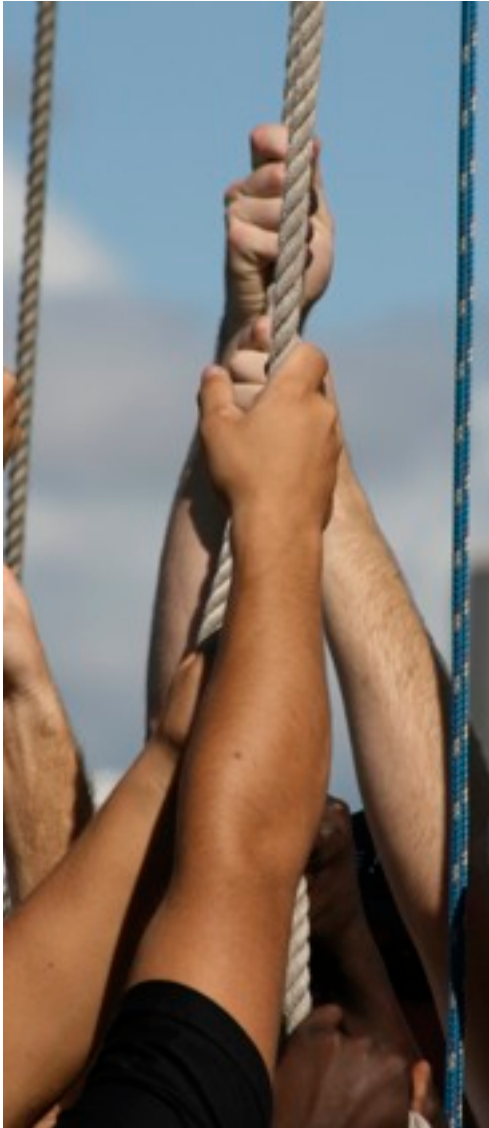




TRANSPAC09

Notice of Race





Transpac Sponsors





ALOHA

Invitation

On behalf of the Transpacific Yacht Club we would like to take this opportunity to extend an invitation to join us in 45th running of the Transpacific Yacht Race from - Los Angeles to Honolulu. The City of Long Beach will once again be our gracious host for all of the pre-race activities. The 2,225 mile journey will be starting off Point Fermin, California, rounding Santa Catalina Island to port and continuing to the finish off of Diamond Head in Honolulu, Hawaii. The celebration and hospitality in Honolulu is always amazing. The Transpacific Yacht Club promises an unforgettable aloha welcome at the finish.

The history and tradition of the Transpac is second to none in offshore sailing with legendary competitors such as the Goodwill, Windward Passage, and Merlin. This year, entries will range from the 35-foot club racer / cruiser all the way up to the 100-foot offshore machines. So please join us in what has become the world's best ocean race - the Transpacific Yacht Race.

Smooth Sailing!

Dale Nordin

Commodore

Transpacific Yacht Club





Notice of Race

1.0 CLASSES TO RACE

1.1 The race is open to monohull and multihull yachts that meet the requirements of the 2008-2009 International Sailing Federation Special Regulations Governing Offshore and Oceanic Racing including US Sailing Prescriptions for Category 1 events.

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

Aloha Class. This class is open to heavy traditional cruising-type yachts with a Southern California PHRF off wind course rating greater than -90. The organizing authority may use a ULDB factor of less than 2.0 as a guide and reserves the right to determine whether any particular boat may race in the Aloha Class. Aloha class yachts may use power winches (this modifies RRS 52.) Such use must be declared in writing at the time of entry. The Aloha Class yachts will normally make up Division 7 and 8 of the Monohull Fleet.

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

The following are special classes for Transpac 2009. Other classes are encouraged to petition Transpac for their own special class and additional special classes may be established by Transpac.

Double Handed Class. This class is open to all monohulls to be crewed by two persons. Double handed yachts may use autopilots and windvanes (this modifies RRS 52). Such use must be declared in writing at the time of entry.

STP 65. These yachts shall be configured within the STP 65 rule and shall race on a boat for boat basis.

Transpac 52. These yachts shall be configured within the Transpac 52 rule and shall race on a boat for boat basis. Owners wishing to race in the Transpac 52 class, shall submit their valid 2009 TP52 class certificates. The TP52 Class provides One-Event Class Certificates for the Transpac Race at a reduced fee. Contact TP52 Class manager for details.

Santa Cruz 50 and 52. These yachts shall race as a class on a handicap basis.

CAL 40. These yachts shall race as a class on a handicap basis.

FAST 40s. These yachts shall be in the forty-foot range and will be assigned to this class by the organizing authority.

PHRF. This will be a special class for yachts who possess a valid Southern California PHRF Certificate that do not otherwise qualify for any other special class.

2.0 RULES

2.1 The race will be governed by the Racing Rules of Sailing (RRS) 2005-2008 including US SAILING prescriptions and the 2008-2009 ISAF Special Regulations for Category 1 (except as any of these are changed by the Notice of Race or the Sailing Instructions.)

2.2 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."

2.3 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.



Notice of Race - cont.

2.4 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. In addition TPYC may take into consideration rule 52 waivers when assigning boats to divisions. RRS rules 44.2 and 44.3 permit limited pumping to induce surfing or planing or otherwise propel the vessel.

2.5 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.

2.6 All rules associated with the yachts valid ORR (Offshore Racing Rule) certificate shall apply. If a yacht is racing in the PHRF special class, PHRF rules shall also apply, however ORR shall prevail in the event of conflict.

2.7 Irrespective of RRS 55 the Transpac pennant, class flag, and any sanctioned special class flag are allowed and shall be displayed as noted in the Sailing Instruction.

3.0 CHANGES TO THE CLASS RULES

3.1 Irrespective of a specific class rule, there is no limitation on the number of spinnakers or staysails carried.

3.2 Irrespective of a specific class rule there is no limitation on crew weight.

3.3 Irrespective of a specific class rule there may be temporary rigging to support the mast near the spinnaker pole when the spinnaker is set.

3.4 Tungsten keels meeting the installation date and grandfather provisions specified by IRC shall be permitted. This changes ORR 2.06.2.

4.0 ELIGIBILITY

4.1 To be eligible to enter 2009 Transpac, yachts must meet the following length, rating limits, and requirements:

4.2 MONOHULL YACHTS:

4.2.1 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.

4.2.2 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.

4.2.3 The maximum LOA shall be 30.48 meters for shortest elapsed time or course record contenders.

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

4.2.5 The minimum LOA shall be 30 feet.

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

4.2.7 Auto pilots are only permitted for double handed boats.

4.2.8 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. In addition TPYC may take into consideration rule 52 waivers when assigning boats to divisions. RRS rules 44.2 and 44.3 permit limited pumping to induce surfing or planing or otherwise propel the vessel.

4.2.9 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.





Notice of Race - cont.

4.3 MULTIHULL YACHTS:

4.3.1 Multihulls are unrestricted both in maximum length and rating.

4.3.2 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.

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

4.3.4 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.

4.4 ALL YACHTS:

4.4.1 All yachts must be launched, sailed in their Transpac race configuration, and have submitted final data for their rating certificate by close of entries, May 27, 2009. See Section 14.4 for late penalties.



Notice of Race - cont.

4.4.2 Transpacific Yacht Club may have its technical committee review a yacht's eligibility or configuration limitations and make recommendations to the Transpacific Yacht Club Board of Directors. The board of directors has the final authority to accept or reject a yacht's entry even though it may or may not meet the requirements of the notice of race.

5.0 ENTRY

5.1. Entry forms can be found at: www.transpacrace.com

Each entry shall include:

A) Items to be entered online:

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 Transpac 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 and experience. It will be the responsibility of the owner or charterer to maintain and update the crew list and contact numbers.
4. Hawaii Committee/Host information.

B) Items to be mailed to the entry chairman:

1. Signed Entry form.
2. Signed waiver, release and indemnification.
3. Media Rights Waiver form signed by Owner/Skipper and all crew members.
4. Entry fee check made out to Transpacific Yacht Club.





Notice of Race - cont.

5. A copy of the yachts valid ORR certificate, signed by the owner and charterer if the boat is chartered.

6. Transpac 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

7. Mail the above items to:

Mr. Mike Nash
Entry Chairman
430 Catalina Drive
Newport Beach, CA 92663
Phone: (714) 501-3494
Fax: (949) 646-0089
E-mail: mikenash@roadrunner.com

5.2 FEES:

The following entry fees will apply:

Boat Size	Early Entry	Standard Entry
	By Feb 27, 2009	By May 27, 2009
Under 40 Feet	\$ 950.00	\$ 1,100.00
Under 59 Feet	\$ 1,200.00	\$ 1,500.00
Under 85 Feet	\$ 1,500.00	\$ 1,800.00
85 Feet and Over	\$ 3,500.00	\$ 4,000.00

5.3 A \$50 discount will apply to the entry fee of an owner/charterer who is a current member of US Sailing.

5.4 No entry fee will be returned by reason of withdrawal after June 8, 2009.

5.5 Transponders will be used for daily position reports. Yachts are not responsible for the rental fee, but are required to enter into a rental agreement with the transponder rental company. The transponder rental company requires an equipment deposit from the yacht.

6.0 CHARTER

6.1 If a yacht is entered by other than the owner, the Organizing Authority 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.

7.0 ADVERTISING

7.1 In accordance with the RRS Appendix I Regulation 20 - ISAF Advertising Code, the Transpac Race is an Invitational event and as such designates this as a Category C event. Yachts who intend to display advertising in accordance with Category C must so indicate on their entry forms. Protests for any violation of the ISAF Advertising Code will be heard in compliance with section 20.9 of the Code.

7.2 Each yacht shall display the event sponsor's backstay flags in accordance with this Notice of Race and the Sailing Instructions, (ISAF Regulation 20.3.1(d)).

7.3 Prior to leaving the dock immediately prior to starting, and after finishing, the yacht shall display the backstay flag which will be supplied by the Organizing Authority.



Notice of Race - cont.

8.0 SCHEDULE OF EVENTS

Event	Day	Date / Time
O.C.C. - Safety at Sea Seminar	Saturday	Jan 17, 2009
Early Entry Deadline	Friday	Feb 27, 2009
Close of Entries	Wednesday	May 27, 2009
Deadline for Submitting Final Rating Data	Wednesday	May 27, 2009 1200 EDT
Crew List Due	Wednesday	May 27, 2009
Boat Photos Due	Wednesday	May 27, 2009
No Refund for Withdrawal After	Monday	Jun 8, 2009
Last Day for Safety Inspection	Sunday	Jun 21, 2009
Skippers Meeting	Saturday	Jun 27, 2009
Long Beach - Safety at Sea Seminar	Sunday	Jun 28, 2009
Start #1	Monday	Jun 29, 2009 1300 PDT
Start #2	Thursday	Jul 2, 2009 1300 PDT
Start #3	Sunday	Jul 5, 2009 1300 PDT
Start #4 Fast Multihulls (if needed)	Tuesday	Jul 7, 2009 1300 PDT
Hawaii Yacht Club Party	Wednesday	Jul 15, 2009
Waikiki Yacht Club Party	Thursday	Jul 16, 2009
Awards Banquet	Friday	Jul 17, 2009
Kaneohe Yacht Club Party	Saturday	Jul 18, 2009

9.0 COURSE

9.1 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.

10.0 SAILING INSTRUCTIONS

10.1 Sailing Instructions will be available by May 25, 2009.

11.0 SKIPPERS MEETING & SKIPPER'S PACKAGE

11.1 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, June 27, 2009.



Notice of Race - cont.

12.0 SPECIAL REQUIREMENTS

Each owner/charterer must have completed a race or passage of at least 160 nautical miles in the boat he/she is entering in the race prior to May 28, 2009 and submit documentation to the eligibility committee to that effect. For owner/charterers completing this qualifying race or passage after May 28, 2009, at least 50% of the Transpac crew must be on board.

12.1 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.

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

12.3 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.

12.4 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 may constitute grounds for penalty. Any water packed within the life raft will not count with respect to this requirement because it cannot be reasonably inspected.





12.5 All used and empty fluid containers must be carried on board until the yacht is moored in Honolulu. Transpac 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.

12.6 Inboard power in accordance 2008-2009 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 any 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.

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

12.8 With respect to Section 3.21.1 of the 2008-2009 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 12.4 of this Notice of Race) provided that:

A) Any extra drinking water (other than the emergency drinking water required under Section 12.4 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 15.2 of this Notice of Race.

12.9 Sails shall be set and flown in close proximity to the yacht.

13.0 INSPECTION

13.1 All yachts will be required to pass inspection for 2008-2009 ISAF Special Regulations for Category 1 standards of safety and accommodation compliance by Sunday, June 21, 2009, except as modified herein.

14.0 TRANSPAC RATING

14.1 The Organizing Authority 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.



Notice of Race - cont.

14.2 Each monohull yacht shall have a TPHYC rating issued by US Sailing. To issue this rating, US Sailing requires a valid ORR certificate (either a measurer verified* Partial Measurement/Sistership 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 14.3 B

14.3 First to finish contenders or yachts at the top end of the monohull fleet must have a valid Fully Measured ORR certificate as defined above. Transpac 52's competing in class configuration must submit a valid 2009 Class certificate. STP 65's competing in Class configuration must submit a valid 2009 STP 65 Class Certificate. All other yachts must submit a valid measurer verified ORR certificate subject to the following conditions:

A) All 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 and have the yacht weighed in the presence of a measurer at the time when he takes the measurer verified ORR data, or have freeboard to centerline vertical measurements plus spot checks on appendage's dimensions may also be required. 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 furler jibs, make sure the longest jib luff is entered.





4) All other information required for the ORR certificate may be owner declared.

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

14.4 The deadline for submitting final rating data to US Sailing is shown in NOR 8.0. 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. The Measurer Verified sail measurements (14.3 B) may be declared and submitted in advance of measuring the sails provided prior to June 22, 2009; 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 Transpac 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 than an experimental certificate can be issued.

14.5 Yachts must carry on board a copy of the valid 2009 certificate which they submitted for purposes of assignment of their TPYC rating. This certificate must be signed by the owner and charterer if applicable. Boats sailing in the PHRF specialty class shall also carry a copy of their Southern California PHRF Certificate.

14.6 Yachts or designs are permitted trial ratings to optimize their yacht. The number of trial ratings shall be limited to 30. This limit of 30 shall be per owner regardless of the number of designers engaged. 20 trial ratings may be issued at any time. The remaining 10 will only be issued after the actual hull and appendage measurements have been submitted to US Sailing by a certified measurer. All trial ratings shall be reported to the nearest 0.1 second per mile. The cost of trial ratings is \$150 each except for those yachts with special features outside the norm of ORR technology whose evaluation requires use of a special VPP. Their cost is \$600 per trial.

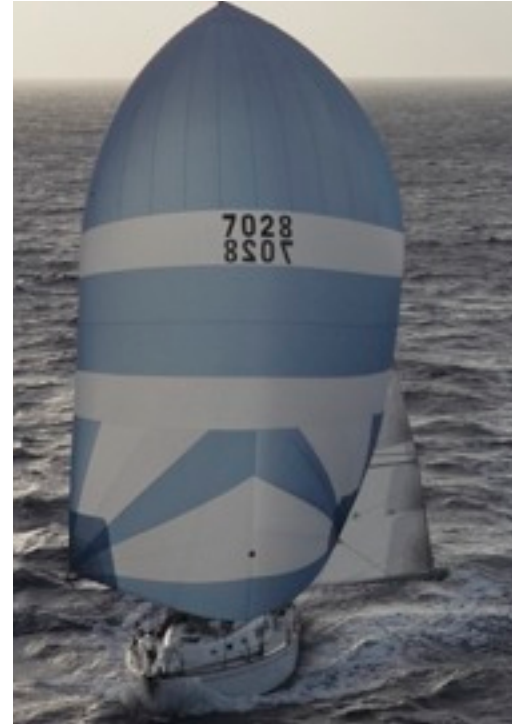
15.0 TRANSPAC CONFIGURATION LIMITATIONS

15.1 The Organizing Authority realizes that the majority of the Race is on starboard tack, and that configuring a yacht to optimize performance on starboard is advantageous. However, Transpac 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 2.3 and the storage of stores and liquids as described in Sections 15.2 and 15.3, 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).

15.2 Monohull yacht's permanent water tanks located more than 0.2xB from the yacht centerline must not have their top surfaces more than 1.3 feet above the waterline. For all yachts, potable liquids not stored in permanent tanks must be stowed symmetrically with respect to the yacht 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 crew member must be stowed symmetrically about the yachts centerline.

15.3 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.





Notice of Race - cont.

- 15.4 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.
- 15.5 Water ballast tanks shall be within the hull.
- 15.6 With respect to cockpit volume, ISAF Special Regulations, Category 2 specifications shall apply to all monohull yachts.
- 15.7 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 $\text{Transpac BLRI} = 0.75 + 0.007 * (\text{LSM1} - 5)$. 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.
- 15.8 Transpac interprets OSR 3.02.4 to include valves on canting keel rams as a possible keel locking method.



16.0 PENALTIES

16.1 In lieu of disqualification, the jury may impose a penalty for infractions of RRS 28.1, 30.1, 31.1 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.

16.2 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.

16.3 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.

16.4 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.

16.5 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.

17.0 RADIO COMMUNICATION

17.1 Yachts must be equipped with a VHFFM radio transceiver of at least 25 watts of power and a single-side band synthesized transceiver of at least 100 watts PEP. The VHF

antenna must be mounted atop the main mast. The SSB antenna must be a fixed-type installation. 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).

17.2 Daily Roll Call and radio communication procedures are covered in detail in the Sailing Instructions.

18.0 NAVIGATION

18.1 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 submit corresponding work sheet or sheets to the post race inspector immediately after finishing. The sights and lines of position can triangulate one position. The foregoing shall be attested to on the compliance affidavit by the skipper and navigator.

19.0 COMMUNICATION RESTRICTIONS

19.1 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





Notice of Race - cont.

19.1 cont.

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.

20.0 TROPHIES

20.1 All yachts will be eligible for overall and division trophies. These fleets and divisions shall be governed by Section 1.2 of the Notice of Race. Trophies will be awarded to special classes, in addition to division and overall trophies.

21.0 MOORINGS

21.1 Yachts are responsible for making their own mooring arrangements prior to the start of the race. The Transpac Mainland Committee or Port Captain can be contacted to assist with berthing in Long Beach prior to the start of the race.

21.2 Yachts will receive mooring instructions in Honolulu from the Honolulu Committee. Upon finishing each yacht will be designated a mooring space. All yachts will be expected to carry on board during the race four (4) mooring lines, four (4) fenders (adequately sized to your yacht) and anchor tackle in the event the TPYC Honolulu Committee or participating yacht club Port Captains deem it necessary for your yacht to raft to another vessel or be med-moored to a pier. Neither TPYC nor its mooring committee will be able to furnish or lend any mooring gear. 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 skipper and delivery skipper. Yachts not complying with these requirements will be denied mooring in Ala Wai.





Notice of Race - cont.

21.3 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.

21.4 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.

22.0 AMENDMENTS TO THIS NOTICE

22.1 Transpac reserves the right to amend this notice. Amendments to this notice published prior to May 20, 2009 will be e-mailed to all owners whose entries have been accepted. Amendments to this notice published June 1, 2009, or later will be posted on the official notice board at Shoreline Yacht Club and on the Transpac website.

23.0 OFFICIAL NOTICES

23.1 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.

24.0 MEDIA RIGHTS

24.1 Competitors grant the Organizing Authority, 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 crew member will be required to sign a declaration accepting this waiver of rights.





Notice of Race - cont.

25.0 JURY

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

26.0 INFORMATION

26.1 For additional information visit www.transpacrace.com or contact any of these Transpac members.

Contact	City	Phone	E-Mail
Entries Mike Nash	Newport Beach, CA	714-501-3494	entry@transpacrace.com
Mainland Committee Warren Wolfe	Fountain Valley, CA	714-717-9194	warren.wolfe@verizon.net
Port Captain (Mainland) Ric Sanders	Long Beach, CA		rsanders@heery.com
Measurement and Handicap Dan Nowlan Bill Lee	Newport, R.I. Santa Cruz, CA	401-683-0840 831-476-9639	dannowlan@ussailing.com wizard@fastisfun.com
Yacht Inspections Roby Bessent	Long Beach, CA	562-301-9736	robymbessent@msn.com
Honolulu Committee Mark Hazlett Cliff Cisco	Honolulu, HI Honolulu, HI	808-521-9224 808-948-5481	mhazlett@cades.com cliff_cisco@hmsa.com
Media Rich Roberts	Long Beach, CA	310-835-2526	richsail@earthlink.net
Transpac Yacht Club Dale Nordin Tom Garrett Dave Cort	Huntington Beach, CA Newport Beach, CA San Pedro, CA	714-846-4994 949-833-1066 310-547-3929	dale.nordin@gmail.com tgarrett@gh-llp.com davecort@pacedgesys.com





Aloha Spirit

With 44 races starting in 1906, the Transpacific Yacht Race to Hawaii is well into its second century as the longest of the two oldest ocean races in the world. The first race was the year of the great San Francisco earthquake, which literally altered the course of the event, causing it to start from Los Angeles instead of San Francisco, as it has ever since.

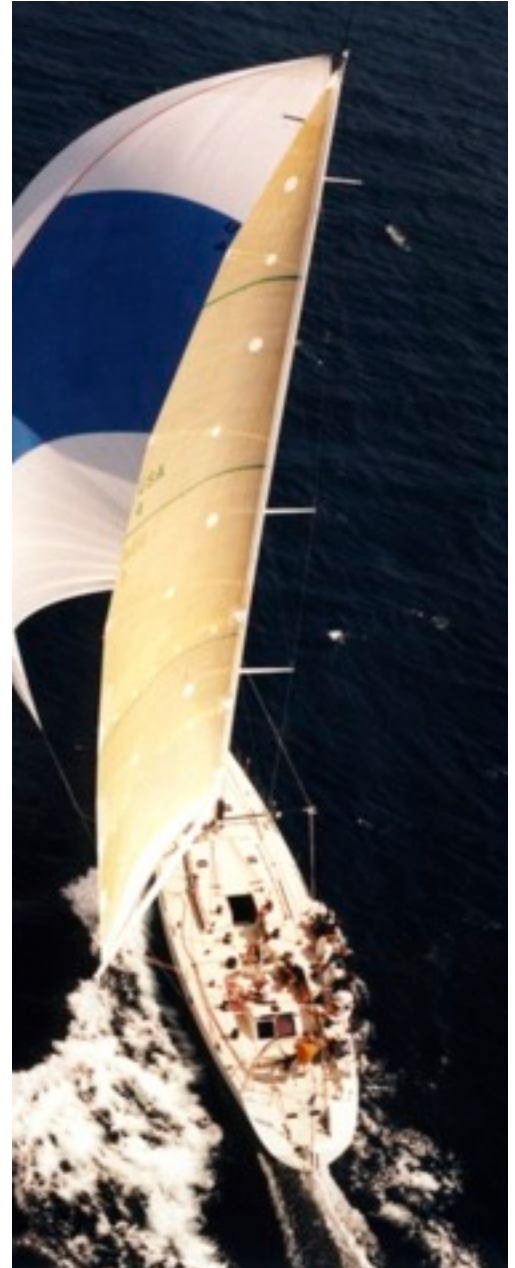
The race was inspired by King Kalakaua, the revered Hawaiian leader of the late 19th century who believed that such an event would strengthen the islands' economic and cultural ties to the mainland. The starting line is now off the bluffs of Point Fermin in San Pedro at the southern edge of the City of Los Angeles. The finish is off the Diamond Head lighthouse just east of Honolulu, establishing a distance of 2,225 nautical miles.

The 2009 race will be the 45th Transpac. It is run biennially in odd-numbered years and has been sailed by 1,700 boats from 17 countries. The fastest boats compete for a unique prize known as the "Barn Door" for its unique size and shape. It is a 3 1/2 x 4-foot slab of hand-carved Hawaiian koa wood bearing the words "FIRST TO FINISH." Smaller and/or slower boats compete for a prize more relevant to crew performance: the King Kalakaua perpetual trophy for the best corrected handicap time. Each boat's speed potential is calculated from a rating system based on time and distance, rewarding the crew that sailed its boat nearest to its potential, regardless of size.

Transpac stands apart from other major ocean races as essentially a "downwind" race, as determined by normal weather patterns in the eastern Pacific north of the equator. The current monohull record holder is Morning Glory, a Reichel/Pugh-designed maxZ86 owned by industrial software magnate Hasso Plattner of Germany. His boat led the way in 2005 with an elapsed time of 6 days 19 hours 4 minutes 11 seconds, knocking 19 1/2 hours off the record set by the third of Roy E. Disney's Pyewackets in 1999. Disney was only 2 1/2 hours behind on his fourth Pyewacket in his 15th Transpac over 30 years. Disney's age that year---75---matched the number of starters, the second highest next to 80 in 1979.

Since 2005, complementing the traditional luau welcomes in Hawaii, Transpac has accepted the hospitality of the City of Long Beach as its mainland home port and a highlight of its annual Sea Festival celebration. In 2007 the city placed along the harbor's edge 11 permanent historical monuments chronicling each decade of the race in text and photos.





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