

**2005**  
**TRANSPACIFIC YACHT RACE**  
**NOTICE OF RACE**

**FIRST AMENDMENT**  
**TO THE NOTICE OF RACE DATED**  
**SEPTEMBER 8, 2004**

Section 12.1 of the **NOTICE OF RACE** is hereby amended to provide as follows:

- 12.1 Each owner/charterer must have completed a race or passage of at least 160 miles in the boat he/she is entering in the race prior to May 27, 2005 and submit documentation to the eligibility committee to that effect. For owner/charterers completing this qualifying race or passage after May 27, 2005, at least 50% of the Transpac crew must be on board.

A new Section, Section 12.9 is added to the **NOTICE OF RACE**. This new Section provides as follows:

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

Section 16.8 of the **NOTICE OF RACE** is hereby amended to provide as follows:

- 16.8 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 and IMS 205.3 where applicable by NOR 3.3, each moveable ballast yacht shall have a Transpac BLRI =  $0.75 + 0.007 * (\text{LSM1} - 5)$ . Transpac BLRI shall be calculated the same as BLRI in IMS 205.3 except that the mainsail area shall be taken as  $P * E / 2$  and the mainsail center of effort taken at  $P / 3$  above BAS. Transpac interprets Appendix K 4.2 to include valves on keel rams as a possible keel locking method. The remainder of Appendix K remains in effect.

A new Section, Section 16.9 is added to the **NOTICE OF RACE**. This new Section provides as follows:

- 16.9 A. For measurement purposes, the angle of cant must be measurable from inside the boat.
- B. In meeting section 4.2 of Appendix K, valves on the cylinders are one acceptable approach to meeting the locking requirement.

C. A canting keel mechanism may use a combination of electrical limit switch stops and rigid, breakable, mechanical indicators to measure and race with less than the mechanism's maximum physical cant. Limit switches shall not allow the keel to cant further than the amount declared on the certificate. The design of the breakable mechanical indicators is not specified but the indicators shall physically record if the keel cants more than declared. Photos and a description of function of the system shall be submitted to the race committee for approval. If for any reason a mechanical indicator shows cant exceeded the declared angle, a full report shall be filed with the race committee to assist in determining penalties. It shall be signed by the skipper and the watch captains, describing the circumstances including how and for how long the actual keel cant exceeded the rated cant.

February 25, 2005