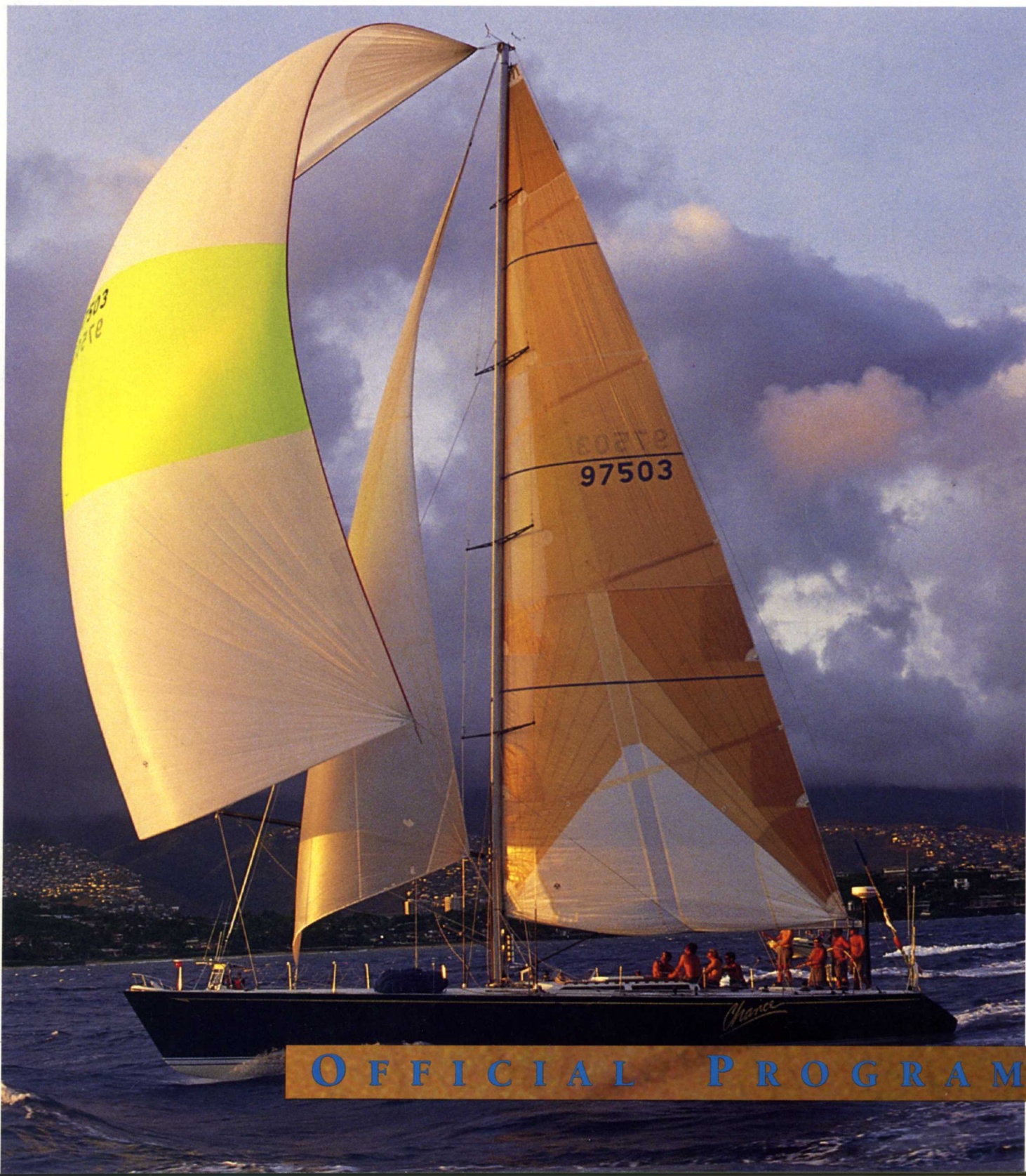


37th Transpacific Yacht Race

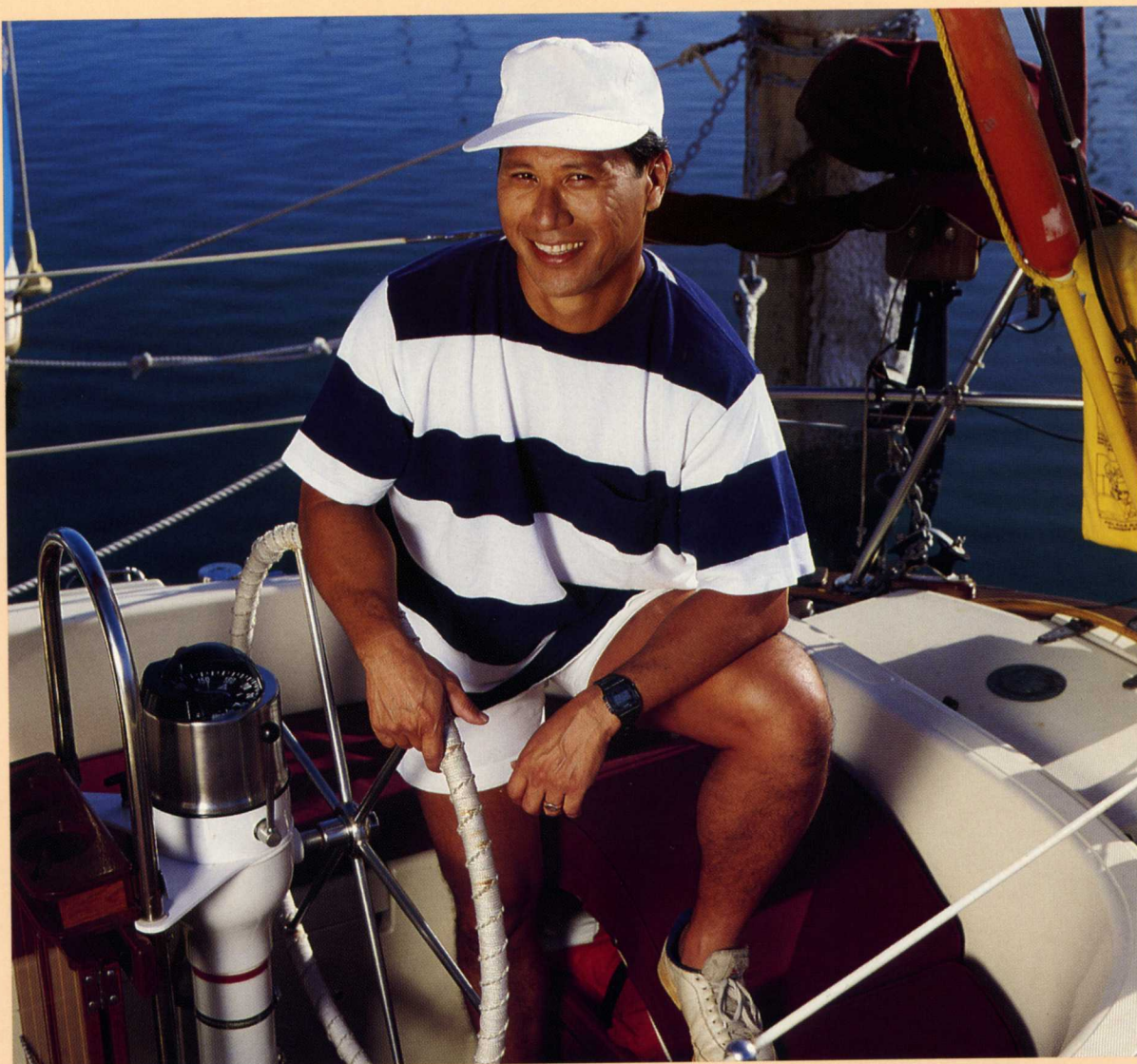
LOS ANGELES TO HONOLULU

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JULY, 1993



OFFICIAL PROGRAM



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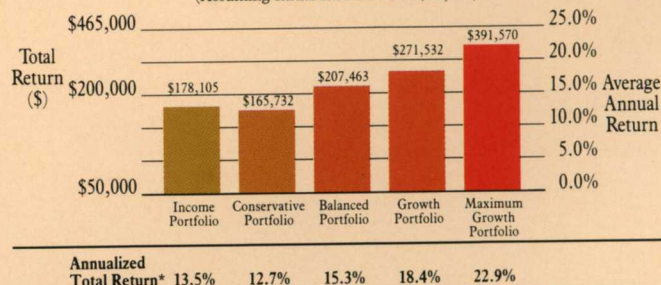
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(Assuming Initial Investment of \$50,000)



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37TH TRANSPACIFIC YACHT RACE

OFFICIAL PROGRAM

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Mahalo

Transpac Gives a Hearty Thank You To:

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City of Long Beach
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Euro Lloyd Travel
Hawaii Maritime Museum
Hawaii State Harbors Division
Honolulu Visitors Bureau
Ilikai Hotel
Kenwood Corporation
Long Beach Convention & Visitors Bureau
Long Beach Marine Department
United Airlines
U.S. Coast Guard and Auxiliary
U.S. National Weather Service

The 1993 Host Clubs: Hawaii Yacht Club, Kaneohe Yacht Club, Long Beach Yacht Club, and Waikiki Yacht Club.

The 1993 Race Committee Club: Los Angeles Yacht Club.

Over 500 Volunteers from:

Cabrillo Beach Yacht Club
Hawaii Kai Yacht Club
Hawaii Yacht Club
Iroquois Lagoon Yacht Club
Kaneohe Yacht Club
Makani Kai Yacht Club
Newport Harbor Yacht Club
Pacific Yacht Club
Pearl Harbor Yacht Club
Royal Hawaiian Ocean Racing Club
Waikiki Yacht Club

Our special thanks to our host cities of Long Beach and Honolulu.

On the Cover: *Chance*,

winner overall, 1st in Class, 1st in Fleet,
Transpac '91.

Photo by Geri Conser

The Transpac '93 Official Race Program is published for the Transpacific Yacht Club in association with AhlerSmith Inc., by International Crew, P.O. Box 5676, Balboa Island, CA 92662, U.S.A. Phone (714) 722-8818, FAX (714) 722-6754.

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Special thanks to photographers Geri Conser and Heather Niblo. Geri's yacht-
ing photography and services will be on
display at Long Beach and Waikiki Yacht
Clubs before and after the race. Geri
Conser, 1995 Irvine Ave., Costa Mesa, CA
92627, (714) 645-0278. Heather Niblo,
Sailing Shots, 308 1/2 Marine Ave.,
Balboa Island, CA 92662,
(714) 760-7007.

LONG BEACH OFFICE OF THE MAYOR

MAYOR'S MESSAGE

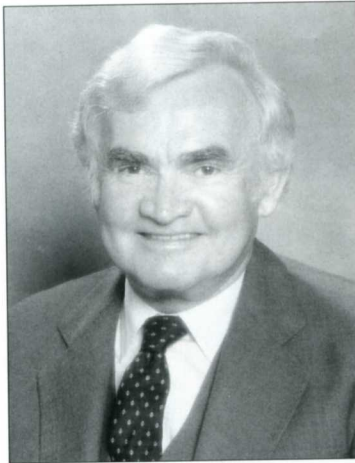
Dear Transpac Racers,

As you leave our sandy shores for Hawaii, I want to wish you strong winds and smooth seas. We here in Long Beach are always excited to be the starting line for this great adventure.

Prior to your departure, I hope each of you will have some time to enjoy some of our fine restaurants and shops.

Long Beach has become one of the Southland's major tourist destinations and the Transpac Race always adds a special moment to the calendar.

Once again, I want to wish you fast and smooth sailing to Hawaii.



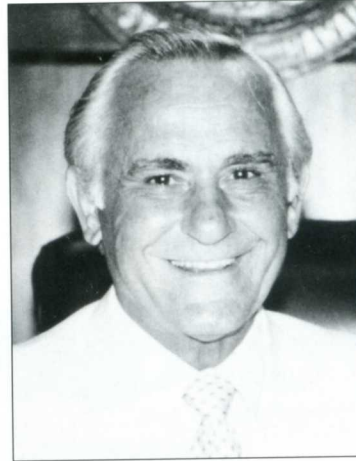
Best Wishes,

A handwritten signature in cursive script that reads "Ernie Kell".

Ernie Kell
MAYOR

HONOLULU OFFICE OF THE MAYOR

MAYOR'S MESSAGE



It is a pleasure to express warm greetings of Aloha as the 37th running of the Transpacific Yacht Race takes place from California to Hawaii. I hope that the winds will be favorable throughout the competition.

Honolulu has a rich history of men and women challenging the Pacific Ocean in their early Polynesian canoes and 19th Century four-masted whaling ships. The challenge was continued through the era of steamships to today's nuclear-powered vessels. Thus, it is easy to understand why the biennial Transpac race has captured the attention of boaters around the globe, resulting in a world-class test of yachts and the crews which man them.

Our city is once again happy to welcome the participants at the finishing line and extend our hospitality to all of them.

I commend the Transpacific Yacht Club, its Honolulu Committee and the scores of volunteers both here and on the Mainland for their substantial contributions to this outstanding event.

On behalf of the people of the City and County of Honolulu, I offer best wishes for a safe and exciting voyage, as well as a memorable and record-setting race.

A handwritten signature in cursive script that reads "Frank F. Fasi".

Frank F. Fasi, Mayor
City and County of Honolulu



COMMODORE'S WELCOME

TRANSPACIFIC YACHT CLUB

As the 37th Transpacific Yacht Race sets sail, it will continue the tradition of the world's finest and most competitive open ocean race. Throughout our history since the first Transpac in 1906, the membership of Transpacific Yacht Club has strongly supported each race both as competitors and as devoted behind-the-scenes workers in support of the event's administration. At the race's finish, the Honolulu Committee's Aloha spirit has always embodied the essence of Hawaiian hospitality.

In recent years, we have seen significant advances in Transpac both on the water and on the beach. The development of the ULDB sleds and the IMS division in the past has made the race more exciting. This year, we added the highly competitive PHRF fleet.

Many thanks to our hardworking Board of Directors, each of whom has had a specific task this year, and to Vice Commodore Joe Cutting as Race Committee Chairman as well as Rear Commodore Gil Jones who spearheaded preparations for the festivities in Long Beach and Los Angeles. We are also very grateful for the excellent efforts of the Honolulu Committee, led by General Chairman Rick Osborne, all of whom generously carry on the Island traditions in associations with the Hawaii, Kaneohe and Waikiki Yacht Clubs.

Kenwood Corporation's sponsorship continues as a vital support for Transpac. Also, we will have another memorable video of the race along with festive banners, posters and flags prepared by Kenwood. As in 1991, it has been our pleasure to work with Kenwood Corporation's Transpac Team Manager Tak Nakanishi, who is always most cordial and cooperative. Thanks, Tak!

Long Beach Yacht Club and the City of Long Beach are providing docking facilities and host arrangements for the competitors in Long Beach as well as at the start. Los Angeles, Newport Harbor and Cabrillo Beach Yacht Clubs will coordinate the start of the race.

All of this activity emphasizes Transpac's role in leading the way for ocean racing to attract strong competitors through the 90's and into the 21st century. We want all who have sailed in former Transpac's and this year's competitors to continue participation and encourage your membership. In the meantime, a warm Aloha to all of the Transpac sailors, past and present, from hailing ports all over the world.

Many thanks to all,
Leon M. Cooper
Commodore

RICK OSBORNE GENERAL CHAIRMAN

HONOLULU COMMITTEE

Aloha and welcome to the 37th Transpacific Yacht Race from Los Angeles to Honolulu. For us here in the Islands, it is our great pleasure to support one of the world's finest and most historic yacht races.

The continued success of this undertaking lies in the outstanding cadre of volunteers on both the Mainland and here in Hawaii. More than 400 sailors and yacht club

members on the Honolulu Committee have worked the year round to plan a great welcome for every boat as well as at all of the festivities throughout Transpac week.

Special recognition goes to our three Vice Chairmen: Miles Anderson, Administration; Jim Markey, Race Operations; and Joe Starr, Harbor Operations. Each of these individuals is owed a great debt of gratitude for their dedication and extraordinary gifts of time, energy and good will. Again this year, everyone on the Honolulu Committee has done a terrific job.

We are pleased once again to welcome our very good friends at Kenwood Corporation as the primary sponsors of Transpac '93. Their support of ocean racing is recognized internationally and is very important for us here in the Islands.

With the innovations of the Transpacific Yacht Club Board of Directors under the leadership of Commodore Leon Cooper, Transpac has made some significant changes this year by expanding the starts to a four-day sequence and adding PHRF. We applaud these moves to keep Transpac at the forefront of top-level ocean racing.

For you, the competitors, along with your families and friends, the completion of this race marks the end of many long months of planning and hard work. We all know that the effort in preparing for and racing Transpac is no small task. I speak for all of the Honolulu Committee volunteers, as well as the members of all the yacht clubs here in the Islands, in extending to you a warm welcome and our heartiest congratulations.

It is our sincere hope that your experiences with Transpac, the world's longest sleigh ride, as well as your stay on our shores will be truly memorable. We hope you will enjoy yourselves as much as we have enjoyed planning for you to be here.

We look forward to seeing you dockside when you enter Ala Wai Basin and at the Transpac festivities. May you experience strong trade winds and favorable seas in your attempt to better the previous record in this, the most unforgettable of all sailing experiences.

Aloha,
Rick Osborne
Honolulu Committee General Chairman

TRANSPAC'S OFFICIAL "ARRIVAL" PHOTOGRAPHERS

Pat Clements will again be serving as the official Transpac arrival photographer. Pat and her crew meet every yacht to photograph skipper and crew as they enter their berth in Ala Wai Yacht Harbor's Transpac Row.

Just a few moments of your cooperation are required. Pat asks that once the yacht has docked, the skipper and crew gather on the bow, forward of the mast step, for a quick group photo capturing the exhilaration of completing the 2,225-nautical-mile-crossing.

Each skipper will receive a complimentary 8x10 color photograph of the arrival. Photographs will also be sent to the San Diego Maritime Museum's Transpac archives. Additional 8x10 photographs will be on display at the Transpac Trophy Dinner.

Pat Clements Photography, 45-551 Awapapa Pl., Kaneohe, HI 98744, Phone: 808/235-6034, 808/235-5329.

RADIO REPORTS

The yachts will report their daily 0800 PDT positions to the communications vessel on 4146 kHz USB, starting at 0900 PDT. With a good short wave single side band (SSB) receiver and antenna, you might hear these reports as the yachts get to within two to three days of Hawaii.


You may also be able to hear the yachts on 4146 kHz USB when they give their 100 and 25 miles-to-the-finish reports. These include their estimated finish times and any requests for assistance for the yachts.

Off Makapuu Point, when the light bears 345 degrees magnetic, the yachts will give their revised estimated arrival time (ETA) and request needed assistance on marine VHF 71. The Transpac yachts, committee boats, "Transpac Diamond Head," and "Transpac Ala Wai" will communicate on this channel. Everyone is invited to listen, but please do not transmit, on this channel.

A note to Spectator Vessels: Please maintain a safe distance from the finish line. The sailors have a very difficult time distinguishing your boat lights from the Diamond Head red light. At 20 knots, the yachts converge rapidly on all targets!



1993 TRANSPAC YACHT RACE SCHEDULE OF EVENTS

Date	Time	Event
Sunday, June 27	1200	Crew Pool Party at Long Beach Yacht Club (LBYC). <i>Casual, poolside. No-host bar & dinner.</i> 310/598-9401.
Tuesday, June 29	1500	Skippers & Navigators Meeting at LBYC.
	1800	Aloha Dinner at the Long Beach Sheraton Hotel. <i>Casual, No-host cocktails. Dinner tickets required:</i> Lisa Eddy 714/966-0583.
Wednesday, June 30	1300	Race Start #1, Pt. Fermin.
Thursday, July 1	1300	Race Start #2, Pt. Fermin.
Friday, July 2	1300	Race Start #3, Pt. Fermin.
Saturday, July 3	1300	Race Start #4, Pt. Fermin.
	 8:11:01:46	Time to Beat for Fastest Finish. Record set by Merlin in 1977
Wednesday, July 14	1500	Hawaii Yacht Club Party. <i>Okole Maluna Theme, "Bottoms Up" Casual, No-host bar. Dinner tickets required: 808/949-4622.</i>
Thursday, July 15	1400	Waikiki Yacht Club Party. <i>Poolside Country BBQ. No-host bar. Dinner tickets required: 808/949-7141.</i>
Friday, July 16	1730	Trophy Dinner at the Ilikai Hotel. Cocktails 1730, Kenwood Video Showing 1815, Dinner 1900, Trophy Presentation 2000. <i>Tickets available at the Aloha Dinner and at Race Committee Headquarters in Honolulu.</i>
Saturday, July 17	0900	Fourth Annual "Plywood Cup" to benefit United Cerebral Palsy at Ala Moana Park
	1300	Kaneohe Yacht Club Party. <i>Casual, Pool/Beach. No-host Bar & Food, 808/247-4121. 30-minute bus ride (#56) to Kaneohe, runs every 30 minutes from Ala Moana Shopping Center.</i>
Sunday, July 18	0900	Kauai Channel Race Start at Honolulu.
Monday, July 19	1730	Transpac Yacht Club and Honolulu Committee Post Race De-briefing at Waikiki Yacht Club.

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COOKING ON BOARD: THE FEAST & FAMINE OF TRANSPAC

Rumor has it that some Transpac crossings include gourmet dining, so we decided to talk to a couple of experts who are known for feeding demanding crews in style.

Victoria Campbell has "wowed" her husband, Mike, and his crews on long distance races with gourmet meals for years, creating extraordinary menus for crews of ten, for as long as ten days. How does she do it? "I try to make the meals as easy to prepare on board as possible, because it's one of the crew that has to cook, and he also has other duties. Sometimes, it's dark, and they can't even see what they're cooking."

Successful long distance race meal planning starts with some seemingly trivial details that can be major problems at sea if overlooked. Victoria makes sure that she knows, for example, the exact dimensions of each shelf in the boat's oven, so that the entire crew's dinner can be heated at once instead of in multiple shifts.

Camille Daniels, a veteran of several Transpac races, points out that "the least important thing before you go is food. The most important thing when you get out there is food." She insists on planning ahead, providing for simple and quick meals that don't keep any of the crew down below too long, especially the first few days. Camille also advises from first-hand experience, that the less the oven needs to be used during the last few days of Transpac, the better, because of the heat down below.

Even the way meals are packaged is a scientific process with Victoria and Camille. Once sealed in plastic pouches, each bag is folded in half and stacked in a shoe box for freezing. The fold in the bags allows them to cook faster as boiling water can circulate through the middle. And the meals, frozen in shoe-box size blocks, are more easily stacked and more space-efficient. Yes, you might even bet Victoria can quote you the freezer's exact dimensions.

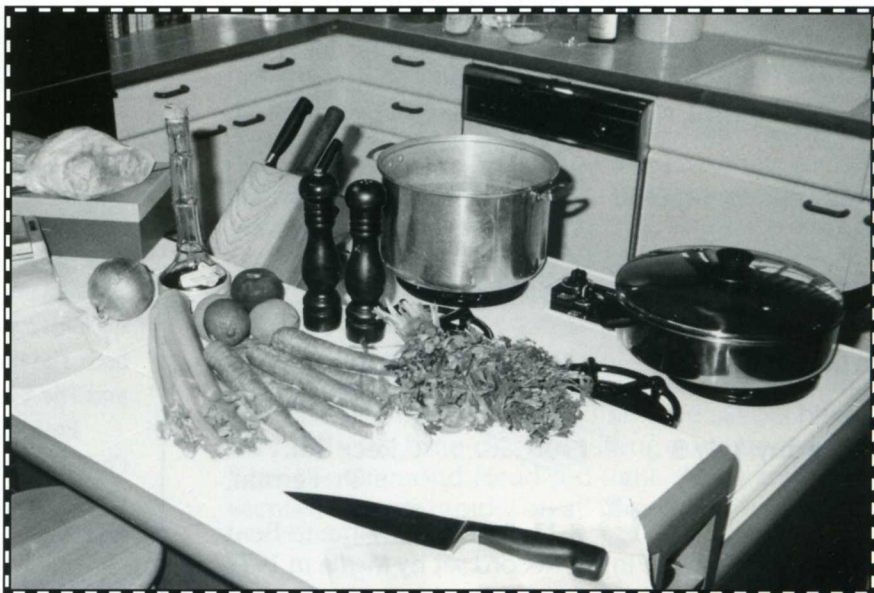
According to Victoria, "We always think about everything that goes on board, and how to maximize space and usage. I always try to plan for a race with the possibility of all systems failing. You can't be sure that the motor will always start, and there's no place to pull-in. I analyze everything. I don't know what's 'usual,' there's no book on what to do."

Victoria thanks Camille for teaching her a lot about cooking for long distance races. Camille goes along on many of the long distance races on Joss, and she sees first-hand, what works and what doesn't. Victoria and Camille exchange information on what

pans, stoves and teapots work best. Victoria talks with each crew ahead of time to find out what they like and don't like. And, she quizzes them at the end of the race too.

Asked what was the biggest catastrophe she'd ever experienced, Victoria said, "Mike told me he cursed my name one Transpac as he threw every red apple at the mast. Red apples apparently don't keep as well as green apples, but I thought they looked nice!"

Occasionally, some of the wives and girlfriends will make meals, each contributing their own specialty. "They enjoy being a part of the preparation," says



Victoria, "which is great. If you're feeding ten guys for ten days, that's 100 complete dinners, and 300 meals!" Victoria notes that some nights, the crew wants to make their own meals. But, if they have a bunch of "no-talent cooks," they don't send anything creative onboard.

Victoria and Camille also collect recipes from some of the areas top chefs. Regardless of the source, however, they prepare and test every recipe on themselves so that they know exactly what the crew will be experiencing during the race.

Victoria and Camille prepared one of their "boat meals" during our interview, a Wine-Baked Chicken With Pasta in Alfredo Sauce. After rejecting about ten pounds of cooked multi-colored pasta because it didn't pass the "bounce-back test," we enjoyed a delicious, though all-white, pasta dinner. The remaining gallons of Chicken and Pasta were carefully portioned out, bagged, sealed, folded and placed neatly in shoe boxes for freezing.

The results of all this scientific and inventive culinary work? Victoria says, "Most of the guys that haven't sailed with us before are in heaven. The rest always give us good criticism."

To get another perspective on dining during Transpac, we asked our panel of Transpac "Stars" during our "Up Close And Personal" interviews about their most memorable meals on a Transpac. While not too "gourmet," their answers provide a true racing perspective.

Weisman: I know exactly the answer to that. I was on

Merlin. We were winning the race and trying to break the record. We never really had dinner because we had our hands full; it was blowing about 35 knots. But in the afternoon when it was kind of still light, we had a bottle of wine, some cheese and fruit— with the whole crew sitting behind the helmsman because the whole boat was underwater. Both the cockpits forward had been totally filled about a half-a-dozen times. We'd go down a wave and punch through the back of the wave in front of us, it'd go over the boat, over the cabin, up to the goose neck— a solid wall of water— and fill the boat at the back end and get the guys' feet wet on the stern of the boat. The whole crew was sitting on the back of the boat. It was great.

Campbell: It wasn't just a meal, it was several meals, on the '87 Transpac on *Jano*. Victoria had made all the effort to cook all the meals, vacuum bag them and all that, and then Bob Kahn forgot to bring propane.

Grillon: After we ran out of propane, we had no way to cook our meals. So, you had to take out your Seal-A-Meal baggies in the morning and label your meal with your name. Then, we had to move the baggies around on the deck all day in the sun and hope that the beef was thawed out by dinner time. If you had your bag in the shade, you were out of luck.

Victoria Campbell: It was a good thing I didn't send them off with a bunch of raw meat and macaroni!

Jourdane: On Tuya in 1979, it was a very slow race. The night before we got in, the owner's wife had kept a full turkey dinner in the freezer. And we had a full turkey dinner with all the trimmings after fourteen days out.

Leweck: I don't think that there has ever been one.

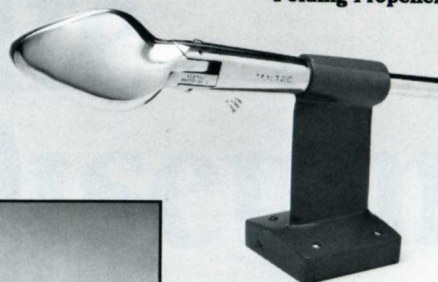
Haines: I've had good meals on all the boats.

Bon Appetit!

Editor's Note: A one-burner camp stove heated by Sterno solves the emergency cooking problem.

MARTEC

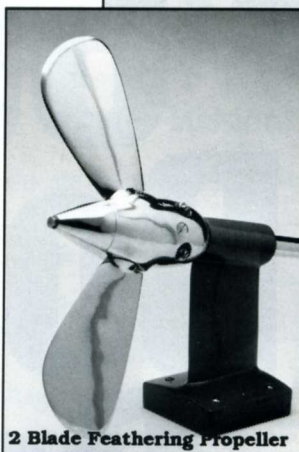
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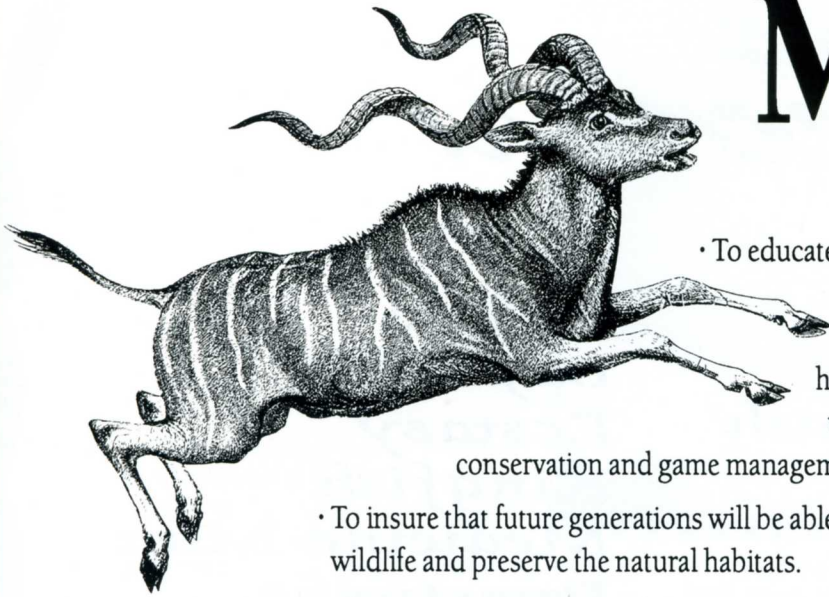


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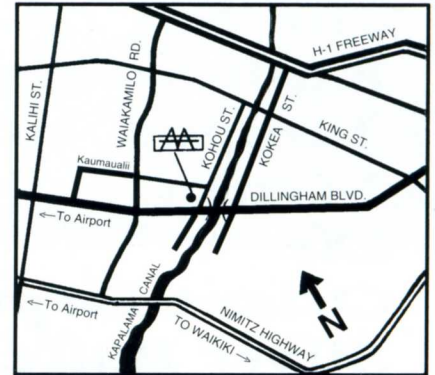
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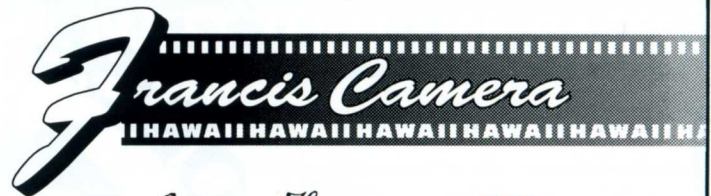
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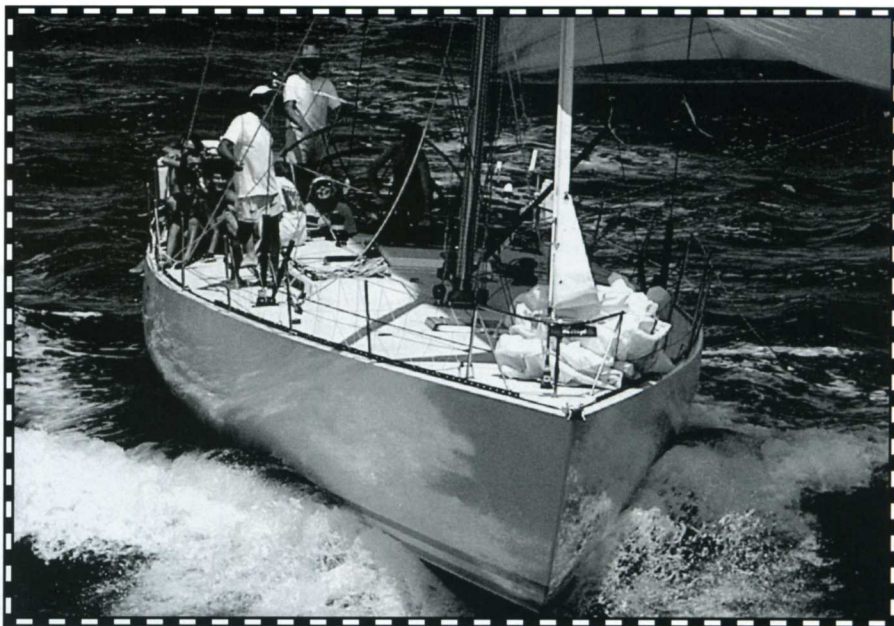
THE RACE FOR TAHITI IS ON

Transpacific Yacht Club is moving ahead with plans for the '94 race to Tahiti. Because of the high interest thus far, a start date for the 3,571-mile ocean race has been confirmed for the third week of June, 1994.

According to Grant Baldwin, Race Chairman for the Transpac Tahiti Race, more than 20 competitors have indicated that they plan to race in what he calls "a race to paradise." Yacht Club de Tahiti has also promised its support for '94. Located in Papeete, on the main island of Tahiti, the club has been home to former Transpac Tahiti crossings.

"Everything is falling into place as we begin planning for the race which promises to be one of the best in history," said Baldwin. "Several of today's top skippers and best ocean racing boats have the potential to beat Ticonderoga's 1964 record of 17 days, seven hours and 57 minutes. A class for Maxi boats, ranging from 110' to 120', including some from Europe are planning to join in the race in Transpac's 12th race to Tahiti.

Perhaps Ticonderoga can be coaxed into joining the fleet to Tahiti to defend her longstanding record!



The Tahiti race will include three classes: 1) IOR/IMS 2) Cruising Class (PHRF) 3) Maxi Cruising Boats (100'+). Although a deadline date for entries has not yet been set, those interested in the race should contact Grant Baldwin at 714/675-8675.

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AN ABLE TEST FOR WOMEN IN TRANSPAC

Transpac has been described as an able test of seamanship and an unforgettable experience for all who compete. We talked with the skipper and crew of this year's only all-female entry, *Antara*, to get their perspective on this world class test of boats, crews and seamanship.

1979 saw the first, and only, other all-woman crew enter and complete Transpac. This year's all-woman entry, *Antara*, is organized by The Antara Project, a committee of the Women's Ocean Racing Sailing Association (WORSa) of Newport Beach.

Antara, a Cal40, was offered to WORSa for Transpac by owner, Barry Schuyler who read about WORSa and believes in the project. He wanted to provide an opportunity for women to experience the camaraderie and personal sense of accomplishment associated with racing in Transpac.

A grass-roots program, The Antara Project faced a multitude of challenges organizing a Transpac effort in the midst of an economic recession. Barry Schuyler's participation and support of the program was pivotal. According to skipper Bonnie Gibson, "Barry has given us his vision. He's provided us with a great opportunity. He's encouraged us; he's been our cheerleader, our benefactor. He's given us the impetus to keep going."

Never having raced across the Pacific, Gibson was initially reluctant to take on the challenge of skippering *Antara*. "The crew had already begun taking shape, except for a skipper, when I was approached with the idea. It really fell into my lap. I feel like such a lucky person."

A sense of reality, however, is key. Gibson notes, "Our aim is not to race the hell out of the boat to see if we can win, because, realistically, we hope to just complete Transpac safely, finish respectably, and have a fun experience." The women have established a rigorous schedule of classes, practice and racing, which began in February, and incorporates everything from CPR to Group Dynamics training, perhaps making the Antara crew better prepared for Transpac than some all-male crews.

Another leader in The Antara Project is Flora Obayashi. A native of Hawaii, Obayashi has been instrumental in implementing a little more scientific approach to crew selection, by incorporating personality testing to ensure the best crew "fit." The crew includes women in their 20's, 30's and 40's. "The fact that we have some 30-year-olds on board that have kids at home and husbands that are totally supportive is remarkable!" says Obayashi.

The Antara Project's unique training methodology includes a Group Dynamics approach to decision making. "While the planning will be consensual," notes Obayashi, "for Transpac, we're expecting pretty good winds and decision-making under stressful conditions, so we have to

have a clear, singular traditional decision-making process onboard."

Coordinating the myriad of details for The Antara Project is Betsy Crowfoot. "My job is to keep morale up so we can work well as a team. I don't want anyone to think we're not serious racers, but I know that if everybody is in a crappy mood, we're not going to do well, individually or as a team."

Betsy notes that the unique aspects of sailing on *Antara* may include the meals on board. "*Antara's* meals may be supplied by Jenny Craig," Betsy says. "They're wonderful. Even if the weather is garbage, you can always



From left to right: Flora Obayashi, Betsy Crowfoot, Amanda Russell, Shirley Doell, Bonnie Gibson, Terry Monson, Lori Barnes, Judy Rudner.

get a good meal. They need no refrigeration, and you don't even have to open a can and heat it up!" The women have also been approached by Balboa Yacht Club's Sea Gals who may be donating meals for the crew.

During our interview, we asked some of these women the same questions used in our Transpac "Stars" talks and heard some interesting answers.

Off watch, the *Antara* crew plans to learn the hula. "A lot of the women are used to working out every day and don't know what they're going to do for a week, so Flora promised to teach us the hula. At least with the hula, we don't need a lot of floor space to work out," said Gibson.

When we asked skipper Gibson what one yachtsman she'd choose to take along on a long ocean race, she replied, "Only one man? Gary Jobson comes to mind. He's cute, and he's educational. I think that's important for us, because we're all still trying to learn so much. It's hard to pick just one."

The outpouring of support and assistance from the entire sailing community for The Antara Project has been extraordinary, according to Crowfoot. "We have a million people who have helped us. I don't know how we can even begin to thank everyone. We have received total support and enthusiasm from everyone. Maybe because we're women. Maybe because we're so open minded and approachable that people are far more apt to offer us more than they would someone else. I wonder, does

everybody get this much help?"

The challenge of Transpac sailors pitting themselves against the open ocean has appealed to men and women throughout the world for nearly a century. The growing presence of women in this world class event has not come, however, without some controversy.

"Let's face it," says Obayashi. "Yachting is where business was ten years ago in terms of participation by women and general attitudes. We still have the traditional, stereotypical notions to battle, but they're not as intense as they used to be."

Gibson adds, "I know that there are male and female sailors that aren't in favor of it, that will say 'You're crazy!', but a lot of things in life are crazy. We're women trying to be sailors. We're not really asking for any special treatment. Ultimately, we will have respect as sailors for the experience, and hopefully for the accomplishment as well. If we do that, then, I think we have accomplished something on a personal level as well as hopefully opened doors for the concept in the future."

Regardless of gender or future evolutions in the sport, one thing seems clear. The experience of Transpac remains an able test of seamanship and an unforgettable experience for all who sail.

"I truly believe," says Obayashi, "that with this crew, when we get off the boat, we'll probably still be friends for life."

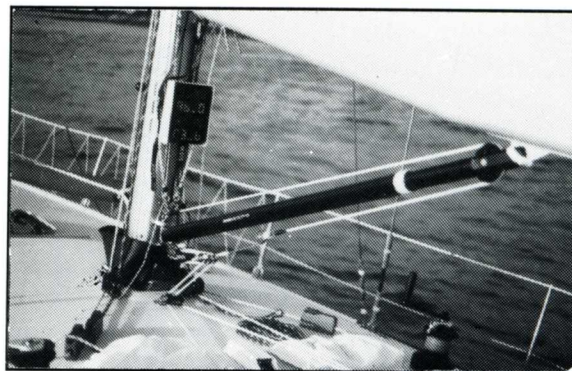
Editor's Note: Join the skipper and crew of Antara at the WORSAs Send-Off Party, Friday, June 25th, at the American Legion Yacht Club in Newport Beach. Call 714/367-2458 for details.



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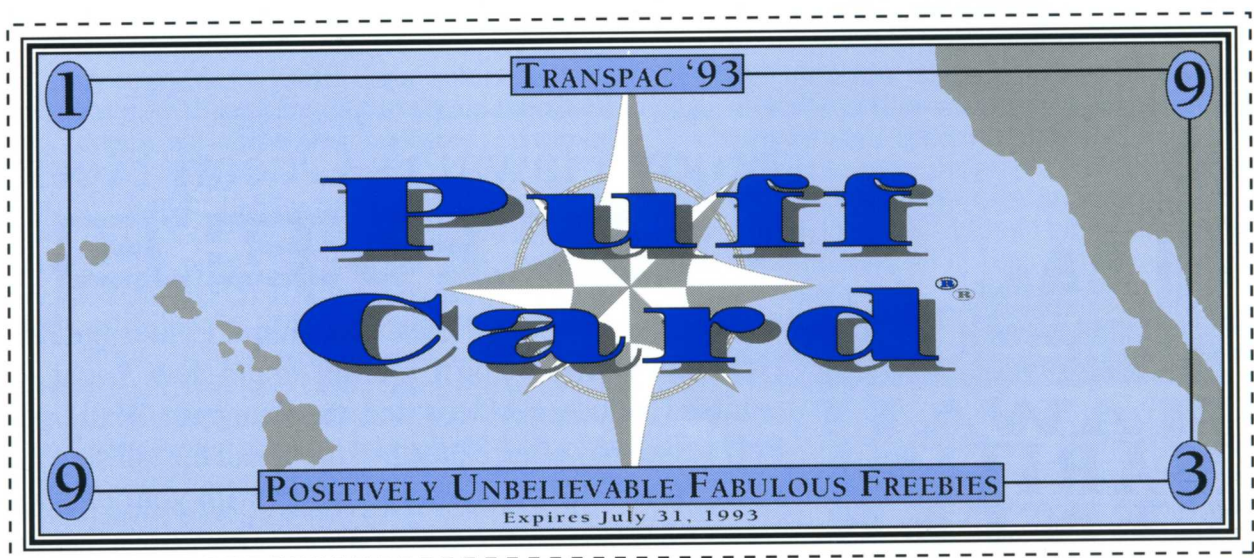
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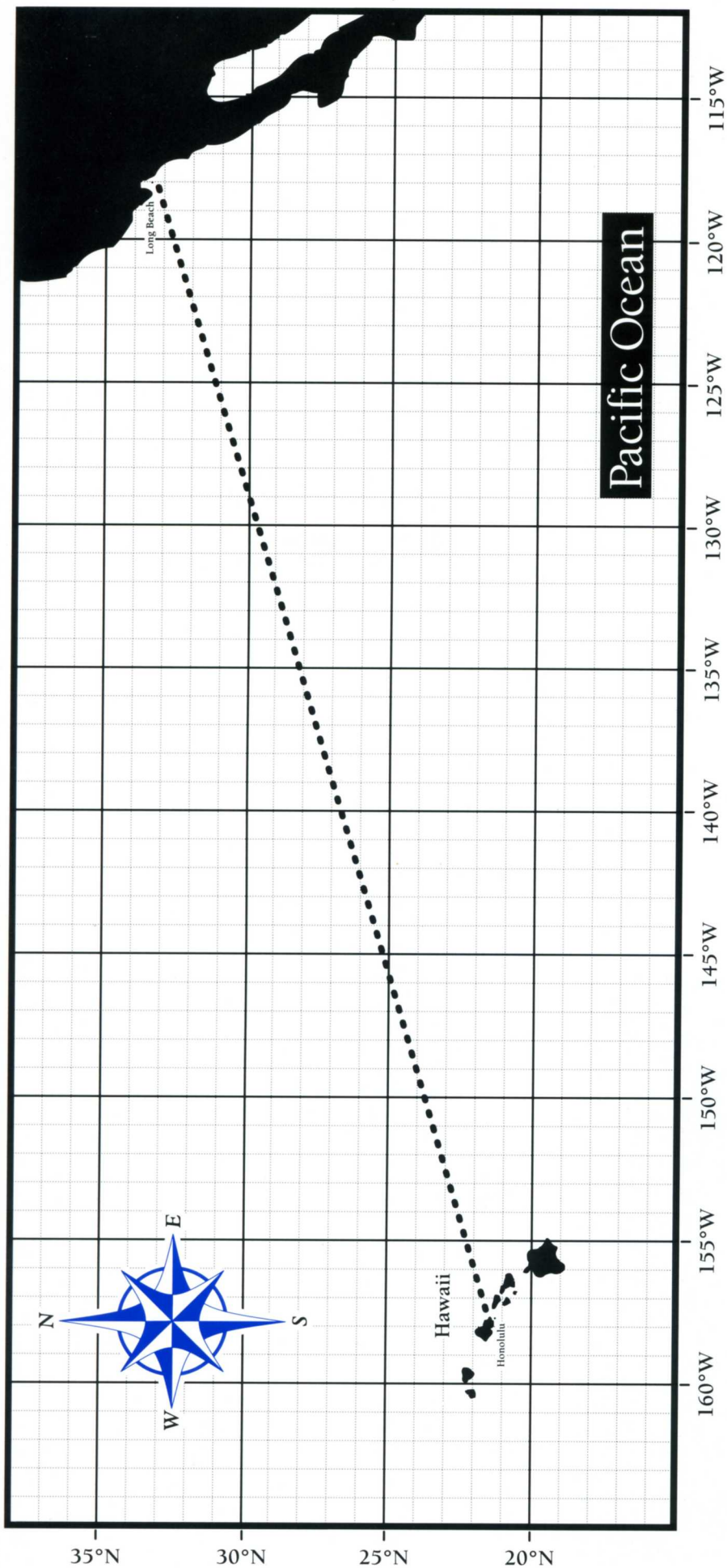
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July 7	___ °W	___ °N	July 14	___ °W	___ °N
			July 15	___ °W	___ °N

UP CLOSE & PERSONAL WITH A FEW TRANSPAC "STARS"

For 1993, we posed some rather untraditional questions to several well-known Transpac racers. The result? Well, we didn't get any tips on the fastest route to Honolulu, but "up-close-and-personal" with this group was interesting and certainly entertaining!

Q. Why are you doing Transpac '93?

Tom Leweck (Alchemy): I don't know how many times you have to do this race to prove you're a macho man. Obviously six isn't enough, so I'm trying for number seven.

Gary Weisman (Kathmandu): It's not going to be like pulling teeth. It's a great race, and I like Hawaii.

Jeff Madrigali (Silver Bullet): One of the things that's tantalizing about doing this race, especially on a sled, is that you have the opportunity (to break) that record. The record is easily breakable, and that's something that would be really neat—to win the race and put a record on there that lasts 20 years.

Mike Campbell (Victoria): Just because I like to do Transpac, I suppose. It's the race to do on the West Coast, and it's certainly fun to get there.

John DeLaura (Silver Bullet): I really enjoy going to Hawaii. It actually gets me out of work.

Roy E. Disney (Pyewacket): Because I've been trying to win the damned thing. This is going to be the 10th time in a row.

Chris Dickson (Victoria): I've never done a Transpac. We've had a lot of success sailing on Victoria and I'm looking forward to some more.

John Jourdane (Silver Bullet): It's the oldest long distance ocean race on earth, and it still has all of the excitement. It's one of the most fun races on earth, especially in the ULDB 70 fleet. It's one of the world's most prestigious races.



Q. What's the first thing you do after you step off the boat in Honolulu?

Disney: Well, in my case, I'm supposed to say, 'I'm going to Disneyland.'

Leweck: Get away from it all with my wife.

Steve Grillon: Get some booze.

Weisman: I don't usually step off until I'm already drunk, so I'd probably go somewhere and find a head.

Robbie Haines (Pyewacket): When my wife is there, I give her a big kiss.

Jourdane: Have a Mai Tai.

Madro: Well, hopefully, you have a chance to squeeze your loved one. And then, it's very nice to drink something. It's usually a great party going on. No matter how you do, no matter when you come in, it's a very emotional and rewarding time at the finish because you've worked so hard to get there.

Dickson: In order, a hot shower, a cold beer, and a girlfriend.

DeLaura: Drink a beer or a Mai Tai, or anything you can get your hands on—get into the native mood.

Q. Who would you most like to have a beer with after the race?

Grillon: That's a tough question.

Haines: My wife, because I love her.

Leweck: Well, certainly not the winner. Unless I happen to be on the winning boat. Mike Campbell, I think. It'd be wonderful to compare notes with a guy I find refreshing, candid, and thinks a great deal the way I do.

Campbell: Well, it won't be Tom Leweck. I guarantee it won't be Tom. He's not the sort of beer drinking guy you'd want to spend a lot of time with by the time you got to Honolulu. Barbara, maybe.

Jourdane: My girlfriend, Greta.

Disney: My wife. If we win this thing, she'll be so relieved, she won't even be able to see straight.

DeLaura: All the friends there waiting for us and just anybody else that's around.

Dickson: Funnily enough, I'd most like to have a beer with the team I've been racing with. It's always good to share that first cold beer with the people you've just been sharing a lot of good times with.

Q. What do you do when you're off watch during the race?

Campbell: I'm always off watch during the race. I write the checks. I like to kibitz and nag.

Leweck: 100 percent of the time, sleep or try really hard to sleep.

Madro: You end up sleeping a lot. You can only do so much. You tend to eat a lot. You sit there and graze.

Weisman: Sleep, eat and read. What else does anyone do?

Haines: Usually, sleep. Sometimes read, cook, clean up the boat. Worry about where we are and how we're doing.

DeLaura: Catch up with your rest. Sleep. Read.

Disney: Sleep a lot, and cook sometimes, and look at charts, and do a lot of wishful thinking.

Dickson: I like to catch up on the tactical side of the weather and the opposition. I like to make sure that my gear is in the right place and getting dry, and I like to get

to sleep as quick as I can.

Jourdane: I write. Read, write and then sleep.

Q. What's the best thing about having female crew on a long race like Transpac?

Leweck: Women are good to have on boats. It cleans the boys up a bit which is a real plus.

Grillon: They never argue about doing anything. Girls just do it, and then say everybody else is lazy. Guys argue.

Weisman: I guess it depends on who it is. I guess it's nice to have a girl around, because they're pretty. But there's some inconvenience to it. Some girl that you like, I think it's fine. You don't go on a race like (Transpac) to take baggage though, because it's such a weight sensitive race.

Haines: I don't know. I haven't sailed with female crew a lot. But certainly for me, just the pleasure of seeing a female.

Madro: I think it adds some different insight into the conversations you have, and changes the atmosphere on the boat, and that's good.

Disney: It's good for morale, I think. You don't have quite so much male bonding going on. The stories aren't as dirty—which may or may not be good.

Dickson: It makes no difference whatsoever. A valuable crew member is a valuable crew member.

Jourdane: They're very good sailors. They're intense, and they have very good concentration. They're clean. They civilize the whole crew.

Q. What's the best way you ever woke someone up for their watch?

Jourdane: On the 4th of July in the Tahiti Race, I turned on the stereo system throughout the boat, full blast, and played Stars and Stripes Forever.

Madro: You'd be surprised how hard it is to wake these guys up. I mean you grab them by the shoulder and shake them pretty good, and nothing happens.

Leweck: I can tell you how I like to be woken up—as opposed to some (!@#%) shaking you and telling you it's time to go to work.

Weisman: If you don't have to touch them, you don't, because some people freak out when you touch them. Roy Pat Disney is that way. He doesn't like being woken up. So I generally go to somebody like that and really gingerly try to wake them up.

Grillon: As gentle as possible, because I hate it when someone rattles me out of bed. One time, I just touched Mike McDonald on the shoulder, and he grabbed me by the collar and almost hit me.

DeLaura: There is no nice way. You just go down there and do it. You can't sing them a lullaby!

Disney: Landing on them, I think. During a severe round-up, I came flying out of a bunk and landed on a guy who was asleep on the sail bags. It was time to change watches, anyway. I remember he looked up at me after I hit him and said, 'We've got to stop meeting like this!'

Q. What's the best joke your watch ever pulled on the other watch?

Madro: I heard about this one guy who has one of those big noses, and he just snores awful. Well, one of the crew went down and recorded his snoring for about an hour. Then, during "cocktail hour" around four-o'clock, they played it on the stereo while the guy was driving. And he



says, "What in the hell is this?" Finally, he figured it out, and everybody just left him up there. He was driving, and he couldn't leave the wheel, and he had to listen to himself snore. He didn't take it very well at the time.

Jourdane: We went down below and tied the other watch's pipe berths all the way up while they were sleeping so they couldn't get out of their bunks.

Grillon: Bob Kahn had a teddy bear that he had on the boat for years. So every watch, we'd do something new. We hung him by the boom, wrapped ten wraps around him on an afterguy winch with just his head sticking out. We jammed him in a screecher block, and finally, Bob came up on deck to see that teddy bear floating away... on fire.

Q. What's the most memorable event that's ever happened during a Transpac?

Jourdane: In '77, we sailed to Hawaii on our side, doing broaches all the way to Hawaii. That was pretty memorable.

Madro: It's usually very exciting at the finish. The wind pipes up, the waves get real big; and a lot of times, it's night. In '89, we had to pull off four jibes in a row in 35 true, in pitch black, coming down the Molokai channel, and that's really tough sailing after eight days. We were fortunate enough to just really bang them off perfectly. It was really exhilarating to do that.

Leweck: One Transpac... poor Hank Schofield got his genitalia wrapped up in a running backstay, and he had to be put to bed with some Valium and a package of frozen Tater-Tots between his legs. It wasn't until the next day, when he came out of "sedation," that we realized he'd also broken a finger. Somehow, that just didn't seem important the day before. But it got worse. Three days later, Hank got hit in the head hard with a block. We managed to raise a doctor from Anchorage on the radio, who advised us to put something cold on his head, to which one of the crew told Hank, "Hey Hank, put your head between your legs."

Campbell: I can't think of anything real exciting.

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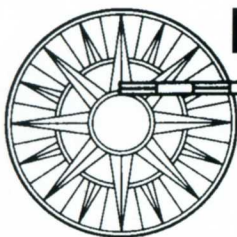
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Disney: The last Transpac when that 40 degree wind shift
came through. You just don't forget stuff like that.

Q. What's the biggest blunder you ever witnessed on a Transpac?

Weisman: I remember the race in '79. One morning, at roll
call, it seemed like every boat that reported in was dismast-
ed. It was really unbelievable. I think there were six dismast-
ings in one night. There were maybe sixty or seventy boats,
and they lost ten percent of them in one night. There were
a lot of blunders that night.

Grillon: When Medicine Man, who only had to cross the fin-
ish to win, ran into the reef half-a-mile from Diamond
Head, totalled the boat and never finished.

DeLaura: We try not to blunder anything. You lose time
when you blunder.

Haines: We sailed 100 extra miles on Blondie when we
shouldn't have once. Stupid error. I don't even like to
admit it.

Madro: One time on Hanna Ho, Racey, based on their
reported position, was kicking our ass. Every day, they were
getting cockier, reporting in "This is the rocket ship Racey."
Well, it turns out that they had put a camera next to the
electronic compass on the boat, and it threw all the (!@#)\$
out of whack, and they didn't know where they
were. We actually saw them cross us, but only one of us was
heading for Hawaii. They ended up going towards the other
side of the Big Island. They finally figured it out. They were
two days late and all embarrassed.

Campbell: I suppose the biggest blunder was the time we
tried to do a two pole jibe and ended up with both poles,
butt ends at the bottom of the mast and flying back and
forth all the way up in the air, destroying the spinnaker, late
at night, in the middle of the Molokai. It was raining and
lightening all around us. That was pretty exciting.

Disney: Just before the start in '79 an Olson 40 got caught
too close behind this big old ketch's wind shadow. He hit
the wind shadow, and the Olson just stood up, and stuck it's
mast into the Ketch's rigging and it took his mast right off.
Here he was with the boat loaded and ready for a fourteen
day trip and he was sitting there dead in the water with no
mast on the boat. I felt so sorry for that guy.

Q. What's the one thing you should never do on Transpac?

Haines: Well, up until the last Transpac, it was not to go too
high. But, the Chance boys squelched that deal.

Jourdane: Never take bananas. It's very bad luck in Hawaii,
and it's taboo onboard.

Leweck: There are so many things. Never, ever, ever leave
without a seasick patch on your neck, dry long underwear
in your bag, and a return flight for nine days after
you started.

Weisman: Is this like a joke, or is this a serious question?
Where'd you come up with these questions, anyway?

Campbell: I guarantee you don't want to fall overboard
at night.

Disney: Never predict the future. Never say..."Well at this
speed, we'll be in, in three days..." And never do stupid
things at the start. It's not worth a protest eight days later.

Grillon: I don't know. There's not very many things that I
would never do.

*Editor's Note: Whatever you do on Transpac, never give your rental
car keys to Keith Kilpatrick.*

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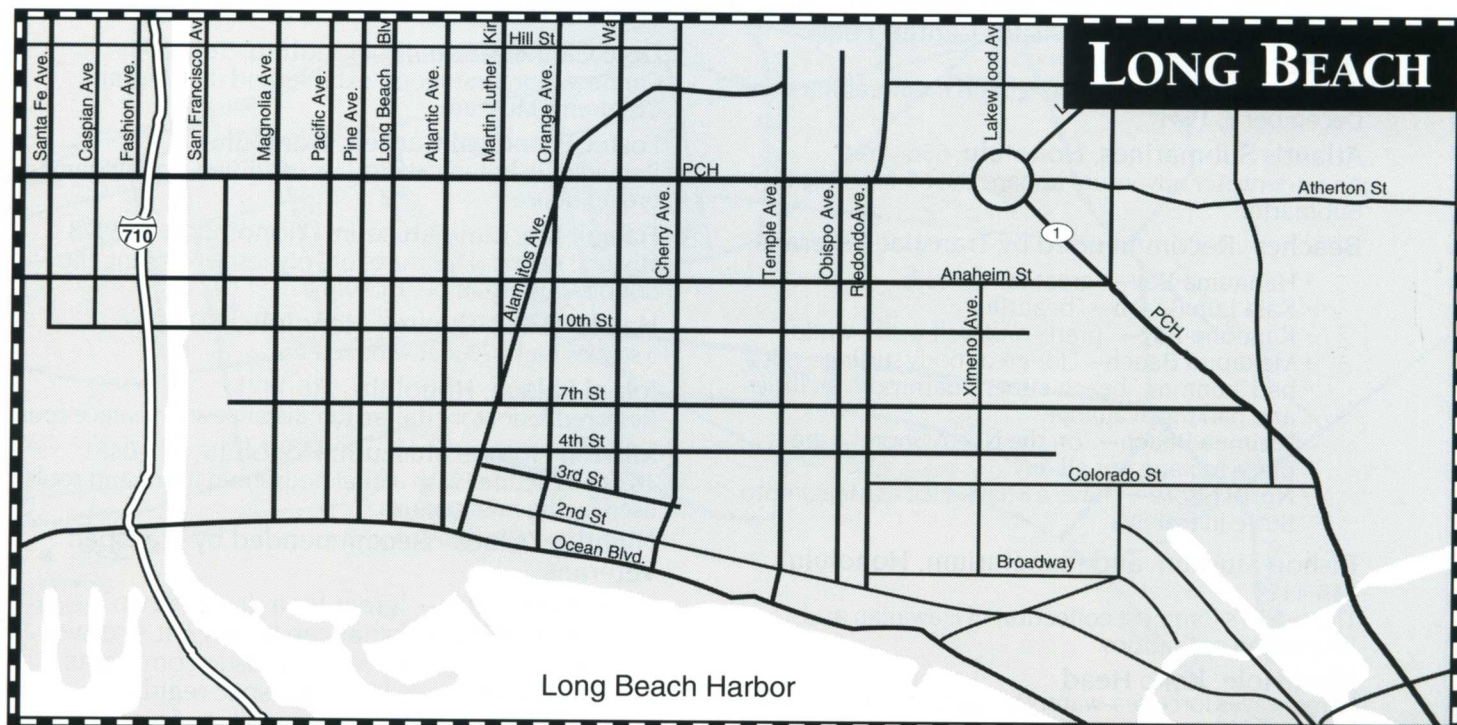
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12 *Long Beach Symphony Classics Concert*
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Terrace Theater, 300 E. Ocean Blvd., L.B. 310/436-3203
12 *"Spring in Wine Country."*
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Rancho Los Cerritos, 4600 Virginia Rd., L.B.
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13 *Tropical Luau.*
Long Beach Children's Museum, 445 Long Beach Blvd.,
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18-July 24 *"Aspirins and Elephants"*
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Long Beach Playhouse, 5021 E. Anaheim St., L.B.
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20 *Father's Day Entertainment.*
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Thru Aug. *Municipal Band Concerts.*
Live jazz, pop, big band performances. Locations vary.
310/421-9431 x3173
Thru Aug. *Concerts in the Grove.*
Various musical artists perform under the stars.
Picnic dinners welcome. Selected weekends.
Soroptimist House, Cal. State University, Long Beach
1250 Bellflower Blvd., L.B. 310/985-5252.
4 *Fireworks Extravaganza Presented by*
L.B. Fire Department. 9pm
Veteran's Stadium, Clark Ave. and Carson St., L.B.
310/420-4018
Fourth of July Celebration.
Street performers and other entertainment.
Shoreline Village, 419 Shoreline Village Dr., L.B.
310/590-8427
Flapjack Feast and Dinghy Parade
Sponsored by Shoreline Yacht Club.
Downtown Long Beach 310/435-4093

THE BEST OF EVERYTHING ON OAHU

Aikane Catamarans, Honolulu, 522-1533
Sunset dinner sails and moonlight sails daily.

Arizona Memorial and Visitor Center, Pearl
Harbor, 422-2771

Historic photos, news clippings and memorabilia from
December 7, 1941.

Atlantis Submarines, Honolulu, 536-2694

An underwater adventure aboard the 65-foot *Atlantis*
Submarine.

Beaches- Recommended by Transpac Veterans:

- Hanauma Bay— "great for the kids"
- Kaia Lua Beach— "beautiful"
- Kaneohe Bay— "pretty and well worth while"
- Makapuu Beach— "for great body surfing...not a
bad "sunning" beach either...bathroom facilities
and parking available"
- Waimea Beach— "on the North Shore, a great
place to hang out all day"
- North Shore— "have a Shaved Ice at Matsumoto
Store in Haleiva"

Bishop Museum and Planetarium, Honolulu,
848-4129

The world's foremost collection of Hawaiian and
Polynesian antiquities.

Blow Hole, Koko Head

Large waves force sea-water through a hole in a lava
ledge and blow water geysers high in the air.

Dining- Recommended by Transpac Veterans

- Tahitian Lanai— "you must have the Eggs
Benedict - it's a Transpac tradition"
"you run into everybody who's been on the race—
you just know everybody in the whole place."
- John Dominis— "not bad at all"
- Nick's Fishmarket— "great fish and wines"
- The Harbor Bar— "a pizza's always good"

Dole Cannery Square, Honolulu, 531-8855

Cannery tour, fine shops, exhibits and the Hawaii
Children's Museum.

Foster Botanical Garden, Honolulu

Remarkable botanical displays including a photogenic
orchid house.

Hawaii Maritime Museum, Honolulu, 536-6373

Historic nautical treasures of Polynesia including the
double-hulled canoe, Hokule'a.

Hawaii IMAX Theatre, Honolulu, 923-4629

5 stories high, 70 feet wide screen.

Iolani Palace, Honolulu, 538-1471

Restored four-story Italian Renaissance style palace tour.

Mission Houses Museum, Honolulu, 531-0481

1830's structures with actual household items and tools
used by the missionaries.

Nightlife/Clubs - Recommended by Transpac
Veterans

- Canoe Club— "great for a drink or two"
- Harbor Pub— "what can we say? It's conve-
nient and gets a lot of sarcastic comments,
winks and nods from Transpac regulars"
- Hard Rock Cafe— "always a lot of fun"

Pacific Submarine Museum, Honolulu, 423-1341
Tour the U.S.S. *Bowfin*, a World War II submarine.

Paradise Cove, Ewa Beach, 945-3571
12-acre Hawaiian Village.

Paradise Park, Manoa Valley, 988-6686
A natural wonderland of ponds, waterfalls and a wide variety of tropical greenery and aviaries.

Polynesian Cultural Center, Laie, 293-3333
Shows featuring cultures of Hawaii, the Marquesas, New Zealand, Tonga, Tahiti, Samoa and Fiji.

Queen Ema Summer Palace, Nuuanu Valley
The former summer palace, restored to its original appearance.

Sea Life Park, Waimanalo, 259-7933
Marine exhibits and shows, 300,000 gallon Hawaiian Reef Tank and Shark Gallery.

Shopping

- **Ala Moana Center**— "just like home, with everything from soup to macadamia nut souvenirs. Check out the sales at Liberty House."
- **"The Malls" Along Kalakaua Ave.**— Hyatt Shops, 70 shops along the Hyatt Regency's "Great Hall"
- **Intl. Market Place**, 275 gift shops, kiosks and souvenir carts. Royal Hawaiian Shopping Center, more than 40 stores and restaurants. Waikiki Shopping Plaza, 94 boutiques and restaurants

Waikiki Aquarium, Honolulu, 923-9741
Hundreds of species in a world-famous collection of Hawaii's brilliantly colored underwater life.

Waimea Falls Park, Haleiwa, 638-8511
Peacocks, parrots and exotic flora in a 1M-acre park. Hawaiian games, hula & diving performances.

And, When In Hawaii...

Charo Hilton Hawaiian Village. Nightly except Sunday, 949-4321

Don Ho

The Hula Hut. Nightly except Saturday, 923-8411

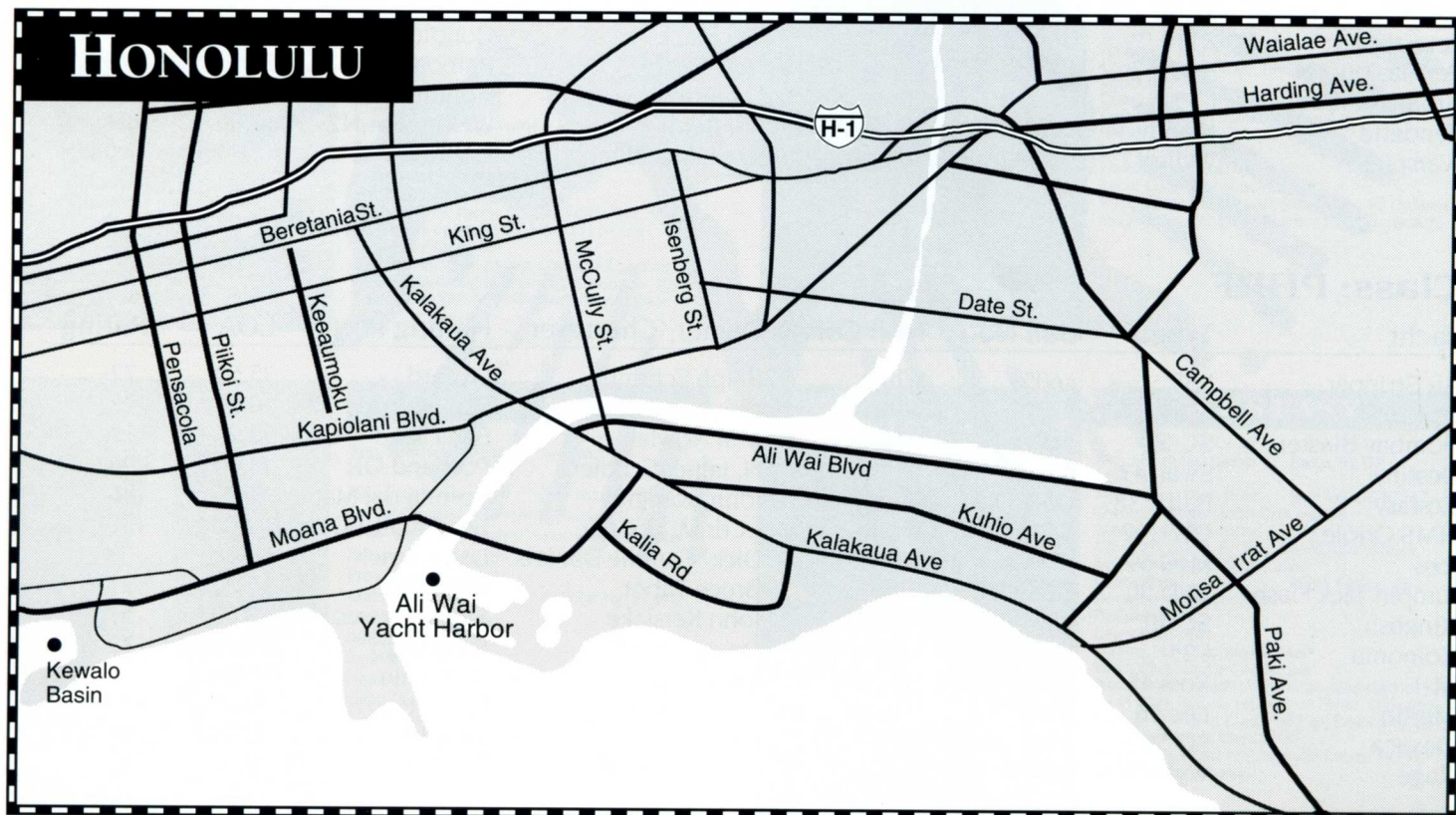
Germaine's Luau Poi, lomi salmon. 949-6626

Society of Seven Outrigger Showroom. Nightly except Sunday, 922-6408

Honolulu Calender of Events

July

- 4 *Annual Fourth of July Celebration and Parade*
Kailua Beach Park, Kailua, 261-2727
Walter J. MacFarlane Regatta and Surf Race
Outrigger canoe regatta featuring 30 events, Hapuna beach, 775-7718
- 10 *Molokai Comes to the Ward Warehouse*
Crafts, entertainment and products from Molokai. Ward Warehouse, Honolulu, 523-6003
- 10-11 *Pacific Handcrafters Guild Fair*
Quality arts and crafts from Hawaii's finest artists. Thomas Square, Honolulu, 523-6003
- 11 *John D. Kaupiko Regatta*
Hawaiian canoe racing regatta at the Kaneohe Marine Corps Station
Sponsored by the Hui Nalu Canoe Club, 689-6798
- *4th Annual Na Wahine O Hawaii*
Best performing women artists in Hawaii music and dance.
McCoy Pavillion, Ala Moana Park, 4:30-8:30pm, Honolulu, 522-7030
- 17 *Prince Lot Hula Festival*
Ancient and modern hula, kukini run, arts and crafts, demonstrations, and exhibits.
Moanalua Gardens, Honolulu, 839-5334



1993 TRANSPAC ENTRIES BY CLASS

Class: IOR:

Yacht	Type	Sail No.	Hull Color	Owner/Charterer	Hailing Port	LOA	Rating
Alchemy	And. 70	97999	Red	Richard/Mary Compton	Santa Barbara	70.00	68.74
Gekko VIII	NM-68	J 3826	White	Eitaro Shimizu	Aburatsubo, Japan	68.00	69.37
Gone With the Wind	SC-50	US77285	Blue	Bill LeRoy	San Francisco	52.30	54.43
Grand Illusion	SC-70	US-97	White	Ed McDowell	Redondo Beach	68.00	69.71
Harlequin	Schock 55	US455	Blue/White	Barbara Colville	Newport Beach	55.00	N/A
Holua	SC-70	97656	White	Blake Quinn	Newport Beach	68.00	69.59
Kathmandu	SC-70	US 87580	White	Fred Kirschner	Coronado	68.00	68.04
Mirage	SC-70	28115	White	Jim Ryley	Santa Cruz	68.00	69.57
Medicine Man	And.56	97777	Blue	Bob Lane	Long Beach	56.00	59.86
Mongoose	SC-70	18997	White	Joe Case	San Francisco	70.00	N/A
Orient Express	SC-70	US-93	White	Peter Tong	Long Beach	68.00	69.57
Patriot	JN 40	33921	Grey	Jerome Montgomery	Long Beach	39.50	29.97
Pyewacket	SC-70	US-4	White	Roy E. Disney	Los Angeles	68.00	69.50
Rodeo	Cho.40	67477	White	Leonard King	Ventura	40.00	29.28
Silver Bullet	SC-70	29009	White	John DeLaura	Sunset Beach	68.00	N/A
Starship I	NM-70	US97079	White	David Delo	Wilmington, DE	68.00	69.99
Taxi Dancer	RP 68	US-97510	Yellow	Bruce Chandler	Long Beach	67.65	69.37
Tomahawk	Frers50	87122	Blue	Dick Applegate	Long Beach	50.70	38.24
Victoria	And.70	US55555	Dark Blue	Michael Campbell	Long Beach	68.48	68.90

Class: IMS

Yacht	Type	Sail No.	Hull Color	Owner/Charterer	Hailing Port	LOA	Rating
Antara	Cal 40	7944	Off-White	Bonnie Gibson	Santa Barbara	39.60	31.07
Ariel	Mason 54	87690	White	Richard Rosic	Dana Point	53.57	39.948
MBS Flyer II	Simonis53	KH1821	White	Ellian J. Perch	Hong Kong	53.00	46.80
Morning Glory	RP 50	G4150	Blue	Hasso Plattner	Kiel	50.00	44.82
Perestroika	X119	US29179	Red	Gib Black	Honolulu	39.27	34.362
Persuasion	And. 53	46005	White	Neil Barth	Balboa	53.50	N/A
Urban Renewal	J-35	US 254	White	Les Vasconcellos, Jr.	Honolulu	35.40	30.42
Vendetta	Moody 44	1979	White	Bill Reid	Wellington, NZ	44.00	N/A
Warspite	Wylie 42	US 242	Light Blue	Kevin Meechan	Honolulu	42.00	37.08

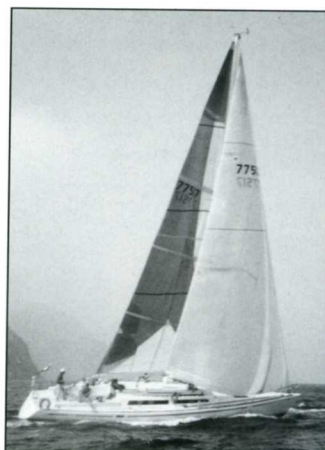
Class: PHRF

Yacht	Type	Sail No.	Hull Color	Owner/Charterer	Hailing Port	LOA	Rating
Air Stripper	J-35	46059	White	Ralph Schmitt	Oxnard	35.50	72
Bay Wolf	SC-50	77517	White	Kirk/Jocelyn Wilson	San Pedro	50.23	12
Bombay Blaster	SC-50	67776	White	Dan Nowlan	San Diego	52.24	12
Destiny	Swan 43	43360	White	H. James Schafer	Portland, OR	43.00	90
Ecstasy	Baltic 38	US87247	Dark Blue	John Donahue	Corona del Mar	37.95	96
HMS Oriole	OW-102	KC480	White	LCdr M. Cooper	Esquimalt, BC	102.00	150
Joss	McG 69	87403	White	Dick/Camille Daniels	Long Beach	69.00	-33
Jumpin' Jack Flash	DVD. 50	US69350	Blue	Bruce Tabor	San Diego	50.00	21
Kingfish	SC-40	18514	White	John Kerslake	San Francisco	40.00	51
Koinonia	J-35	87643	White	Doug Ament	San Diego	35.50	72
M-1	Ross 45	29229	Black	Bill Boyd	Honolulu	45.00	-6
Merlin	Lee 66	8955	White	Donn Campion	Santa Cruz	69.00	-51
Oaxaca	SC-50	8927	White	Gene Twiner	Seattle	50.00	12
Rage	Wylie 70	69830	White	Steven Rander	Portland	70.00	-51



AIR STRIPPER

Rig: Masthead Sloop J 35
LOA: 35.50
Hull Color: White Sail No. 46059
Owner/Skipper: Ralph Schmitt
Navigator: Sean Farrell
Crew: Joe Gonzales, Dan Merino, Zoran Batchko, Eric Schmitt.
Class: PHRF PHRF Rating: 72
Designer: Rodney S. Johnstone
Builder: J-Boats, Inc.
Launched: 1984
Hailing Port: Oxnard, CA
Yacht Club: Channel Islands
Race History: Yacht: Won 30+ races,
Lake Cour D'Alene, Idaho.



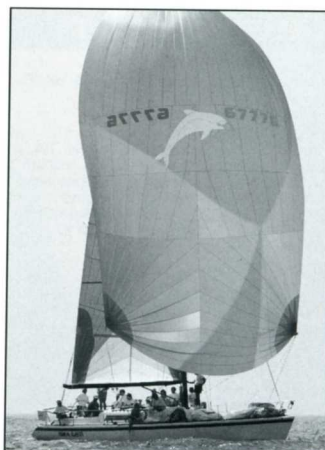
BAY WOLF

Rig: Masthead Sloop SC 50
LOA: 50.23
Hull Color: White Sail No. 77517
Owner/Skipper: Kirk Wilson
Navigator: Dr. Dan Secord
Crew: Dixon Hall, Conrad Daigle, Peter Gibson,
Len Bose, Seth Wolford.
Class: PHRF PHRF Rating: 12
Designer: Bill Lee
Builder: Bill Lee
Launched: 1981
Hailing Port: San Pedro
Yacht Club: Cabrillo Beach
Race History: Yacht: Cabo Race, '91 & '92;
Manzanillo Race '92.
Skipper: Was foredeck on *Merlin*, '91 Transpac;
crewed on *Merlin*, Cabo Race '89-'91; 2-Man
Around Catalina Race, on *Merlin*.



ALCHEMY

Rig: Masthead Sloop Andrews 70
LOA: 70.00
Hull Color: Red Sail No. 97999
Owner/Skipper: Richard Compton
Navigator: Tom Leweck
Crew: Jim Yabsley, Rick Yabsley, Bill Lenvik, Jim Smith, Brennan Moore, John Curnutte, Bruce Compton, David B. Young.
Class: IOR IOR Rating: 68.74
Designer: Alan Andrews
Builder: Choate
Launched: 1992
Hailing Port: Santa Barbara
Yacht Club: Santa Barbara
Race History: Yacht: 2nd Overall ULDB 70 Assoc., '92.
Skipper: '72, was foredeck on *Thera* in the Acapulco
race; skipper in the '92 Cabo race; 24 Ensenada races;
20 Mackinac races.



BOMBAY BLASTER

Rig: Masthead Sloop SC 50
LOA: 52.24
Hull Color: White Sail No. 67776
Owner/Skipper: Dan Nowlan
Navigator: Dave Thompson
Crew: Rob MacDonald, Paul Arnerich, Steve Kuritz,
Mike Ishino, Nick Mueller, Jeff Crisp, Drew Martin.
Class: PHRF PHRF Rating: 12
Designer: Bill Lee
Builder: Bill Lee
Launched: 1980 Soquel, CA
Hailing Port: San Diego
Yacht Club: Los Angeles
Race History: Transpac: '89 IOR B finished 11th.
Yacht: LAYC-Cabo '89, 3rd in Class, 3rd in Fleet
in '90; Manzanillo Race, '90; Puerto Vallarta
Race, '91; '90 San Diego Yachting Cup 1st in
Class, 1st in Fleet; '90 Oakland-Catalina 2nd in
Class, 2nd in Fleet.



ANTARA

Rig: Sloop CAL 40
LOA: 39.60
Hull Color: Off-White Sail No. 7944
Owner: Barry Schuyler
Skipper: Bonnie Gibson
Navigator: Debra Rigas-Clark
Crew: Flora Obayashi, Shirley Doell, Lori Barnes,
Betsy Crowfoot, Terry Monson, Amanda Russell,
Judy Rudner (Alt.).
Class: IMS IMS Rating: 31.07
Designer: Wm. Lapworth
Builder: Jensen
Launched: 1968
Hailing Port: Santa Barbara
Yacht Club: Santa Barbara
Race History: Yacht: Oakland-Catalina, '90 &
'92; Hardway Race, '90; Newport Beach-
Ensenada Race, '89.
Skipper: Helmed *Antara*, Oakland-Catalina '92;
Helmed *Stella Maris*, Newport-Ensenada '90 &
'91; Co-Skipper on *Stella Maris*, Argosy Race '90.



DESTINY

Rig: Masthead Sloop Swan 43
LOA: 43.00
Hull Color: White Sail No. 43360
Owner: H. James Schafer
Skipper: Peter Bennett
Navigator: Bob Woodford
Crew: Oliver Coolidge, Tim Russell, Brett Dingerson,
Chuck Bremberg.
Class: PHRF PHRF Rating: 90
Designer: Sparkmans & Stevens
Builder: Nautor
Launched: Jan., 1978
Hailing Port: Portland, OR
Yacht Club: Transpac
Race History: Yacht: '91 Swan Cup; '92 Oakland
to Catalina; '92 Swan Regatta Newport Beach.



ARIEL

Rig: Masthead Sloop Mason 54
LOA: 53.57
Hull Color: White Sail No. 87690
Owner/Skipper/Navigator: Richard F. Rosic
Crew: Ed Staven Hafen, Hank Schuette, Mary Burrough, Bob Wright, Jerry Gahan, Chris Preter, Dave Samuel.
Class: IMS IMS Rating: 39.948
Designer: Al Mason
Builder: Ta Shing
Launched: 1984
Hailing Port: Dana Point
Yacht Club: Dana Point
Race History: Transpac: 1985 and 1991.
Skipper: 1989 Race for Life.



ECSTASY

Rig: Masthead Sloop Baltic 38 DP
LOA: 37.95
Hull Color: Dark Blue Sail No. US 87247
Owner/Skipper: John C. Donahue
Navigator: Jeff Kauttu
Crew: Jeff Good, Ed Ray, David Allan Staley,
Mark Newbrook, Mark Jones
Class: PHRF PHRF Rating: 96
Designer: Doug Peterson
Builder: Baltic
Launched: 1983
Hailing Port: Corona del Mar
Yacht Club: Bahia Corinthian
Race History: Yacht: San Diego-Manzanillo '92,
1st in Class IMS-B, 1st in Fleet PHRF; Oakland-
Avalon '92, 1st in Class PHRF-B; Ensenada '88-
'92, 2nd & 4th in Class PHRF.
Skipper: Helmed 12 Ensenada Races '79-'92,
Grand Passion, Ecstasy.



MBS FLYER II

Rig: Masthead Sloop Simonis 53
LOA: 53.00
Hull Color: White Sail No. KH 1821
Owner: Ellian Joseph Perch
Skipper: Howard Robert Edwards
Navigator: Bruce Savage
Crew: Andrew Edwards, Ellian Joseph Perch, Andreas Garvs, Gary Sindler, Grant Clack
Class: IMS IMS Rating: 46.8
Designer: Alec Simonis
Builder: Eric Bongers
Launched: 1989
Hailing Port: Hong Kong
Yacht Club: Royal Hong Kong
Race History: Yacht/Skipper: Cape to Rio '93; Antigua Race Week '93; Double Cape Race '92.



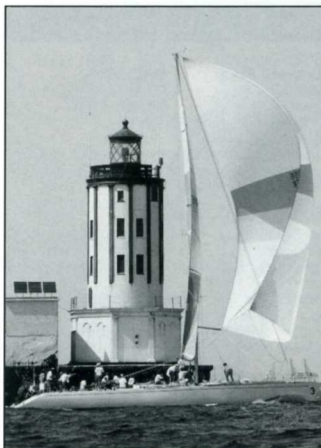
HARLEQUIN

Rig: Masthead Sloop Schock 55
LOA: 55.00
Hull Color: Blue & White Sail No. US 455
Owner/Skipper: Barbara Colville
Navigator: John O'Donnell
Crew: Tim Breunig, Tom O'Keefe, Dr. Bob Kahn, Gordon Graham, Chris Welch, Howard Weise, Jeff Powers, Warren Allan.
Class: IOR
Rating: N/A
Designer: Bruce Marek
Builder: W.D. Schock Corp.
Launched: 1993
Hailing Port: Newport Beach
Yacht Club: Newport Harbor



GEKKO VIII

Rig: Masthead Sloop NM 70 LOA: 68.00
Hull Color: White Sail No. J3826
Owner/Skipper: Eitaro Shimizu
Navigator: Shigeru Namiki
Crew: Yasuo Furukawa, Matahiko Imaoka, Jin Yamamoto, D.D.S., Hiroshi Yamagishi, Nobuo Nakazawa, Hirofumi Toi, Masunobu Matsushita, Kazushige Nisato, Takasi Kawano, Takaya Toeda, Masaaki Yamaguchi, Hiroshi Oozeki
Class: IOR IOR Rating: 69.37
Designer: Nelson Marek
Builder: Dencho Marine
Launched: July, 1988
Hailing Port: Aburatsubo, Japan
Yacht Club: Nippon Ocean Racing Club
Race History: Transpac '89, '91
Yacht: Tokyo-Guam '88, '90, '91; Kenwood Cup '88, '90; Sydney-Hobart '89
Skipper: Transpac '63, Navigator on Contessa III; Co-Skipper/Navigator on Gekko V, '77; Skipper on Gekko II, China Sea '65; Co-Skipper/Navigator on Gekko V, Clipper Cup '78; Navigator on Gekko VI, Admiral's Cup '79.



HOLUA

Rig: Masthead Sloop SC 70
LOA: 68.00
Hull Color: White Sail No. 97656
Owner/Skipper: Blake Quinn
Navigator: L.J. Edgecomb
Crew: Dennis Durgan, Mike Hein, Bruce D'Eliscu, Gordo Johnson, Duffy Duffield, Steve Taft, Mark Chandler.
Class: IOR IOR Rating: 69.59
Designer: Bill Lee
Builder: Bill Lee
Launched: Sept., 1989
Hailing Port: Newport Beach
Yacht Club: Newport Harbor
Race History: Yacht/Skipper: '90 Big Boat Series, 2nd; '90 Watts Cup 2nd; '90 Manzanillo, 3rd; '90 Ahmanson-Skylark 2nd; '92 LA-Cabo Race; '93 Puerto Vallarta Race.



GONE WITH THE WIND

Rig: Masthead Sloop SC 50
LOA: 52.3
Hull Color: Blue Sail No. US 77285
Owner/Skipper: Bill LeRoy
Navigator: Dan Mudge
Crew: Tom Relyea, Bud Sutherland, Mike LeRoy, Chris Perkins, Phil Perkins.
Class: IOR PHRF IOR Rating: 54.43
Designer: Bill Lee
Builder: Bill Lee
Launched: 1981
Hailing Port: San Francisco
Yacht Club: St. Francis
Race History: Yacht/Skipper: 1st to Finish, Oakland-Catalina '91; 2nd, San Francisco-Long Beach '92; 1st, Big Boat Series '92.



JOSS

Rig: Masthead Sloop McG 69
LOA: 69.00
Hull Color: White Sail No. 87403
Owner/Skipper: Dr. Richard E. & Camille Daniels
Navigator: Richard E. Daniels, M.D.
Crew: Byron Watson, Betty Sue Sherman, Brandon Colgan, David Cort, Brian Eichenlaub, Linda Elias, Joel Messenger, Keith Miller, Bill Perkins
Class: PHRF PHRF Rating: -33
Designer: MacGregor
Builder: MacGregor
Launched: June, 1984
Hailing Port: Long Beach
Yacht Club: Long Beach
Race History: Transpac: 1991 Yacht: '90 Ensenada 1st Lady Skipper PHRF Overall; '88 LA-Cabo 1st to Finish in Class, 1st Overall PHRF; '85 Puerto Vallarta record finish, 1st in Class, 2nd Overall; Also raced in '90 LA-Cabo and '91 LB-Cabo races.
Skipper: Raced every Transpac since '73 except '87.



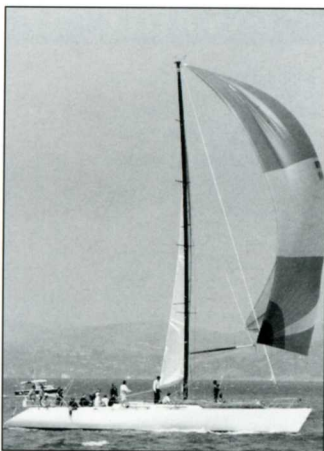
GRAND ILLUSION

Rig: Masthead Sloop SC 70
LOA: 68.00
Hull Color: White Sail No. US 97
Owner/Skipper: Ed McDowell
Navigator: Jim Hammitt
Crew: Stu Palmer, Robbie Beddingfield, Patrick O'Brien, Trisha A. Cooper, James McDowell, Dobbs Davis, Graham Kelly, Gregg Tawaststjerna
Class: IOR IOR Rating: 69.71
Designer: Bill Lee
Builder: Bill Lee
Launched: February, 1987
Hailing Port: Redondo Beach, CA
Yacht Club: King Harbor
Race History: Transpac: '89 Class A DNF because of a broken boom; '91 Class A
Yacht/Skipper: '90 Manzanillo 1st in Class, 1st in Fleet; '90 Cabo San Lucas 1st in Class, 1st in Fleet; '90 and '92 ULDB 70 Season Championship finished 1st; '91 Puerto Vallarta Race; '92 Manzanillo Race; '92 Cabo San Lucas Race.



JUMPIN' JACK FLASH

Rig: Fractional Sloop Dav 50
LOA: 50.00
Hull Color: Blue Sail No. US 69350
Owner: Dr. Bruce Tabor
Co-Skipper: Dr. Bruce Tabor, Kevin Miller
Navigator: Eric Bohman
Crew: Tom Kasper, Tobey Tabor, Eric Chewanski, Brian Kent, Dale Winson.
Class: PHRF PHRF Rating: 21
Designer: Davidson
Builder: Don's Boat Shop, New Zealand
Launched: 1982
Hailing Port: San Diego
Yacht Club: Ventura
Race History: Transpac: 1983.
Skipper: Skipper/Navigator on Goldie Locks, Ensenada '89; Skipper/Navigator on Kanda, Ensenada '91 and '92.



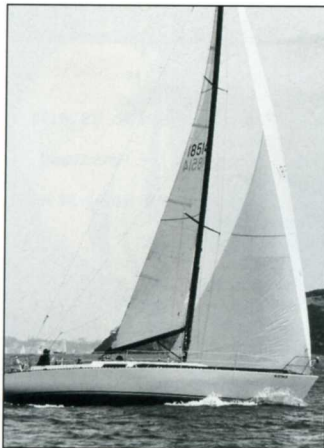
KATHMANDU

Rig: Masthead Sloop SC 70
LOA: 68.00
Hull Color: White Sail No. US 87580
Owner/Skipper: Fred C. Kirschner
Navigator: John Landon
Crew: Gary Weisman, Tom Fisher, Bill Budd, Ian Bower, Curt Slater, Ray Marchetta, Ron Sosnowski
Class: IOR
IOR Rating: 68.04/69.71 ULDB 70
Designer: Bill Lee
Builder: Bill Lee Yachts
Launched: Feb., 1985
Hailing Port: Coronado, CA
Yacht Club: Coronado
Race History: Transpac: '83, '85 and '91.
Yacht: San Diego-Ensenada '87 1st in Class and Fleet; San Diego-Ensenada '92; LAYC-Cabo '92; Puerto Vallarta Race '93.
Skipper: '75, '87 and '91 Transpac Skipper.



MEDICINE MAN

Rig: Masthead Sloop Andrews 56
LOA: 56.00
Hull Color: Blue Sail No. 97777
Owner/Skipper: Bob Lane
Navigator: Seth Morrell
Crew: Steve Baumhoff, Bruce Wallertein, Karin Brunsow, Dave Jones, Keith Ives, Brendon Huffman.
Class: IOR IOR Rating: 59.860
Designer: Alan Andrews
Builder: Dencho
Launched: May, 1990
Hailing Port: Long Beach
Yacht Club: Long Beach
Race History: Transpac: 1991. Yacht: Cabo, '90 & '91; San Francisco-Catalina, '90.
Skipper: Helmed the former Medicine Man in Transpac, '81, '85 and '89.



KINGFISH

Rig: Masthead Sloop SC 40
LOA: 40.00
Hull Color: White Sail No. 18514
Owner/Skipper: John Kerslake
Navigator: James H. Gibbs
Crew: S. Ron Kell, James Snow, Thomas W. Neukranz, James C. Tull, Matthew W. Gibbs.
Class: PHRF PHRF Rating: 51
Designer: Bill Lee
Builder: Bill Lee
Launched: 1985
Hailing Port: San Francisco
Yacht Club: St. Francis



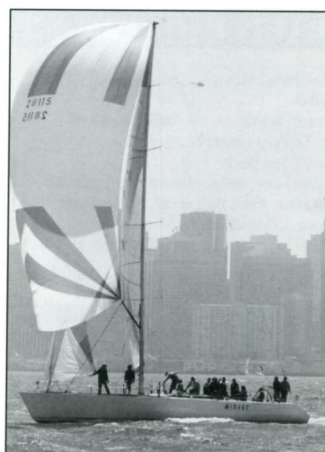
MERLIN

Rig: Masthead Sloop Lee 66
LOA: 69.00
Hull Color: White Sail No. 8955
Owner: Donn Campion
Skipper: Skip Stevely
Navigator: Bill Leary
Crew: Rick Lowrey, Kent Massey, Donn Campion, Heather Flick, Bond Fletcher, Bruce Burgess.
Class: PHRF PHRF Rating: -51
Designer: Bill Lee
Builder: Bill Lee
Launched: Feb., 1977
Hailing Port: Santa Cruz
Yacht Club: Santa Cruz
Race History: Transpac: '77 1st to Finish (a record), '81 1st to Finish, '87 1st to Finish.
Yacht: '86 Pacific Cup 1st to Finish in record time.
Skipper: Skipper and Foredeck on Ten Transpacs; Admiral's Cup.



KOINONIA

Rig: Masthead Sloop J-35
LOA: 35.50
Hull Color: White Sail No. 87643
Owner/Skipper: Doug Ament
Navigator: Mike Vogel
Crew: Blair Bryant, Bob Goff, Steve Murrey, Matt Ostrum
Class: PHRF PHRF Rating: 72
Designer: Rod Johnstone
Builder: Tillotson Pearson
Launched: 1985
Hailing Port: San Diego
Yacht Club: San Diego
Race History: Skipper: Transpac '81 and '83, helmed Charisma.



MIRAGE

Rig: Masthead Sloop SC 70
LOA: 68.00
Hull Color: White Sail No. 28115
Owner/Skipper: Jim Ryley
Navigator: Skip Allan
Crew: Andre Lacour, Jack Halterman, Gordon Clute, Grant Ryley, Mark Golsh, David Hodges, Don Jesberg, Sydnie Moore.
Class: IOR IOR Rating: 69.570
Designer: Bill Lee
Builder: Bill Lee Yachts
Launched: Dec., 1990
Hailing Port: Santa Cruz
Yacht Club: St. Francis
Race History: Transpac: 1991.
Yacht/Skipper: '92 Races included San Francisco-Long Beach, Cal Cup and Big Boat Series.
Skipper: Jim Ryley raced Oaxaca to a 1st in Class, 1st Overall Finish in the '90 Pacific Cup.



M1

Rig: Fractional Sloop Ross 45
LOA: 45.00
Hull Color: Black Sail No. 29229
Owner/Skipper: Bill Boyd
Navigator: Dennis Snider, III, MD
Crew: Rick Mogle, Scott Atwood, Gary Gilpin, Steven Gordon, John Latiolait, Karl Deham.
Class: PHRF PHRF Rating: -6
Designer: M. Ross
Builder: M. Ross/Yacht Builders
Launched: 1988
Hailing Port: Honolulu, HI
Yacht Club: Alamos Bay
Race History: Transpac: 1989. Yacht: SDYC Yachting Cup winner, '89 and '93.
Skipper: Skipper on '85, '87 and '89 Transpacs.



MONGOOSE

Rig: Masthead Sloop SC 70
LOA: 70.00
Hull Color: Blue Sail No. US 18997
Owner/Skipper: Joë Case
Navigator: Jack McAleer
Crew: Rich Matzinger, Tom Wilson, J. Crum, Paul Simonsen, Tracy Usher, Craig Wilson, Tim Cordrey.
Class: IOR IOR Rating: N/A
Designer: Bill Lee
Builder: Bill Lee
Launched: 1986
Hailing Port: San Francisco
Yacht Club: Long Beach
Race History: Transpac: 1989 and 1992- double-handed. Yacht: Newport-Cabo '93, Big Boat Series '92. Skipper: Mastman on Mongoose in '89 Cal Cup, Grinder on Mongoose in '89 Ensenada race.



MORNING GLORY

Rig: Fractional Sloop RP 50
LOA: 50.00
Hull Color: Blue Sail No. G 4150
Owner: Hasso Plattner
Co-Skippers: Hasso Plattner, Dee Smith
Navigator: Dan Newland
Crew: Kimo Worthington, Gunther Ernst, Thomas Iseler.
Class: IMS IMS Rating: 44.82
Designer: Reichel/Pugh
Builder: McConnaghy
Launched: Sept, 1992
Hailing Port: Kiel Yacht Club: Kiel
Race History: Yacht: Cape-Rio, '93; Rothsman Race Week, '92; Stone Cup, '93. Skipper: Watch Captain on Bravura, '81 Transpac; Skipper '93 Cape-Rio, '91 Fastnet, '89 through '92 One Ton Cup.



PATRIOT

Rig: Fractional Rig Sloop One Ton
LOA: 39.50
Hull Color: Grey Sail No. 33921
Owner/Skipper: Jerry Montgomery
Navigator: Steve Rossi
Crew: Alan Johnson, Xavier Sheid, Jim MacLeod, Karl Dietz.
Class: IOR IOR Rating: 29.97
Designer: Joubert/Nivelt
Builder: Hervé
Launched: 1985
Hailing Port: Long Beach
Yacht Club: Alamitos Bay
Race History: Yacht: SORC '85; Admiral's Cup Trials U.S. '85; Newport-Cabo '91.
Skipper: Helmed 21 Mexican races, 1978-1993.



OAXACA

Rig: Masthead Sloop SC 50
LOA: 50.00
Hull Color: White Sail No. 8927
Owner/Skipper: Gene Twiner
Navigator: Bruce Hedrick
Crew: Scott Smith, Colin Taylor, Dr. Ross Drangsholt, John Cannon, Barry Goffe.
Class: PHRF PHRF Rating: 12
Designer: Bill Lee
Builder: Bill Lee Yachts
Launched: April, 1983
Hailing Port: Seattle
Yacht Club: Gig Harbor
Race History: Skipper: Helmed Kathmandu, '90 Transpac; '91 PIYA Skipper of the Year, '91 & '92 Seattle Grand Prix Winner, '91 Overall Winner, Whidbey Island Race Week, '91 Overall Winner, Tri-Island Series.



PERESTROIKA

Rig: Fractional Sloop X-119
LOA: 39.27
Hull Color: Red Sail No. US 29179
Owner/Skipper: Gib Black
Crew: Jim Nichols, Marvin Lee, Peter Drews, Doug Hiller.
Class: IMS IMS Rating: 34.362
Designer: Niels Jeppesen
Builder: X-Yachts of Denmark
Launched: 1990
Hailing Port: Honolulu
Yacht Club: Kaneohe
Race History: Yacht: Transpac, '91; 2nd, Kenwood Cup '90; 3rd, Kenwood Cup '92.
Skipper: Skipper on Swans Island, Transpac '89 and Perestroika, Transpac '91.



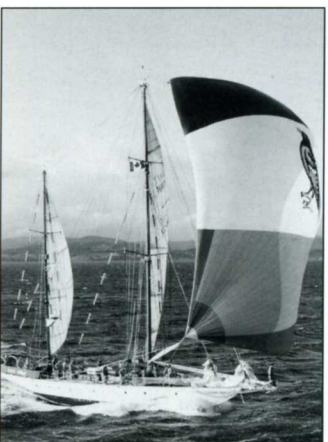
ORIENT EXPRESS

Rig: Masthead Sloop SC 70
LOA: 68.0
Hull Color: White Sail No. US 93
Owner/Skipper: Peter Tong
Navigator: Joe Buck
Crew: Ron Love, Dave Ullman, Randy Smith, Peter Frazier, Mike Pentecost, Sarah Tong, Phil Ramming, Craig Chamberlain
Class: IOR IOR Rating: 69.57
Designer: Bill Lee
Builder: Bill Lee Yachts
Launched: March, 1993
Hailing Port: Long Beach
Yacht Club: Long Beach



PERSUASION

Rig: Masthead Sloop Excel 53
LOA: 53.50
Hull Color: White Sail No. 46005
Owner/Skipper: Neil Barth
Navigator: Eric Bartow
Crew: Bill Mais, Brad Avery, Keith Kilpatrick, Pat Malone, Tim Lynch, Mel Wills.
Class: IMS IMS Rating: N/A
Designer: Alan Andrews
Builder: Westerly Marine
Launched: March 12, 1993
Hailing Port: Balboa, CA
Yacht Club: Newport Harbor
Race History: Yacht: Newport-Cabo '93.
Skipper: Helmed Witch Doctor on the Cabo race in '93; Helmed Capella VII in Key West Race Week '92; '91 Big Boat Series, 1st in Class; '92 4th in Class; Audi North '91 3rd in Class; MORC Intnl. 3rd in Class.



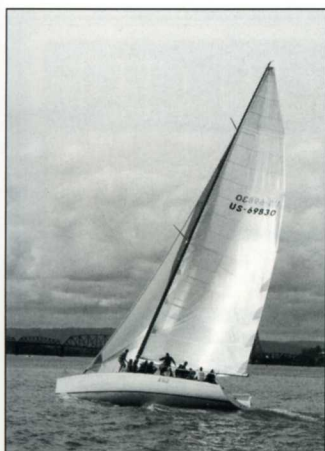
HMCS ORIOLE

Rig: Marconi Rigged Ketch Owens Ketch
LOA: 102.00
Hull Color: White Sail No. KC 480
Owner/Skipper: LCdr. Michael E. Cooper
Navigator: A/Slt. Colin Warman
Crew: PIBN Dennis Roberge, P2BN Pat O'Hara, CP02MA Roger "Doc" Beaudry, LSER Patrick Meade, LSCK D. Deley, LSBN W. Sawchuk.
Class: PHRF PHRF Rating: 150
Designer: Owens of New York
Builder: Owens
Launched: 1921
Hailing Port: Esquimalt, BC
Yacht Club: Canadian Forces Sailing Assoc.
Race History: Transpac: '75 and '79.
Yacht: Vic-Maui '90; Swiftsure '91, '92.



PYEWACKET

Rig: Masthead Sloop SC 70
LOA: 68.00
Hull Color: White Sail No. US 4
Owner/Skipper: Roy E. Disney
Navigator: Stan Honey
Crew: Roy P. Disney, Robbie Haines, Gregg Hedrick, Doug Rastello, Ben Mitchell, Dan Crowley, Dick Loewy, Zan Drejes.
Class: IOR IOR Rating: 69.50
Designer: Bill Lee
Builder: Bill Lee Yachts
Launched: Dec., 1990
Hailing Port: Los Angeles
Yacht Club: Los Angeles
Race History: Transpac: 1991.
Yacht: ULDB Season Champion '91.
Skipper: In Transpac races since '75; Shamrock '75-'81 with two 4ths; Samurai 3rd in Class A in '83; Dare in '85; and helmed current and former Pyewacket in Transpac '87, (4th in Class A) '89 (10th) and '91.



RAGE

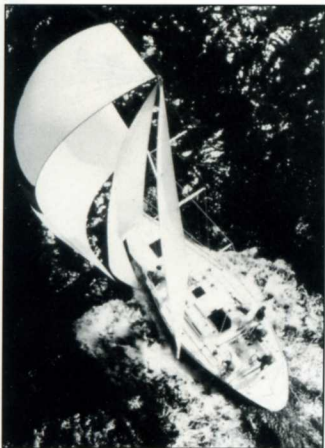
Rig: Fractional Sloop Wylie 70
LOA: 70.0
Hull Color: White Sail No. 69830
Owner/Skipper: Steven Rander
Navigator: Jim Cullison
Crew: Don Ouchida, Bill Huseby, George Gade,
John Rea, Jay Phillips, Jim Severs.
Class: PHRF PHRF Rating: -51
Designer: Wylie
Builder: Schooner Creek Boat Works
Launched: March 12, 1993
Hailing Port: Portland Oregon
Yacht Club: Corinthian
Race History: **Skipper:** Oregon Offshore, '93,
two-time corrected time winner, elapsed time
record holder, Swiftsure, '93, Pacific Cup, '84-
'88, three-time corrected time winner.

WITHDREW



TAXI DANCER

Rig: Masthead Sloop RP 68
LOA 68.00
Hull Color: Yellow Sail No. US 97510
Owner/Skipper: Bruce Chandler
Navigator: John Craig
Crew: Rex Banks, Chris Colby, Kevin
Comcowich, Ezra Culver, Bob Kettenhoffen,
Scott Tempesta, Mark Whitehouse, Dr. Joe Ellis.
Class: IOR IOR Rating: 69.37
Designer: Reichel/Pugh
Builder: Esprite Yachts
Launched: Feb., 1989
Hailing Port: Long Beach
Yacht Club: Balboa
Race History: **Transpac:** '89 IOR 1st in class, 2nd
in fleet. **Yacht:** '89 Cabo 2nd in class, 3rd in
fleet; '90 Ensenada 1st. **Skipper:** '82 and '86
Cabo races; '88 and '92 Olympic trials, Solings.



RODEO

Rig: Masthead Sloop Choate 40
LOA: 40.00
Hull Color: White Sail No. 67477
Owner/Skipper: Leonard King
Navigator: Richard McCune, Walter Pressel, Steve
Nailor, David Potter, Eric Josehans.
Class: IOR IOR Rating: 29.28
Designer: Choate-Kaufman
Builder: Dencho Marine
Launched: 1979
Hailing Port: Ventura, CA
Yacht Club: Anacapa
Race History: **Transpac:** Helmed *New World* in
'81 and '83.
Skipper: Helmed Pacific Cup in '88 on *Debutant*,
and helmed various Mexican Races.



TOMAHAWK

Rig: Masthead Sloop Frers 50
LOA: 50.7
Hull Color: Blue Sail No. 87122
Owner/Skipper: Dick Applegate
Navigator: Nick Barran
Crew: Fred Harris, John Spille, Antony Barran,
Dan Barran, Dan Cornwell, Michel Haring, Sid
Olshefski, Christa Shropshire, Jason Henderson
Class: IOR IOR Rating: 38.24
Designer: German Frers
Builder: Maas Brothers
Launched: 1981
Hailing Port: Long Beach
Yacht Club: South Bay Yacht Racing Club
Race History: **Transpac:** 1983, 1985, 1987.
Yacht: Kenwood Cup '84; MEXORC '83, '84,
'85; SORC '85.
Skipper: *Transpac* '79 on *Zeus* and '85 on
Azahara; helmed *Tomahawk* in '92 Marina del
Rey-San Diego, Newport-San Diego and LBYC
Catalina Series races.



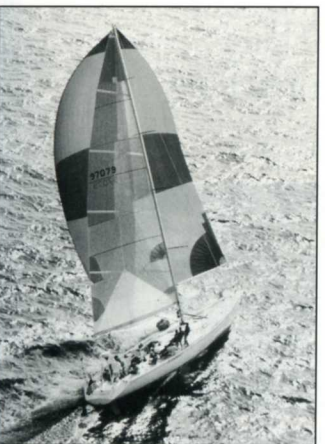
SILVER BULLET

Rig: Masthead Sloop SC 70
LOA: 68.00
Hull Color: White Sail No. 29009
Owner/Skipper: John DeLaura
Navigator: John Jourdan/Mark Rudiger
Crew: Jeff Madrigali, Dave Gruver, Mike
Howard, Robert Flowerman, Mark Sims, Bill
Erkelens, Curtis Blewett.
Class: IOR IOR Rating: 69.620
Designer: Bill Lee
Builder: Bill Lee Yachts
Launched: Sept., 1988
Hailing Port: Sunset Beach, CA
Yacht Club: Los Angeles
Race History: **Transpac:** '89 IOR Class A 2nd,
first boat to finish; '91 IOR Class A.
Yacht/Skipper: '90 6th leg of Whitbread 9th in
Class; '91 Puerto Vallarta 3rd in Class, 3rd in
Fleet; '91 Cabo 1st in Class, 1st in Fleet.



URBAN RENEWAL

Rig: Masthead Sloop J-35
LOA: 35.40
Hull Color: White Sail No. US 254
Owner/Skipper: Les Vasconcellos, Jr.
Navigator: Bryan Thompson
Crew: Munch McDonald, Tom Faraola,
Mike Firestone.
Class: IMS IMS Rating: 30.42
Designer: Rod Johnstone
Builder: Tilloson-Pearson
Launched: 1989
Hailing Port: Honolulu
Yacht Club: Waikiki
Race History: **Yacht:** Kenwood Cup '90, 1st Place
IMS; Kenwood Cup '92.
Skipper: *Transpac* '77, '83 and '85; crewed '92
Kenwood Cup on *Urban Renewal*, '90 Kenwood
Cup on *Marishiten* and crewed Kenwood Cup '86
on *Indian Pacific*.



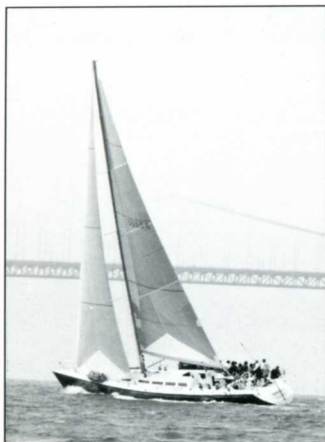
STARSHIP I

Rig: Masthead Sloop NM 68
LOA: 68.0
Hull Color: White Sail No. US 97079
Owner: Starship Corporation
Skipper: David Delo/Mike Elias/Jeff Silver
Navigator: David Delo
Crew: James Slaughter, Jr., Bill Matchett, Pete
Hambrick, Bob Boyes, James Slaughter, Sr.
Class: IOR IOR Rating: 69.99
Designer: Nelson/Marek
Builder: High Tech BRS
Launched: May, 1987
Hailing Port: Wilmington, DE
Yacht Club: Balboa
Race History: **Transpac:** 1989 (Pyewacket); 1991,
DNF- Rig Failure.
Yacht/Skipper: '91, Manzanillo, Puerto
Vallarta, Cabo, Ensenada; '92, Cabo, San
Francisco-L.A., Ensenada; '93, Cabo, Ensenada.
Skipper: *Transpac* '75-'83 and '87-'91.



VENDETTA

Rig: Masthead Sloop Moody 44
LOA: 44.00
Hull Color: White Sail No. 1979
Owner: Bill Reid
Skipper/Navigator: Michael Robin Hope
Crew: Richard Lee Dillon, Alastair Francis Shanks,
Sam Dillon, Andrew James Reid, Richard Henry Reid.
Class: IMS IMS Rating: N/A
Designer: J. Laurent Giles
Builder: Tony Shearman
Launched: March, 1976
Hailing Port: Wellington, NZ
Yacht Club: Royal Port Nicholson Yacht
Race History: **Yacht/Skipper:** Helmed '92 Vic-
Maui; helmed '90 and '91, Sydney-Hobart; nav-
igator '76, '78, '80, '82 Tauranga-Port Vila; nav-
igator, '77, '79 Auckland-Suva.



VICTORIA

Rig: Masthead Sloop Andrews 70 LOA
68.480
Hull Color: Dark Blue Sail No. US 55555
Owner/Skipper: Mike Campbell
Navigator: Rob Wallace
Crew: Peter Heck, Chris Dickson, John Frisch,
Sam Heck, Doug McLean, Steve Anderson, Roy
Dickson.
Class: IOR IOR Rating: 68.90
Designer: Andrews
Builder: Choate
Launched: Nov., 1991
Hailing Port: Long Beach
Yacht Club: Long Beach
Race History: Skipper: Skipper on '83 through
'91 Transpacs; Skipper on nine Cabo races,
'83-'92.



WARSPITE

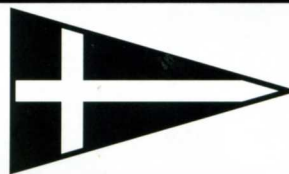
Rig: Fractional Sloop Wylie 42
LOA: 42.00
Hull Color: Light Blue Sail No. US 242
Owner/Skipper: Kevin Meechan
Navigator: Michael Johnson
Crew: Warwick Tompkins, Dave Wahle, Steven
Eder, Skip Winterbottom, Kevin Hood.
Class: IMS IMS Rating: 37.08
Designer: Thomas Wylie
Builder: James Betts
Launched: May, 1992
Hailing Port: Honolulu
Yacht Club: Waikiki
Race History: Yacht: 1992 Kenwood Cup.
Skipper: Transpac '85, '87 and '91; Kenwood
Cup '88; Kenwood Cup '90 1st in Class, 1st
Overall IMS; Newport-Ensenada '91.

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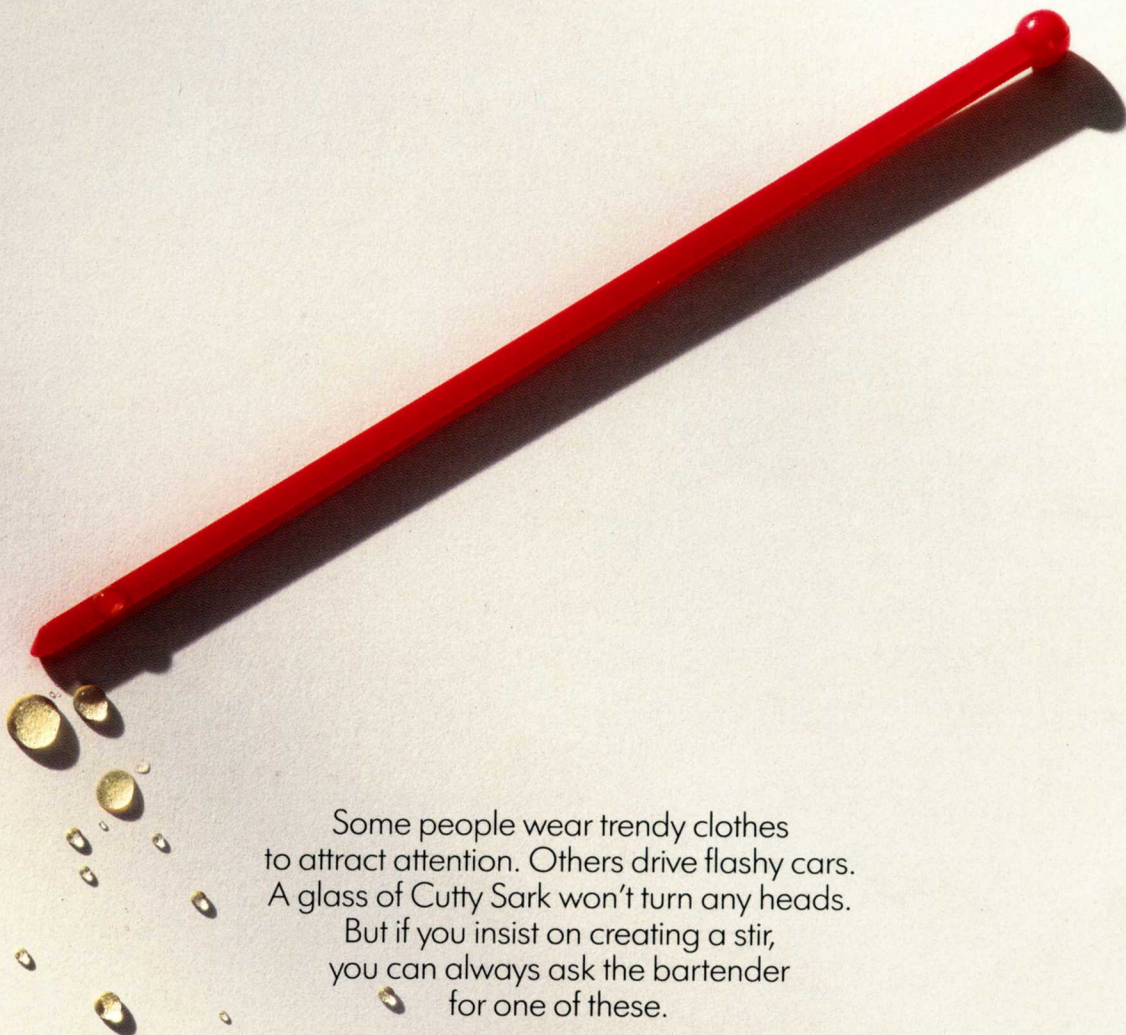
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