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● **LOS ANGELES**



TRANSPAC

TRANSPACIFIC YACHT RACE | LOS ANGELES TO TAHITI

TAHITI 2020

BE PART OF THE **SOUTH SEA LEGEND**

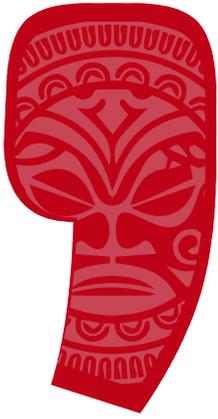
● **TAHITI**

DEPARTURE
MAY 28TH, 2020

www.transpac-tahiti.com

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TRANSPAC TAHITI 2020

TRANSPACIFIC YACHT RACE | LOS ANGELES TO TAHITI

An **Epic adventure** and a **record** to be broken

A fantastic bluewater race course: **3,570 NM** of trade-wind sailing. The current record, set in 2008, is **11 days 10 hours 13 minutes 18 seconds**. **Tahiti race record would seem ripe for the plucking.**



Ticonderoga



Pen duick 3



Magnitude 80



Beau Geste

1925

The **Transpacific Yacht Club** staged its first race to Tahiti in 1925.

Four boats started from San Francisco Bay, led by the redoubtable L.A. Norris, whose 107-foot schooner, Mariner, made Papeete **in 20 days**.

1953 :
1956 :
1961 :

1964

Ticonderoga sets a new record **in 17 days**.

1968 :

1970
1972

Participation of Pen Duick 3, who finished sixth in 1970 and first in 1972.

1974 :
1976 :
1978 :

1994

Kathmandu breaks the record **in 14 days, 21h**.

1996 :
:

2008

Doug Baker set up the new record on Magnitude80 **in 11 days, 10h 13m**.

:

2012

Rage and Beau Geste did a match race to Tahiti

:

2020

The revival of the Tahiti Race: Transpac Tahiti 2020

'I've done 23 Transpac crossings, all between the West Coast and Hawaii. Now it's time for something different. "

— Steve Rander —



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Revival of Tahiti race

For decades, competitors in the world's most prestigious and challenging around-the-world races have followed courses south of the Southern Hemisphere's Great Capes.

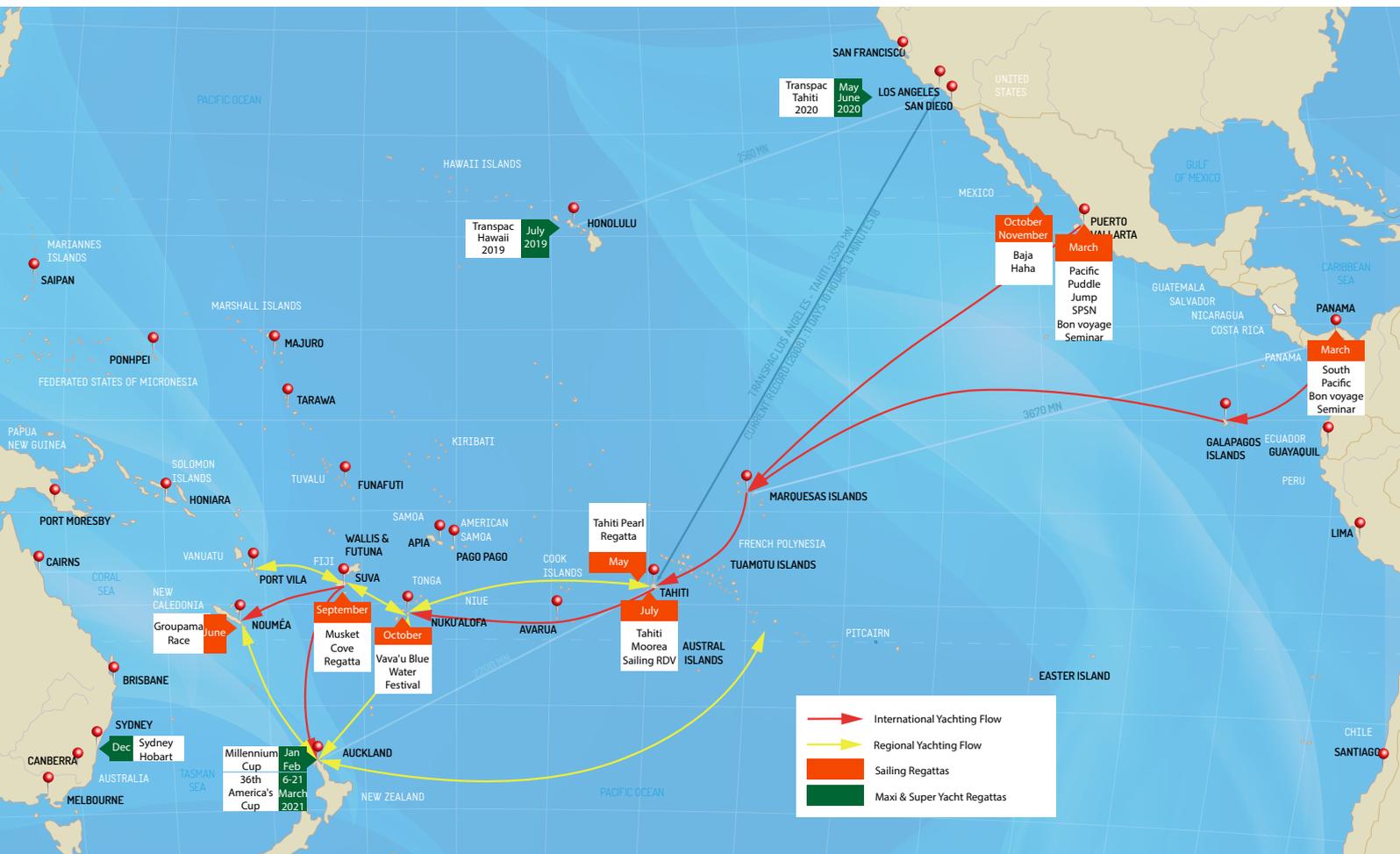
How many prestigious sailors have therefore passed south of French Polynesia, flirting with the pole, without ever discovering anything about the "invisible continent" constituted by Polynesia and Melanesia?

It's high time a major ocean race began to **celebrate the South Seas**, in the form of a first-class transpacific event!

An ocean race on the road to the 36th America's Cup

Tahiti is on the way west from any yacht migrating to New Zealand from the winter Caribbean season.

Yet besides those hunting down race record opportunities there is another group that may be very interested in the Tahiti Race 2020: Maxis, Superyachts and those migrating west from their 2019-20 winter season in the Caribbean towards Auckland in time for the events affiliated with the 2021 America's Cup (February 2021: the Prada Cup - AC challenger Series / March 2021: 36th America's Cup).





Synergies and opportunities

French Polynesia — The Islands of Tahiti — is progressively developing its capacities and ambitions with regard to yacht racing and ocean racing.

The government, international airlines, port authorities, tourism authorities and local councils in Polynesia have all been investing regularly in the implementation of infrastructure and events related to sailing for the last ten years.

Private stakeholders including the **Tahitian Sailing Federation**, Yacht Clubs, the Maritime Cluster of French Polynesia and Air Tahiti Nui all support this type of approach.

The **South Pacific Sailing Network**, which encompasses nautical destinations in the South Pacific, wishes to see lots more sailing events throughout the entire sailing area.

The **Tahiti Pearl Regatta**, which is celebrating its XVth edition in 2018, brings together 40 to 50 yachts of all nationalities every year for a festive and much-loved sailing race within the Leeward Islands archipelago, between Tahaa, Raiatea, Huahine and Bora Bora.

Renowned sailors, such as local man **Billy Besson**, or **Laurent Bourgnon**, **Paul Meilhat**, **Titouan Lamazou**, **Olivier de Kersauson** and **Loic Peyron**, have taken part and support projects related to sport sailing in French Polynesia.

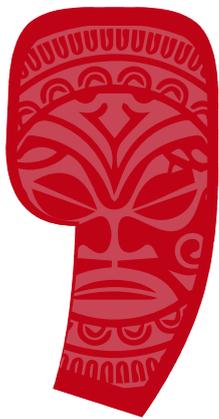
Extend your stay

Take advantage of your visit to French Polynesia by participating in local nautical events, discovering the different archipelagos, and even wintering here in complete safety.

With all the driving forces of yachting and pleasure boating in French Polynesia, it is easy to create a program of events, discoveries, sporting events, on demand.

On the islands of Tahiti, you could take advantage of your boat sailing in our pristine waters to either handle some PR operations and media plans or, experience a local secluded immersion of polynesian archipelagos; our local travel partners will be happy to help in the organisation of your stay.





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An exceptional welcome

The departure village will be located in the Port of Los Angeles and will have the benefit of all the infrastructure required to host the competing vessels, the public, festivities, and international media coverage.

On arrival, the infrastructure in French Polynesia will offer the necessary technical, logistical and tourism capacities.

Technical capacities in Tahiti:

- Quays of Papeete marina (in the town center) up to 80 yachts >22 m.
- LOA capacity up to ≤100 m.
- QG course, press center, and VIP area in the marina, in the heart of the town.

Dry docking, maintenance and repair:

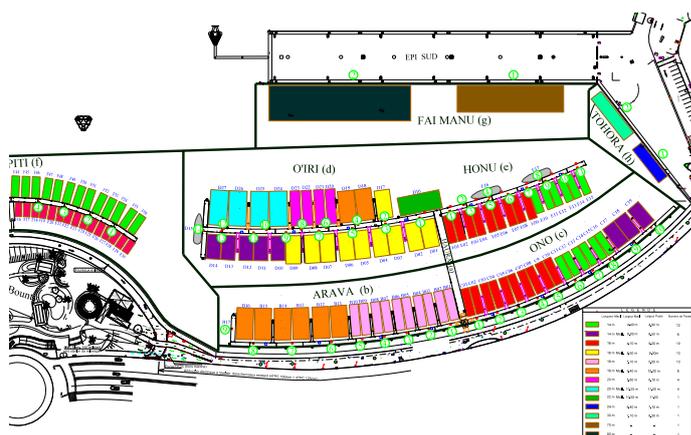
- Travel lift up to 300 tons, 40m long, 6m draft, and 11m wide.
- Storage area of 7000 m², and services including careenage, painting, welding and boilerwork, joinery, mechanical engineering, machining and hydraulics.
- Slipway
- Floating dock for up to 3800 tons, 135 m long and 17.5 m wide
- Lifting crane for large multihulls
- Further careenage and wintering areas at Raiatea, Apataki and Hiva Oa.

Technical services:

- 4 shipyards
- 3 sail lofts suitable for large models, 2 rigging specialists
- several marine mechanical, refrigeration and machining workshops
- several chains specialized in electronics and electricity
- several deck fittings stores

Possibility of return of the yachts by cargo

Available services to all destinations.



Tourism capacities:

- 9 international airlines
- Flights 5 days a week to USA and Europe
- Flights 3 days a week to New Zealand and Australia
- Flights 2 days a week to Hawaii, Japan, New Caledonia and Chile
- 12 hotel establishments in Tahiti, including four 4* and 5* hotels.
- Ability to charter luxury catamarans, small cruise boats, etc.
- Helicopter and hydroplane companies.
- A partner destination-management company for the event, responsible for coordinating and offering travel packages and extensions (hotels, cruises, trips to islands, etc.)

Media capacities:

- 2 local TV channels with studios and equipment
- Audiovisual production agencies
- 2 daily print newspapers
- AFP correspondents
- Professional photographers
- Broadband internet providers
- Network of partners for international audiovisual broadcasting/distribution

Rescue and health capacities:

- State marine services (National Navy), monitoring and rescue
- Tugboats, pilot station
- JRCC center and FEPSM stations
- Regional hospital center in Papeete

Possibility of transoceanic conveyance
Secure wintering possibilities

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Arriving in sailing paradise

To truly experience the awe of The Islands of Tahiti, nothing beats approach them from the sea.

Feel the transition from the deep, untamed royal blues and rolling waves of the Pacific to the welcoming hues of a quiet, hushed lagoon. Follow the trail of flower-scented air that announces the land long before you see it.

Then, watch these magical islands rise, enchanted, from the horizon. Pause to recognize the moment when you realize you're not dreaming – these are **The Islands of Tahiti**.



Crédit : Bertrand DUQUENNE



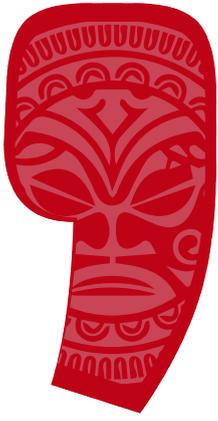
Crédit : Tim McKenna



Crédit : Benjamin Thouard



Crédit : Daneé Hazama



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Celebrating **historical** connections

The connections between California and Polynesia are ancient, and were strengthened throughout the course of the 20th century. In ocean racing, the **TransPacific Yacht Club**, founded in 1906, has organized 50 regattas between the west coast of the USA and Hawaii, and 22 to Tahiti, over the last 110 years.

At the origins of surfing, invented in Polynesia then modernized and popularized among Californians in the 1960s;

a source of **inspiration for Hollywood**, with Paramount's silent films of the 1920s, Marlon Brando's love affair with "his" paradise, Tetiaroa, or Disney's animated films;

the **GIs of the American army**, with Operation Bobcat, a military base established in Bora Bora from 1942 to 1946, and the construction of Polynesia's first airport;

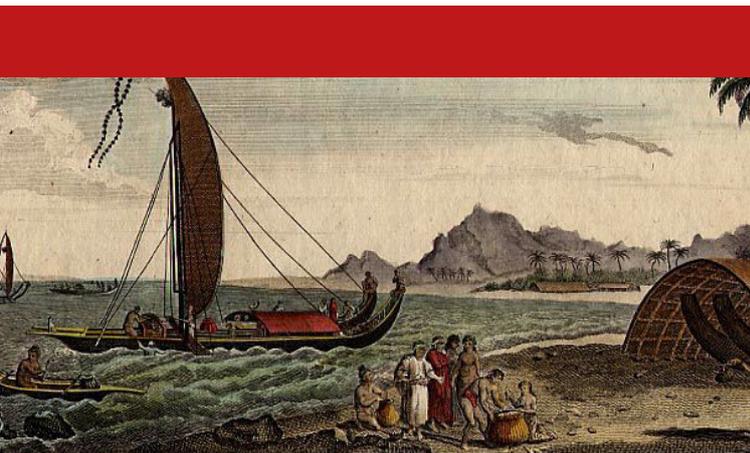
scientific research on oceanic ecosystems, with **Berkeley University's Gump Station**, based in Moorea since 1985;

trade, with up to five million Tahitian oranges exported annually to California as far back as the 1850s, for example... ;

the tattoo, whether it is that of the north Native American, or that of the 19th century European sailors, found a very strong resonance with the traditional Polynesian tattoo, which still today is frequently requested in the Californian stalls ;

American literature has long drawn inspiration from tales of the South Seas, from Somerset Maugham and Stevenson to Norman Hall & Nordoff, who wrote about *the Bounty*:

the close links between these two Pacific territories date back more than two centuries, and are stronger then ever.





Highlighting **the Polynesian** saga

The traditional Polynesian pirogue was an unprecedented **technological leap forward**, paving the way for an exceptional oceanic saga. While westerners tried to find the best shape of keel to stabilize their boats, the Polynesians, following the example of the Austronesians, opted for multihulls. They devised and perfected the **catamaran** some two millennia ago, and set off to explore the planet's largest ocean.

As a result, within a few hundred years Polynesian civilization had crisscrossed and conquered over **30 million square kilometers**, equivalent to the continent of Africa, or three times the surface area of Europe.

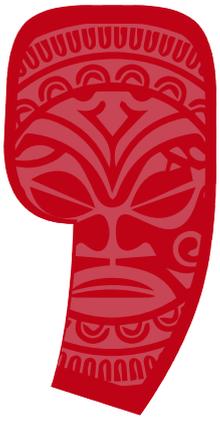
Guided by the stars, first and foremost, but also by **the swell, reliable and precise** in its indications as it laps against the hull, the currents, the winds, and the color of the surface, they found their way by close observation and use of the natural environment, with great skill and exceptional **collective memory**.

Tahiti sits at the heart of the vast Polynesian triangle formed by the islands of Hawaii, New Zealand and Easter Island, and delimits the huge expansion of Polynesian civilization over the course of many centuries and successive maritime conquests.

There were as many pirogue designs as there were uses. The **scrupulous selection of wood types** - thick and hard, flexible and sturdy - for each part was made according to mechanical constraints and resistance to water and sun, while the woven sails, attachments, or sealing and caulking operations were performed with great care and precise, codified know-how.

Polynesians are a sailing people, and the revival of traditional sailing practices is today emblematic of a symbolic and respectful relationship with the "great ocean" which should inspire and permeate the transatlantic race.





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Getting involved in racing

Interview with Stéphanie Betz, co-founder of Archipelagoes

Why organize a transpacific ocean race between Los Angeles and Tahiti?

I've been organizing sailing events in Polynesia for almost twenty years. After 15 years organizing the Tahiti Pearl Regatta with emblematic figureheads from the world of ocean racing, hosting the last two Tahiti Races of the Transpacific Yacht Club, hosting the SMA yacht during the last Vendée Globe, the structures and links which connect us to other ports in the Pacific, it's a project which is very close to my heart: being able to organize a transpacific ocean race every four years, on a large scale, between the northern hemisphere and the South Pacific. Our connections with California and the existence of this challenge for a century naturally steered us towards this route.

Why now?

With the enlargement of the Panama Canal in the coming decade, the South Pacific will present an even greater attraction for yacht racing, possibly together with New Zealand, New Caledonia and Fiji, which are all pro-active in this regard. Plus, this is the right window to set up the project in Polynesia, with new infrastructure and public commitment to development of the destination contributing greatly to a favorable environment. We have demonstrated our logistical, technical, financial and media capacities, and we now have the network required to fully realize this long-standing dream.

What are your objectives?

The team wants to contribute to a more popular and more attractive approach to our sailing region. We need to lift the barrier represented by Panama and encourage sailors to picture themselves in a new location of fun and discovery. The South Pacific is ideal from every angle.

Tahiti is situated in the center of the Pacific, and from there we can radiate outwards or offer new challenges to European competitors who have been crossing the same transatlantic routes for fifty years. It's also about offering sailors from Australia, New Zealand, the USA, Canada, and from all over South-East Asia, the chance to compete with each other and demonstrate their expertise.

It's an exciting project, a little crazy and wildly ambitious, but it's also a project being undertaken methodically, realistically, and with firm sources of support. It's a real challenge, which is open to anyone and everyone interested in writing a new chapter in the history of ocean racing.



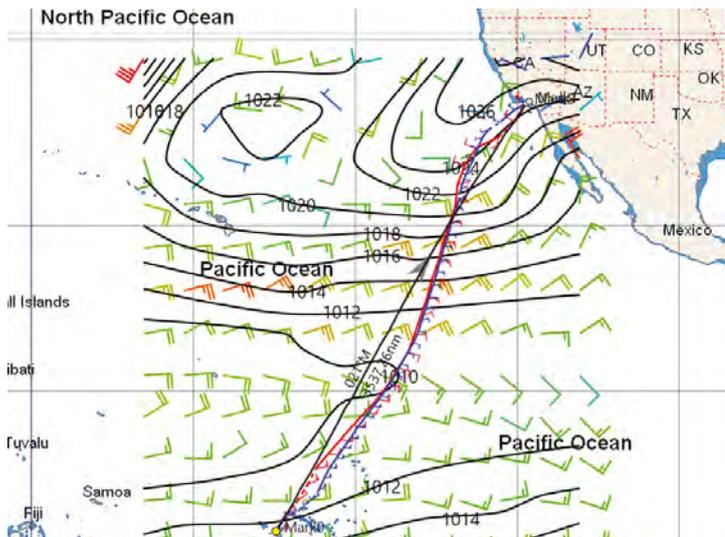
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SEAHORSE 2019, March

The biannual Transpac too short for you, then why not try the Transpac Tahiti which is more than half as long again. Of course you can always do both, like ocean racing veteran John Jourdane...



Left: this synoptic chart for the 3,570-mile Tahiti Race tells the story: it usually kicks off with a spinnaker run past Mexico to pick up the easterly trade winds, then a cracking beam reach and a tactical challenge to cross the doldrums, followed by more beam reaching to the finish. Above: after more than a few sea miles... you're assured a proper Polynesian welcome in Papeete

Few of us have not dreamed about crossing clear blue seas and azure skies to arrive in an archipelago of sandy tropical islands and quiet lagoons framed by forests of palm trees. For three centuries this lure of the South Pacific has captured the imaginations of many generations of westerners who have come to regard this as the very definition of paradise.

It was in 1925 the Transpacific Yacht Club first harnessed this allure to organise a race a bit longer than their biennial 2,225-mile race to Hawaii: a 3700-mile race to Tahiti from San Francisco. With a start of only four entries, this bold adventure race nonetheless marked the start of what has been an enduring tradition among oceanic sailors to challenge themselves in long races to paradise.

Even though the start has since moved to Los Angeles and cut down the number of days getting off the cold coast and into the warm trade winds, the race is still run by TPYC at irregular intervals until the demand builds up to hold another. Regardless, the timing and logistics for this race are demanding, and over its entire history only 76 yachts have ever entered this race.

Which begs the question: why do it?

The veteran Pacific navigator John Jourdane, who has amassed an outstanding 18 Transpacs, four Pacific Cups, three Vic-Maui and three Tahiti races, has some thoughts:

'The Hawaii Transpac is a sailor's

delight. Other than a possible rough, cold first two or three days, it is a warm, fast downwind run to Hawaii. The navigation is pretty straightforward: a close reach to the desired waypoint to cross the north Pacific high ridge to a chosen isobar (Stan Honey calls it the 'slot'), then run down the slot across the Pacific until you reach your desired layline into the finish. Every day it gets warmer and the trade winds supply great wind and waves for surfing.

'The Tahiti Race is a lot different. It is 3,570 miles instead of 2,240 miles. After the start, and rounding West End, you put up the spinnaker, and run for several days southwest past Mexico. Then the easterly trades build and you beam reach in a lot of wind for a few days. Next you have to find the narrowest area of the ITCZ (doldrums), where there will be little or no wind and lots of rain squalls. Once you cross the Equator, the southeast trades will fill in and it can be a very windy, rough beam reach or close reach to the finish in Papeete.

'It's a much longer race, and can be rougher, but it is well worth the adventure. Even though Papeete is busy with tourists and cruise ships, it is still beautiful, and once you leave Papeete, the other islands are like Hawaii was 50 years ago.'

Jourdane plans to do both races in this next cycle: the 50th Transpac this year on *Mr Bill*, an Andrews 70, and the 2020 Tahiti Race with a team yet to be named.

In the last race edition in 2012,

Karl Kwok's Farr 78 *Beau Geste* finished in 14 days five hours, but due to light winds could not get close to the course record of 11 days, 10 hours set by Doug Baker's Andrews-designed *Magnitude 80* in 2008. This record run cut three days off the previous record set in 1994 by Fred Kirschner's 70ft *Kathmandu*.

With an average speed of 13 knots over the 3,571-mile course, could *Magnitude 80*'s mark be quite easily broken? *Comanche*'s 2017 race record in the LA-Honolulu Transpac was set for an average speed of 20.2 knots, so a Tahiti race record would seem ripe for the plucking.

Yet besides the ocean greyhounds hunting down record opportunities, there is another group that may be very interested in the Tahiti Race 2020: maxis, superyachts and those migrating west from their 2019-20 winter season in the Caribbean towards Auckland in time for the events affiliated with the 2021 America's Cup.

Ocean passage racing for maxis and superyachts is not one of the 'usual' offerings in the Pacific offshore racing calendar. Boat captains are typically concerned about the risk of breaking things and the logistics of dockage and boatyard facilities needed for maintenance and repair of the complex systems installed on these magnificent yachts. Yet for all its bucolic splendour in quiet anchorages, Tahiti also has modern marina and boatyard facilities to act as a suitable stopover destination for transpacific passages to New Zealand.

Besides, Transpac Tahiti 2020 is not among the world's 'usual' races – it's something unique that beckons as a Legend of the South Seas. www.transpac-tahiti.com www.transpacyc.com □

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Archipelagoes

Communication & Partnerships

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Founded in 2007, based in French Polynesia, Archipelagoes is specialized in the structured development of nautical tourism and maritime economy in the South Pacific Islands, working in close contacts with economic and institutional stakeholders.

They launched and managed the Tahiti Pearl Regatta for 15 years, invented a Polynesian nautical parade, coordinated the welcome festivities of several sailing events, such as the two last editions of the Tahiti Race, the Oyster World Rally, the ARC rally...

They will put their energy, passion, expertise & South Pacific network to celebrate the Transpacific Tahiti 2020.



Transpacific Yacht Club

Official Race Authority

www.transpacyc.com

members@transpacyc.com

The Transpacific Yacht Club (TPYC) The Transpac Yacht Club TPYC, created in 1928, based in Newport Beach, California, is responsible for organizing the biennial world-renowned 2225-mile Transpacific Yacht Race («the Transpac») from Los Angeles to Honolulu. TPYC has also organized the Tahiti Race from Los Angeles to Tahiti 16 times over the last century.

Its Commodore Mr Tom Hogan and all the TPYC board are willing to give a new impulse to the Transpac Tahiti Race and join their efforts and network in the TranspacTahiti 2020. TPYC is the organizing authority for this race.