



2011

## *Transpacific Yacht Race*

### NOTICE OF RACE

The Organizing Authority (OA) for this race will be the Transpacific Yacht Club (TPYC). The Principal Race Officer (PRO) will be David Cort.

#### 1 RULES

- 1.1 The race will be governed by the Racing Rules of Sailing (RRS) 2009-2012 including US SAILING prescriptions and the 2010-2011 ISAF Special Regulations for Category 1 including US SAILING prescriptions (except as any of these are changed by the Notice of Race or the Sailing Instructions.)
- 1.2 For determination of the right of way between contestants, Part 2 of the racing rules shall govern, except between sunset and sunrise, the following shall be substituted for Rule 17: *"When two yachts are on the same tack and within three overall lengths of the larger yacht, the yacht being overtaken shall maintain her proper course. The overtaking yacht shall keep clear and neither yacht shall bear away toward or luff the other."*
- 1.3 Movement of sails not in use while racing is allowed; however all gear and sails not being flown must remain within a yacht's lifelines. This modifies RRS 51 only as to the movement of sails.
- 1.4 For yachts entered with moveable ballast, RRS 51 (moving ballast) shall be waived with respect to their declared and measured ballast. For moveable ballast yachts, RRS 52 (manual power) is also waived, but only to the shifting of ballast. All ballast systems shall be capable of manual operation if powered systems are inoperable.
- 1.5 Yachts may apply for a waiver of RRS 52 such that power and stored energy are permitted for sail hoisting, trimming, and adjusting. Full information on all forms of stored energy sail hoisting, trimming, and adjusting shall be submitted with the final rating data. The US Sailing Offshore office will estimate the benefit of these features and adjust the TPYC ratings accordingly. Power winches shall NOT be used to induce surfing or planing.
- 1.6 Auto pilot use is only permitted for double handed boats.





- 1.7 The forestay of a yacht may be temporarily removed for the purpose of jibing and must be reattached at the first opportunity after the jibe is completed. This modifies RRS 54 only as to the location of the forestay and ORR Rule 9.03.1. Per RRS 87 ORR has issued Transpac permission to make this change.
- 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 2011 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 RRS 55.
- 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.
- 1.12 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.
- 1.15 The official notice boards for the race will be at Shoreline Yacht Club in Long Beach, California and at the Transpac Shack in the parking lot at Ala Wai Harbor, Honolulu, Hawaii.
- 1.16 TPYC reserves the right to amend this notice. Amendments to this notice published prior to June 4, 2011 will be e-mailed to all owners whose entries have been accepted. Amendments to this notice published June 4, 2011, or later will also be posted on the official notice board at Shoreline Yacht Club.

## 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 ISAF Regulation 20.

Each yacht shall display the event sponsor's backstay flags in accordance with this Notice of Race (NOR) and the Sailing Instructions, (ISAF Regulation 20.4.1.1 ©). See NOR 1.9.





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

### 3 ELIGIBILITY

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

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

**Aloha Class.** This class, racing within the monohull fleet, is open to heavy traditional cruising-type yachts. A numerical screen, the "Aloha Class qualifier" has been created to determine those monohull yachts which will qualify for the Aloha Class. TPYC will use this Aloha Class Qualifier as a guide and reserves the right to determine whether any particular boat may race in the Aloha Class. 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 2011 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 close of entries, June 4, 2011. See Section 7.4 and 13 for late penalties.

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

#### 3.4 MONOHULL YACHTS:





- 3.4.1 All monohull yachts shall have valid ORR ratings issued by US Sailing and all monohull yachts shall be eligible for the overall fleet corrected time trophies.
- 3.4.2 After the close of entries yachts shall be divided into divisions and assigned start days. TPYC Rating, waivers under RRS 51 and 52, and other factors may be taken into account in determining division assignments and start days.
- 3.4.3 There shall be no rating limit for shortest elapsed time or course record contenders.
- 3.4.4 The maximum LOA shall be 100 feet (30.48 meters) for any yacht who's predicted Transpac rating is faster than the Transpac rating for a TP 52. The minimum LOA shall be 30 feet.
- 3.4.5 The minimum rated speed is essentially the speed of a Catalina 36 with spinnaker and 155% jib and a solid 3 blade propeller.
- 3.4.6 Each yacht shall have an ORR Stability Index of 115 or greater or demonstrate compliance with the current version of ISO 12217 for Category A.

### **3.5 MULTIHULL YACHTS:**

- 3.5.1 Multihulls are unrestricted both in maximum length and rating.
- 3.5.2 Multihull ratings for handicap awards shall be assigned by TPYC. Sufficient measurement and certificate information must be included with a multihull entry to enable TPYC to determine a handicap.
- 3.5.3 The number of multihulls required to qualify the fleet is 2. Depending on entries the TPYC Board may waive this requirement.
- 3.5.4 The minimum Multihull length is 45 feet; however consideration may be given to slightly smaller Multihulls which meet recognized multihull stability standards such as ISO 12217.

## **4 ENTRY**

- 4.1 Entry forms can be found at: [www.transpacrace.com](http://www.transpacrace.com).
- 4.2 If a yacht is entered by other than the owner, TPYC must be given a copy of the Charter Agreement and the yacht's measurement certificate must also be signed by the "charterer". A "charterer" will have the same responsibility as the "owner." See RRS 46.





4.3 Each entry shall include:

1. Full yacht and owner/skipper/charterer information.
2. A color photograph of the yacht under sail. This shall be submitted electronically and shall be 2" X 2" or larger with a resolution absolutely no less than 300 dpi. This photo will be used for various TPYC promotions and the brochure. *(Note: A picture of a rubber duck will be used for any yacht that fails to submit a suitable photo.)*
3. Crew List with addresses, phone numbers, email addresses, emergency contacts and medical information. It will be the responsibility of the owner or charterer to maintain and update the crew list and contact numbers.
4. Signed Entry form by Owner/Skipper.
5. Signed waiver, release and indemnification by Owner/Skipper and all crew members.
6. Media Rights Waiver form signed by Owner/Skipper and all crew members.
7. Entry Payment in US Dollars made to Transpacific Yacht Club.
8. A copy of the yacht's valid ORR certificate, signed by the owner and charterer if the boat is chartered.
9. TPYC also requests a copy of the yacht's liability insurance policy endorsement or certificate for the race naming Transpacific Yacht Club as an additional named insured where such insurance and endorsement are commercially available at reasonable rates. The address for the additional named insured is:  
Transpacific Yacht Club  
1508 Santiago Dr  
Newport Beach, CA 92660
10. Hawaii host information

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

Al Garnier – Transpac 2011 Entry Chair  
753 West 36<sup>th</sup> St.  
San Pedro, Ca 90731  
e-mail: [Entry@transpacrace.com](mailto:Entry@transpacrace.com)





**5 FEES**

The following entry fees payable in US Dollars will apply:

	<b>Early Entry By February 27, 2011</b>	<b>Standard Entry By June 4, 2011</b>
Under 41 Feet	\$1,250	\$1,500
Under 59 Feet	\$1,800	\$2,300
Under 85 Feet	\$2,800	\$3,800
85 Feet and over	\$5,500	\$8,000

- 5.1 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.
- 5.2 No entry fee will be returned by reason of withdrawal after June 5, 2011.
- 5.3 Transponders will be used for daily position reports. Yachts are not responsible for the rental fee, but are required to enter into a rental agreement with the transponder rental company. The transponder rental company requires an equipment deposit from the yacht.

**6 SCHEDULE OF EVENTS**

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

Last Date for Discounted Early Entry	Sunday	Feb 27
Last Date for Completed Race Entry	Saturday	June 4
Deadline for Submitting Final Rating Data*	Saturday	June 4, 1200 PDT
Skipper's Meeting	Saturday	July 2
Aloha Send-off Party, Long Beach	Saturday	July 2
First Transpac 2011 Start	Monday	July 4
Honolulu Awards Ceremony	Friday	July 22

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

The skipper's package will be available at the skipper's meeting. The skipper's meeting will be held prior to the Send-Off Dinner on Saturday, July 2, 2011.

**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, 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 requiring 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 must have a valid Fully Measured ORR certificate. Any yacht entering with a One-Design Class ORR certificate must also submit a valid 2011 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 done by a certified ORR Measurer. A list can be found here: [http://offshore.ussailing.org/Home/Certified\\_Measurers.htm](http://offshore.ussailing.org/Home/Certified_Measurers.htm).

C) To obtain a Measurer Verified ORR certificate, the following information must be provided:

- 1) Freeboards must be measured by a measurer certified by US Sailing to measure freeboards. For nonstandard hulls or standard hulls with significant freeboard variation, the measurer shall also provide righting moment. An in water measurement check list can be found at: <http://www.ussailing.org/offshore/ORR/ORR%20Measurement%20Protocol.pdf>
- 2) Rig (Spar) dimensions may be owner declared.
- 3) Either a US Sailing certified measurer, or a non-certified sail measurer employed by a sail loft must submit sail certificates for the mainsail, largest jib, and symmetrical and asymmetrical spinnaker(s) with the largest area. The dimensions described in ORR Rule 10 shall be provided for the largest sails. For yachts with roller furling jibs, make sure the longest jib luff is entered.
- 4) All other information required for the ORR certificate may be owner declared.





- 5) Yachts which already have an IMS or ORC International certificate, even if expired, issued by a national authority may qualify for an ORR certificate that meets the Measurer Verified ORR requirement. That ORR certificate may be obtained through US SAILING ([Offshore@ussailing.org](mailto:Offshore@ussailing.org)) by completing an ORR application and submitting the IMS or ORC International certificate and if nothing has changed, by submitting a letter to that effect. If there are changes, they shall be measured and reported to US Sailing as required above for an ORR certificate.

7.4 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 will be penalized ten (10) minutes of elapsed time for every business day the final rating data is late past the deadline. Yachts subject to the above elapsed time penalty will be protested by the Race Committee at the conclusion of the Transpac. The Measurer Verified sail measurements (7.3 B) may be declared and submitted in advance of measuring the sails provided prior to June 25, 2011; once built, the measurer must acknowledge to US Sailing receipt of sail certificates confirming that no sail exceeds the declared measurements. Any yacht that suffers a catastrophic gear failure requiring submittal of new rating data after the rating submittal deadline may petition the TPYC Board for a waiver of penalty, provided that for other than the catastrophic failure, she would have in all respects been able to comply with the dates specified in this paragraph. Should the Board grant a waiver of penalty the yacht must submit all rating data not effected by the catastrophic failure and the anticipated effected rating data prior to the new rating submittal deadline such that an experimental certificate can be issued.

7.5 Yachts must carry on board a copy of the valid 2011 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. Boats sailing in the PHRF specialty class shall also carry a copy of their Southern California PHRF Certificate.

## 8 SPECIAL REQUIREMENTS

Each owner/charterer must have completed an offshore race or passage of at least 160 nautical miles in the boat they are entering in the race prior to June 4, 2011 and submit documentation to the eligibility committee to that effect. For owner/charterers completing this qualifying race or passage after June 4, 2011, at least 50% of the Transpac crew must be on board.





- 8.1 At least 30% of a yacht's crew including the owner/charterer must have attended a US Sailing sanctioned Safety at Sea Seminar within the last five years before the start of the race. For double-handed entries, both members must have attended the Safety at Sea Seminar within the last five years. Safety at Sea seminars are scheduled at various locations. See US Sailing's website for dates and locations.
- 8.2 The minimum number of crew for yachts not racing double handed is four.
- 8.3 Propellers may not be banded or restrained in any way. All yachts must power to the starting line and into harbor after finishing. If any damage or other circumstance prevents motoring to the start or from the finish, the circumstances must be logged and reported to the Race Committee. The inability to power to the start or from the finish line may constitute grounds for protest by the Race Committee. Yachts so protested shall be subject to a time penalty.
- 8.4 Lifelines shall be made of stranded stainless steel wire and follow the minimum dimensions as per OSR 3.14.6; Table 8. This modifies OSR 3.14.6 on the use of Dyneema® rope as a lifeline material.
- 8.5 An Automatic Identification System Transponder (AIS) is **not required**. It is recommended that an AIS unit conforming to the ISAF Regulations be installed and used during the race and for the return trip. This changes OSR 3.29 (n).
- 8.6 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.
- 8.7 All used and empty fluid containers must be carried on board until the yacht is moored in Honolulu. TPYC is sensitive to and encourages a clean marine environment. All skippers are reminded of the prohibitions contained in Annex V of the Marpol Treaty regarding the discharge of trash in US or International waters. Owner/charterers will be required to sign a statement at the finish that only bio-degradable items were discharged.





- 8.8 Inboard power in accordance 2010-2011 ISAF Special Regulations for Category 1 is required. 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 generator with an exhaust system meeting ABYC (American Boat and Yacht Council) standards.
  - D) Fuel for both outboard motor and generator shall be stored in permanently installed fuel system(s), filled from the deck, and which meet ABYC standards.
  - E) The speed under power shall be no less than that required for inboard power.
- 8.9 Halyard locks are permitted, but only when capable of being reliably released from deck level.
- 8.10 With respect to Section 3.21.1 of the 2010-2011 ISAF Special Regulations such section is amended to allow any yacht with an age date earlier than January 2002 that has not previously met this requirement to have one water tank for its drinking water (excluding emergency water required by Section 8.6 of this Notice of Race) provided that:
- A) Any extra drinking water (other than the emergency drinking water required under Section 8.6 of this NOR) shall be stored in rigid container(s) not exceeding 5 gallons each that are securely tied or strapped down, and
  - B) Stored in locations as required by Section 10.2 of this Notice of Race.

## 9 INSPECTION

- 9.1 All yachts will be required to pass inspection for 2010-2011 ISAF Special Regulations for Category 1 standards of safety and accommodation compliance by Sunday, June 26, 2011, except as modified by this NOR.





## 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 jury in consultation with the US SAILING Offshore Director per RRS 64.3(b).
- 10.2 Monohull yachts' permanent water tanks located more than  $0.2 \times B$  from the yacht centerline must not have their top surfaces more than 1.3 feet above the waterline. For all yachts, potable liquids not stored in permanent tanks must be stowed symmetrically with respect to the yacht's centerline and must be below the height of the lowest berth (with the yacht level). While racing, total potable liquids in excess of 20 US gallons per crewmember must be stowed symmetrically about the yachts centerline.
- 10.3 All fuel not burned by legitimate ships purposes and stores not consumed by personal consumption during the race must be continuously stored in its original location and carried to the finish.
- 10.4 Water ballast tanks shall be within the hull.
- 10.5 With respect to cockpit volume, ISAF Special Regulations, Category 2 specifications shall apply to all monohull yachts.
- 10.6 Appendix K of the ISAF Offshore Special Regulations, Category 1 regarding moveable and variable ballast boats shall apply except as follows:  
In lieu of Special Regulations Appendix K paragraph 2, ORR 2.02.2 where applicable, each movable ballast yacht shall have a Transpac BLRI =  $0.75 + 0.007 \times (\text{LSM1} - 5)$ . Transpac BLRI shall be calculated the same as BLRI in ORR 2.02.2 except that the mainsail area shall be taken as  $P * E / 2$  and the mainsail center of effort taken at  $P / 3$  above BAS.
- 10.7 TPYC interprets OSR 3.02.4 to include valves on canting keel rams as a possible keel locking method.

## 11 SAILING INSTRUCTIONS

Sailing Instructions will be available by June 4, 2011.

## 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**

- 13.1 In lieu of disqualification, the jury may impose a penalty for infractions of RRS 29.1 and/or 31. that will result in the yacht finishing one place worse than her actual corrected position. For infractions of all other rules, including the Sailing Instructions and Notice of Race, the jury may in lieu of disqualification penalize a yacht by adding up to three places to her original corrected time position, except: if the infraction caused damage to another yacht which might in any way affect the racing ability of that yacht, the offending yacht shall be disqualified.
- 13.2 For infractions of all Rules in Part 2 and 6 of the RRS, or noncompliance with required emergency equipment, the jury may penalize a yacht by adding enough time to her elapsed time, so that her corrected place in division may be worse than her actual finishing position, except that if the infraction caused damage to another yacht which might in any way affect the racing ability of that yacht, the offending yacht shall be disqualified.
- 13.3 For infractions of the Notice of Race or Sailing Instructions, the Race Committee may protest and the Jury may penalize the offending yacht by adding a time penalty.
- 13.4 Any yacht that willfully reports a false position or false weather report will be charged with gross misconduct and a report will be filed with the jury pursuant to RRS Rule 69.
- 13.5 When a yacht is penalized by having her elapsed time adjusted, her division or class and fleet positions will be scored according to the adjusted times.

### **14 RADIO COMMUNICATION**

- 14.1 Yachts must be equipped with a VHF FM radio transceiver of at least 25 watts of power. Yachts shall also carry either a single side band synthesized transceiver of at least 100 watts PEP or an approved satellite telephone. If an approved satellite telephone is carried as a substitute for an SSB, there will be a requirement that the telephone will be powered and configured at all times while racing so that it can receive calls. Yachts equipped with a satphone will 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, or from the Transpac Communications Vessel). Competitors may receive imagery from satellites (e.g. NOAA, APT satellites). Competitors may use any means to retrieve data from the Internet (e.g. from the web, from ftp sites, from email responders), provided that those data are intended for public use without charge, are routinely available for free throughout the year, and are publicly indexed (e.g. can be found via Google). Prior to their preparatory signal, there is no limitation on private services or any other source of data or consulting, except that a competitor that has started may not provide weather information to another competitor that has started, or to a competitor that has not yet started except through the information provided to or from the Transpac Race Communication Vessel. This amends RRS 41.

## **15 MOORINGS**

- 15.1 Yachts are responsible for making their own mooring arrangements prior to the start of the race however the Transpac Committee is again working with the City of Long Beach to be able to provide complimentary berthing for participants in Rainbow Harbor. Participants are asked to contact the 2011 TPYC Port Captain for assistance in arranging this berthing in Rainbow Harbor. If mooring is needed prior to June 15, 2011, please contact the Port Captain. Transpac and the City will try to accommodate participants on a first come first served as available basis.
  
- 15.2 Yachts will receive mooring instructions in Honolulu from the Honolulu Committee. Upon finishing each yacht will be designated a mooring space. All yachts shall carry on board during the race four (4) mooring lines, and four (4) fenders (adequately sized to your yacht). Neither TPYC nor its mooring 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. Each yacht must complete a waiver and authorization to move your yacht, in the absence of you or your 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 delivery person in charge. Yachts not complying with these requirements will be denied mooring in Ala Wai.
  
- 15.3 Moorings provided to the boats in the Ala Wai Harbor, including at the Hawaii Yacht Club, Waikiki Yacht Club and fuel dock, as well as in Honolulu Harbor, are by invitation only and are subject to further regulation by the State of Hawaii.





15.4 Mooring privileges may be suspended or canceled at any time for any infraction of applicable mooring rules or misconduct of any kind. Each owner and skipper will be responsible for the conduct of his or her crew before, during and after the race.

## 16 TROPHIES

All yachts will be eligible for overall and division trophies. These fleets and divisions shall be governed by 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 new Merlin Trophy. All monohull yachts will race for the corrected time trophies, and for the Elapsed time record Clock Trophy. There will be a new navigator's trophy to be dedicated for the 2011 race for outstanding seamanship and navigation skills. Part of the qualification for this new trophy will be the use of celestial navigation on board during the race.

## 17 MEDIA RIGHTS

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

## 18 JURY

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

## 19 INFORMATION

For additional information visit [www.Transpacrace.com](http://www.Transpacrace.com) or contact any TPYC Officer

