurance**

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

#### 8.11 **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."

#### 8.12 **Lifelines**

Monohull lifelines shall be stainless steel. Multihull lifelines shall be either HMPE or stainless steel.

### **9 INSPECTION**

- 9.1 Race Entry (NOR 4.3.2) requires all yachts to be inspected to verify compliance with:
  - 9.1.1 US Safety Equipment Requirements (SER) for Ocean races except as modified by this NOR (SER Ocean is similar to World Sailing Offshore Special Regulations Category 1 races);
  - 9.1.2 A signed copy of the valid 2020 ORR certificate is on-board; and
  - 9.1.3 Special Requirement NOR 8.9 – Man Overboard Procedures – either by a Transpac Tahiti Race inspector witnessing them or submitting a signed affidavit available at <https://www.transpac-tahiti.com>





9.2 Initial Inspection shall be completed no later than seven days prior to the yacht'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 yacht's scheduled start.

9.2.2 Initial inspections may be scheduled starting April 1, 2020.

## **10 TRANSPAC TAHITI RACE CONFIGURATION LIMITATIONS**

### **10.1 SPARE**

### **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 yachts systematically make, move or use fluids or stores in such a way as to 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 or ORR MH Certificate. A yacht failing to declare movable ballast to increase stability or adjust trim breaks RRS 51 and shall 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 unmodified 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 more than 7 US gallons per crew member must be stowed symmetrically about the yacht'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 April 1, 2020.

## **12 COURSE**





The Los Angeles course will be from the start located near Point Fermin, Los Angeles, California, leave Catalina Island to port, then leaving the Mataiva Atoll in the Tuamotus to Port, then to the finish line near the harbor entrance at Papeete, Tahiti, FP.

### 13 PENALTIES

The first sentence of rule 64.1 is changed to: “When the protest committee decides a yacht 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,

- 13.1 If the yacht caused injury or damage to another yacht 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.
- 13.2 If the yacht 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.
- 13.3 If the protest committee decides that a breach of rule 41 was committed to insure the safety of a yacht or her crew, the protest committee will impose no penalty.
- 13.4 A yacht will receive an elapsed time penalty of two hours if the protest committee determines that she:
  - 13.4.1 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
  - 13.4.2 Touches a starting or finishing line mark and does not take a One-Turn Penalty as described in rule 44.2. This changes Rule 64.1.





## 14 COMMUNICATIONS

### 14.1 Communication Requirements

14.1.1 **VHF** – Yachts shall be equipped with a VHF FM radio transceiver of at least 25 watts of power. The VHF antenna must be mounted atop the main mast. VHF 16 shall be monitored while racing. At a minimum, the following frequencies are required: VHF Channels 6, 16, 68, and 71

14.1.2 **Satphone** – All yachts shall carry on-board a satellite phone (Satphone). The satellite phone shall have coverage for the duration of the race and be connected to main power or have a spare battery. Satphones shall be powered on while racing. Yachts shall provide the Satphone number to the Race Committee.

14.1.3 **SSB** – If a SSB is present, the SSB antenna must be a permanently installed but may include a detachable link for yachts with no standing backstay (***SSB is not monitored by Transpac Tahiti Race Committee.***)

14.1.4 **Email** – All yachts must be equipped to send and receive e-mail communications.

### 14.2 Daily Roll Call

Daily Roll Call is considered a routine test of regular and emergency communications equipment. 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 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 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 Tahiti Race Communications. This amends and clarifies RRS 41 (c).





#### 14.4 **Email Position Report Test**

Prior to the yacht's starting date, and using the same system as will be used during the race (see NOR 14.1), each yacht shall send a position report via email or text messaging to the Transpac Tahiti 2020 Position Report email address (PosReport@TransPacYC.com) and receive an acknowledging email. The window for email and text contact opens **March 1<sup>st</sup>, 2020** and closes two days before the yacht's scheduled start date. Yachts failing to complete this requirement prior to two days before their scheduled start date may be protested by the Race Committee and subject to a penalty determined by the Protest Committee.

- 14.5 Rule 41 is changed to add: "e) Communications via phone or email with a yacht 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."

#### 15 **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 and respective Tahiti Committee Members and 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. Gross crewmember misconduct may be subject to a report to the Protest Committee for violation of Racing Rules of Sailing rule 69.

#### 16 **TROPHIES**

All yachts will be eligible for overall and division trophies. These fleets and divisions are defined in NOR Section 3.1 and 3.2. Separate trophies will be awarded to Monohulls and Multihulls in all categories. Trophies will be awarded to special classes, in addition to division and overall trophies.

#### 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 yacht 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 PROTEST COMMITTEE**

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

**19 INFORMATION**

For additional information visit <https://www.transpac-tahiti.com> or contact any TPYC Officer.





**ATTACHMENT A**

Preliminary copy Transpac Tahiti 2008 Wind Matrix

**Tahiti Wind Matrix 2008**

% Total Distance at This Wind Speed	Wind Knots	Optimum Beat	52 Degree Reach	60 Degree Reach	75 Degree Reach	90 Degree Reach	110 Degree Reach	120 Degree Reach	135 Degree Reach	150 Degree Reach	Optimum Run Rated
1.0%	6	2.0%	1.0%	1.0%	20.0%	54.0%	20.0%	1.0%	0.0%	0.0%	1.0%
4.0%	8	1.0%	1.0%	1.0%	23.0%	12.0%	32.0%	19.0%	10.0%	0.0%	1.0%
10.0%	10	0.5%	2.0%	1.5%	2.0%	17.0%	18.0%	12.0%	45.0%	0.0%	2.0%
14.0%	12	0.5%	2.0%	3.0%	9.0%	17.0%	10.5%	13.0%	42.0%	0.0%	3.0%
20.0%	14	0.5%	2.0%	3.0%	6.0%	20.0%	19.0%	16.5%	32.0%	0.0%	1.0%
28.0%	16	0.5%	0.5%	1.0%	5.0%	33.0%	15.0%	10.0%	19.0%	1.0%	15.0%
17.0%	20	0.5%	0.5%	0.0%	0.0%	29.0%	29.0%	8.0%	26.0%	1.0%	6.0%
6.0%	24	1.0%	1.0%	1.0%	1.0%	10.0%	33.0%	15.0%	17.0%	1.0%	20.0%

