TRANSPAC 2015
THE FORTY EIGHTH RACE FROM LOS ANGELES, CALIFORNIA TO HONOLULU, HAWAII
Aloha and Welcome
Transpac Racers

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Honolulu, Hawaii

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Haulouts and Return Shipping Preparations
**OFFICIAL HANDBOOK OF THE 48TH TRANSPACIFIC YACHT RACE**

The Transpac 2015 Official Race Handbook is published for the Honolulu Committee of the Transpac Yacht Club by Roth Communications, 2040 Alewa Drive Honolulu, HI 96817 USA. (808) 595-4124 rothcomm@lava.net

**On the Cover:**
Wizard finishing first to win the Barn Door for shortest elapsed time in 7 Days, 7 hours, 53 minutes and 56 seconds.

**Inserts Top to Bottom:** Ragamuffin winning the Merlin Trophy in 152 Hours, 17 minutes, 26 seconds. Lending Club winning division 9 with an elapsed time 5 Days, 11 Hours, 52 minutes 33 seconds. Dorade, Overall corrected time winner, Division 8 winner and Top Navigator Award Transpac 2013.

**Photos by:** Lending Club - Doug Gifford / Ultimatesailing.com, Dorade - Sharon Green / Ultimatesailing.com

**Wizard and Ragamuffin - Sharon Green / Ultimatesailing.com**

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**SCHEDULE OF EVENTS**

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Start Day 3. Photo: Sharon Green / ultimatesailing.com

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Invisible Hand, First Div. 1, Transpac 2013 - Photo: David C. Livingston

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Special Message from Governor David Ige

Presented to

The Transpacific Yacht Club

July, 2015

I extend a heartfelt *aloha* to all the racers, crews, families and spectators of the 2015 TRANSPAC, the 48th sailing of the biennial race from Los Angeles, California to Honolulu, Hawai‘i.

First conceived by King David Kalakaua in 1886 and first raced in 1906, this 2,226 nautical mile race has been conducted every other year, with the exception of a few years during World War II, and has the distinction of being the oldest open ocean race.

I commend the Transpacific Yacht Club racers for your courage and bravery as you embark on this adventure and to the Transpacific Yacht Club Board of Directors for your hard work and dedication to make this a successful event.

*Mahalo* to the Transpacific Yacht Club for hosting the 2015 TRANSPAC. I wish the racers a safe journey and that their reunion with family and friends in the Aloha State is a memorable one.

With warm regards,

David Ige
Governor, State of Hawai‘i

8 TRANSPAC 2015
It gives me great pleasure to extend my warmest aloha to the 2015 Transpacific Yacht Race participants sailing from the West Coast to Honolulu this summer.

We are honored to welcome world-class sailors, navigators, and yachtsmen who will cross the Pacific in this 48th Transpacific Yacht Race, the oldest long distance yacht race in the world. This major contest was first conceived by King David Kalakaua in 1886 through an invitation to the Pacific Yacht Club in San Francisco.

I appreciate the hard work of the captains and crewmembers for the rigorous physical demands and team effort required for this challenge that has been conducted since 1906. We have been impressed by the endurance, record times, and quality of the competition in recent years.

We also are delighted that this intense competition has engendered national acclaim and has drawn positive attention to the islands. The success of this world-class exhibition of sailing talent is a tribute to the organizers and those who make this event a worldwide spectacle.

On behalf of the people of the City and County of Honolulu, I extend best wishes for a safe and successful race.

Mayor Kirk Caldwell
Welcome to all our sailors, sponsors and spectators to the 48th running of the Transpacific Yacht Club’s biennial Honolulu Race. It is an honor to be Commodore of this club whose members and Board of Directors share their experience and passion to help continue to organize one of the world’s classic ocean races, first raced in 1906 after an earlier invitation extended by Hawaii’s King Kalakaua. Our ability to attract a strong turnout of sailors from not only the Pacific region but also from around the world is a testament to the prestige this great race has in the annals of sailing.

This year we have the usual broad range of entries, from 30 to 105 feet in length. There are those who will be starting first off Pt Fermin in Los Angeles and will be enjoying many days at sea, and those who are starting last and pushing hard to spend less time at sea in search of setting new course records in both the monohull and multihull divisions. In fact, this year our entries have a lot of record-setting potential.

Among these are two 100-foot-long rivals coming from Australia: Syd Fischer’s Ragamuffin 100 returning from the last race in 2013, and Ray Pat Disney and Bob Oatley’s Wild Oats XI, being sailed by a mixed crew of Disney’s Pyewacket team alongside Oatley’s Australians. Weather permitting, both will be hurting towards Hawaii on their quest to beat the record time of 5D 14h 36M 20S set by Alfa Romeo in 2005. Whoever has the best time and beats this record will win the beautiful Transpacific Honolulu Race Elapsed Time Trophy, donated by Roy Pat’s father Roy Disney, and known as the Clock Trophy.

And even the elapsed time record for the Barn Door Trophy, awarded to the first to finish monohull, without use of stored power or moveable ballast, will also be threatened by the entry of yet another 100-footer: Manouch Moshayedi’s fixed-keeled Rio 100.

Among the multihulls, Renaud Laplanche and Ryan Breymaier have brought the 105-foot Trimaran Lending Club this year; and could very easily break the existing multihull record 5D 9h 18M 26S if they stay anywhere near the average speeds they achieved earlier this year setting new records for Newport-Bermuda and across the English Channel.

For the bulk of the fleet who will be starting earlier, there are corrected time trophies to vie for within their classes, as well as some coveted overall prizes. In 2013 it was one of the slowest boats in the fleet that enjoyed steadier conditions than their rivals and ended up winning the race overall: Matt Brooks and his crew on the 1929-built S&S 52-foot ketch Dorade repeated an overall victory earned in the 1936 Transpac. Brooks and team showed that with excellent preparation, a strong desire to win, a fair rating system, and a little luck with the weather, even a boat of this age and style can win again and again.

It is achievements like this that keep us all coming back to ocean racing; not just this sense of fair play in the competition, but for all the other elements that draw us to the sea: the challenge of the wind and waves, the camaraderie with our crew, and that Aloha spirit that awaits when we arrive at the finish at Diamond Head.

We are proud that as a high-profile race among sailors who care passionately about the sea, Transpac teams are directly involved with programs that encourage the preservation of the environment. We have several teams that will be participating in the largest ocean research expedition in history, called the Mega Expedition, where as they return their boats to the mainland they will be part of a study that examines the amount of trash that has accumulated in the North Pacific, estimated to be in the millions of tons. The data they collect will be used in an ambitious effort called the Ocean Cleanup to mitigate the effects of this global problem.

And one of our Hawaii-based entries, the Santa Cruz 50 Adrenalin, will be flying the Ecoflag to symbolize their support for the Global Sports Alliance, an organization that promotes clean air and clean water through sports.

We salute and support these and other causes promoted by our entries to make the planet a better place; both on and off the sea.

For those following the race at home, make sure to visit the Transpac website for daily news, Yellowbrick tracking, updates, and a daily video show that will be analyzing the progress of our competitors.

We must also not forget to thank all our sponsors: please support them and their products; because without their help we could not offer you all a great race experience.

For all that are participating, we wish you Godspeed and a safe and enjoyable race to paradise. Fair winds and good sailing to all, Aloha.
Aloha sailors!

It is a distinct pleasure to welcome my fellow Transpac sailors back to Oahu this year. To all of the racers, please allow me to say how glad we are to have you safely ashore and we hope your race was a success. We hope that all of you and your guests enjoy yourselves this summer while in the islands and are glad to see you once again. Our members are proud to be part of the tradition that has fueled the aspirations of so many racing sailors over the last century. Many of our members have sailed the race and volunteer to help conduct operations on this end – we always enjoy the anticipation of your arrival and treasure the relationships this event fosters.

Club operations get stepped up for the weeks following the first arrivals – the kitchen will begin service at 7 daily (we know you guys get up early) and lunch, whale and dinner menus will offer service throughout the day. We hope you’ll come join us and enjoy our hospitality – alongside the harbor, by the pool or dining room – but please do make reservations for Sunday Brunch and Friday dinners.

We will be hosting the famous Mount Gay Rum party on July the 28th and a special Thank you dinners.

On behalf of our Directors, Staff Officers and all of our membership, I’d like to extend a heartfelt Aloha and a hearty “welcome aboard” to our Hawaii Yacht Club as we all celebrate the accomplishments of those who will have raced over 2,225 miles in the 48th Transpacific Yacht Race to Hawaii.

The Hawaii Yacht Club was established in 1901 and it is the oldest yacht club in the Hawaiian Islands. But along with its 114-year history our club is more than racing, cruising or fishing. It’s a club that also caters to family fun and junior sailing programs, and is a favorite transient stopping point for sailors from all around the world.

Our club is well known as the club with the million-dollar view with its legendary ocean vistas from Diamond Head to Barber’s Point. We believe our club will fulfill all your needs if you’re looking for a shot of Hawaiian ambiance, beautiful sunsets, great drinks and great music! And please check out our Ship’s Store if you’re looking for the latest Transpac souvenirs or HYC apparel.

Our grand Bacardi Party at the HYC will be the hottest spot for the ultimate fun time on July 30th. The band “Simplisity” will be providing the music and it will be a great time to trade stories with your fellow sailors and dance to the music. Please save the date!

During Transpac, our club will be expanding its hours of operation. For more information, please check our website at http://hawaiiyachtclub.org or call our front office at 808-949-4622 ext. 10.

Aloha!
ONE FOR THE RECORDS?

BY Dobbs Davis

This 48th edition of Transpac's biennial race to paradise looks like it could be one for the records.

The race this year has attracted yet another strong and diverse turnout, exceeding the 2013 fleet numbers with 63 entries from six countries ranging in size from 30 to 104 feet in length.

Among these are 59 monohulls and 4 multihulls, and this year there are some entries that, weather permitting, are well-poised to do some damage to the existing course records in both divisions in this classic 2225-mile offshore race.

The monohull records are at risk of falling to the 5D 14H 36M 20S mark set by Alfa Romeo in 2005, and are threatened by two 100-footers entered this year: Roy Pat Disney and Bob Oatley's combined Aussie-American effort on the Reichel/Pugh 100-foot Wild Oats XI, and perennial Sydney-Hobart rival Ragamuffin 100, owned by another Aussie, the venerable Syd Fischer. Wild Oats has dropped a ton in weight for the race, including a new bulb that is 400 kg lighter. Whereas Disney's Pyewacket team on board will give Wild Oats a strong chance, Rags is returning from the last race in 2013 where she was the fastest monohull to the finish at Diamond Head but did not have the weather to set a record. Having canting keels, these boats will be vying for the Merlin Trophy, and if a new record is set, the beautiful Clock Trophy donated by Roy Pat's father Roy Disney.

The record monohull run for a fixed-keeled design is also at risk this year, with Newport Beach-based Manouch Moshayedi entering his renovated Bakewell-White-designed Rio 100 to challenge Dave and Peter Askew from Baltimore on their Reichel/Pugh 74 Wizard, who as Bella Mente in 2011 set the existing mark at 6D 19H 44M 28S. The first one to the finish will win the coveted Barn Door Trophy, won in 2013 by Wizard.

In the multihulls, Renaud LaPlanche and Ryan Breymaier are returning from their 2013 effort sailed on board John Sangmeister's ORMA 73 Lending Club, this time with something bigger: the 104-foot long, 75-foot wide Lending Club 2. This monstrous trimaran was designed and built at VPLP in France in 2006 to shatter offshore records, and she has already set new records this year: first for crossing the English Channel in 5 hours 15 minutes in April, and then a few weeks later for the 635-mile course from Newport to Bermuda. In this run their time of 23H 9M 52S yielded an average speed of over 27 knots and shattered Steve Fossett's PlayStation mark by 15 hours.

So, with this kind of speed, the potential for Lending Club 2 to defeat the current race record time of 5D 9H 18M 26S set in 1997 by the 86-foot catamaran Explorer would mean sailing the course at an average pace of better than 17.2 knots. Fitted with a new taller spar, Lending Club 2 has even more power than when she went around the world, so on setting a new Transpac record, Breymaier said, "With even average weather we feel confident this is entirely possible with this boat."

For those not vying for being first to the finish line, the race will rely on corrected time results to determine who will be collecting their share of the beautiful trophies that await in Honolulu. These corrected times will be based on a handicap system devised by the Offshore Racing Rule (ORR) that uses measurements taken of the all the performance elements of the boats: the hulls and appendages, the rigs and sails, and even the crew. This data is then fed into the ORR’s Velocity Prediction Program (VPP), and when calculated for the Transpac model course mix of beating, running, and reaching wind angles, a measure of the boat’s performance potential can then be expressed as ratings generated for each boat. These are combined with the boat’s elapsed time to arrive at a corrected time result.

It is using this system that winners are determined both in each class and overall, and predicting these in advance is difficult indeed, because here is where all the elements of successful ocean racing come into play. In theory only boats that have been well prepared and are well sailed on the course will win. But in practice there is always a bit of luck involved, particularly in the weather, so it will be a combination of both that will determine who will rise to the top in the final standings.
The 2013 overall winner, San Francisco-based Matt Brooks’s classic 1929-built 52-foot S&S ketch Dorade, had also won the race overall in 1936 as well. Being recently refitted, she was impeccably prepared and sailed in the last race, and was among the Division 7 and 8 entries who left Los Angeles in the first start of the race and benefitted from steady weather for the duration of their trip. Their larger and faster rivals starting days later had less favorable conditions, and thus did not do well in the overall results.

What will happen this year? It’s too early to tell at press time because the weather conditions are still unknown, but this will become more apparent leading into the start days of the race, when navigators, strategists and weather modelers will be pushing their heads together to devise their plans for the race. And as in 2013, there will be a daily video analysis of the boat positions and the weather posted on the event website to give the followers at home a chance to see how the strategies develop for everyone on the course.

So while we can’t say anything much about the corrected time winners now, what we can say now is that there are some past winners of the overall prize, the King Kalakaua Trophy, that are already within this fleet. And like Dorade, given the right preparations and circumstances, perhaps they are capable of doing it again.

These include Maui-based James McDowell on his Santa Cruz 70 Grand Illusion, who was overall champion in both 1999 and in 2011. GI will have some tough competition this year with four other 52-foot and Andrews 70 rivals to contend with, including the 2013 class winner Pyewacket, an Andrews 70 sailed this year under charter to San Diego’s Chuck Nichols. This group of ULDB Sleds were developed as first-to-finish designs almost 30 years ago and enjoyed fierce rivalry throughout the 1980’s and ’90’s, so its remarkable to see them still coming out to be as competitive as ever.

You have to dig back even deeper in Transpac history to find another past overall winners within this year’s fleet, who when they won were at the forefront of offshore racing design.

In 1981 Bruce Farr was already establishing a reputation Down Under as a promising young Kiwi designer whose fractional-rigged boats built in cold-molded wood were a little lighter and easier to sail than the heavier aluminum and composite-built masthead rig designs typical of that IOR era. Encouraged by his success, he was planning to move to Annapolis to be closer to his growing client base in the US and Europe. One of his new generation designs, the 36-foot Sweet Okole, had turned heads at the 1981 SORC in Florida over the winter, and now came west to do the same in the summer, winning the 1981 Transpac. She is back again this year, being sailed by the same owner, Dean Treadway from the San Francisco Bay area.

The other past winner is from even further back in history, and has an even greater legend as an accomplished offshore racing yacht. When Jim Kilroy built and owned her in the 1970’s, Kialoa III represented the state of the art in offshore racing: built in aluminum to a design by Sparkman and Stevens, this 78-foot ketch had been campaigned by Kilroy as a first-to-finish weapon deployed to break race records all over the world. The 1977 Transpac was in her sights too, but a boat 10 feet shorter and many tons lighter beat her to Hawaii and changed both the Transpac and ocean racing design forever: Bill Lee’s legendary Merlin. Kialoa that year had to settle for the corrected time win, and this year will be chasing the same with a mostly Dutch crew led by veteran Volvo Ocean Race skipper Roy Heiner.

Regardless of size, speed and pedigree, all Transpac entries this year will enjoy a great race to paradise, and become part of a rich and full history of one of the world’s great ocean races.

We wish Good Luck and great sailing to all, Aloha!
The Transpacific Yacht Race, or ‘Transpacific’ as most sailors call it, vies with the Bermuda Race on the U.S. East Coast as one of the two most enduring long distance sailing contests in the world. However Transpacific’s open ocean racecourse that measures some 2,225 nautical miles, far overshadows the 635-mile Bermuda Race that also began in 1906.

It should also be noted that Transpacific’s historic first contest might have occurred nearly a decade sooner had San Francisco’s Pacific Yacht Club accepted Hawaii’s King David Kalakaua’s invitation to race to Hawaii for his 50th birthday celebration in 1897. Unfortunately, for reasons unrecorded, his royal offer was never acted upon.

Still, shortly after Hawaii became a U.S. Territory, Honolulu businessman and yachtsman Clarence Macfarlane discussed creating such a race with Los Angeles businessman and South Coast Yacht Club member Harry Sinclair. Macfarlane agreed to sail his 48-foot schooner to San Francisco, as much to show other yachtsmen it could be done as to meet them there for the start of a race back to Honolulu.

Unfortunately, Macfarlane sailed into San Francisco Bay on May 13, 1906 just 25 days after that city had been devastated by the great earthquake and fire. Still, he somehow managed to contact Sinclair and they agreed that Macfarlane should sail down to Los Angeles where they could organize a race to Honolulu from there.

The first Transpacific race began off L.A.’s San Pedro breakwater at noon on June 11, 1906 between three yachts: Macfarlane’s La Paloma, Sinclair’s 86-foot schooner Lurline, and Charles Tutt’s 112-foot ketch Anemone flying the New York Yacht Club burgee. Anemone, under an earlier agreed upon handicap system, was the scratch boat and had to give Lurline and La Paloma 12 and 27 hours respectively.

Twelve days, nine hours, and 59 minutes after the start, on a passage so fast it was only eclipsed once in the next four decades, Lurline crossed the finish line off Oahu to become Transpacific’s first elapsed- and corrected-time winner.

Transpacific has been raced biennially with few exceptions since 1906, and after 47 contests, it has created its own colorful history. The following are some of its historic highlights:

• The race was run every even-numbered year from 1906 through 1936, except for 10 years during World War I. It then changed to odd-numbered years in 1939 so as to not conflict with the East Coast’s Bermuda Race.
• Transpacific was not raced from 1942 through 1946 during World War II.
• The race started in Los Angeles every year except 1928 (Newport Beach), 1923 and ’32 (Santa Barbara), 1936 (Santa Monica), and 1939 (San Francisco).
• The first multiday staggered start for the race was in 1993.
• The largest fleet to race Transpacific had 80 boats in 1979.
• The smallest fleet had two boats in 1932 during the Great Depression.
• The largest officially entered yacht to race in Transpacific was the 161-foot schooner Goodwill in 1953 and 1959 (with a best time of 10 1/2 days).
• The smallest boat to race was the 25-foot sloop Vapor in 1999.
• New Zealander Neville Crichton’s Reichel Pugh 100-foot Alfa Romeo, holds the current elapsed-time record of 5 days, 14 hours, 36 minutes, and 20 seconds.
• Two yachts have had the most wins on elapsed time, Lurline (1906, ’08, and ’12), and Morning Star (1949, ’51, and ’55).
• Only three foreign boats have won Transpacific on elapsed time, the 73-foot ketch Stormvogel, from South Africa in 1967, the 286 Morning Glory, from Germany in 2005, and the 100-foot Reichel Pugh Alfa Romeo, from New Zealand in 2009.
• The longest elapsed time recorded to complete Transpacific was 23 days, 23 hours, and 55 minutes, set by the 42-foot ketch Viking Childe in 1939.
• The only yacht to cross the Diamond Head finish line stern-first was the 78-foot ketch Mir in 1969, when she lost her mast and was backed across the line with her mizzen.
• The Spencer 65 sloop Ragtime has raced in Transpacific a record 15 times, from 1973 through 2009.
• Although Transpacific was traditionally a monohull contest – catamarans and trimarans in the past were not allowed – Buno Peyron 86-foot catamaran Explorer set a multihull record of 5 days, 9 hours, 18 minutes, and 26 seconds in 1997 as an “invited guest.”
• John Sangmeister’s modified ORMA 73 trimaran Lending Club was the first boat to finish the 2013 Transpacific with an ET of 5 days, 11 hours, 52 minutes, and 33 seconds.
• Manatea, Bob Hayward’s Seastream 650 crossed the Diamond Head finish line at 5:44 a.m., July 19, to be the first monohull to finish the 2013 Transpacific.
• Isao Mita’s 2011 Judel/Vrolijk-designed TP 52 Beecom won the first-ever class formed to score Transpacific entries under the High Performance Rating system (HPR).
THE OCEAN CLEAN UP
a vital project for both the planet and offshore sailors

BY: Dobbs Davis

Most of us sail offshore because we want to be with our mates and commune with nature in a setting otherwise devoid of human influence...a setting where we want to use what nature gives us in the wind and waves to propel us forward to our destination. This gives us a profound understanding and respect for how nature works, and we do our best to protect this relationship.

But not everyone has this respect: man’s modern lifestyle and global distribution of goods have helped contribute to what is estimated to be millions of tons of plastic material littering the world’s oceans, with one-third of it concentrated in the North Pacific. This area has millions of tons of floating trash – exact estimates vary – due to the concentrating effect of wind and current driving material into the center of the North Pacific High. The problem is so bad the area is sometimes called the Great Pacific Garbage Patch.

Awareness of this issue came up in the last 2013 edition of the Transpac, with many teams reporting seeing large pieces of floating debris related to the devastation caused by the 2012 tsunami in Japan. Some pieces were even large enough to cause damage on some boats.

To help understand this and the ongoing problem of plastic debris, Transpac has partnered this year with a program called The Ocean Cleanup, a Dutch-based organization that seeks to collect data on the world’s oceans to better comprehend the extent of human trash littering the oceans and work on ways to stop it.

The Ocean Cleanup is developing technologies to extract, prevent, and intercept plastic pollution. Its goal is to fuel the world’s fight against oceanic plastic pollution, by initiating the largest cleanup in history. Instead of going after the plastic - which would take many thousands of years
and billions of dollars to complete. The Ocean Cleanup uses long floating barriers to let the ocean currents concentrate the plastic itself.

The organization’s research into the feasibility of its concept indicates that using a single 100 km cleanup array, deployed for 10 years, will passively remove 42% of the great Pacific garbage patch. Conservatively estimates indicate this to be 70,320,000 kg, implying a cleanup cost of less than $5 per kilo.

Consider the following measurable effects on the world’s ecology, economy, and health from floating plastic debris:

- At least one million seabirds, and one-hundred thousand marine mammals die each year due to plastic pollution
- Lantern fish in the North Pacific eat up to 24,000 tons of plastics per year
- The survival of many species, including the Hawaiian Monk Seal and Loggerhead Turtle, could be jeopardized by plastic debris
- Plastic pollution is a carrier of invasive species, threatening native ecosystems
- Marine debris causes an estimated $1.27 billion in fishing and vessel damage annually
- The costs of removing debris from beaches is on average $1,500 per ton, and up to $25,000 per ton
- Plastic pollution costs an estimated $13 billion globally each year
- Toxic chemicals (including PCB’s and DDT’s) are absorbed by plastic, increasing the concentration a million times
- After entering the food chain, these persistent organic pollutants bioaccumulate in the food chain
- Health effects linked to these chemicals are: cancer, malformation and impaired reproductive ability

So the world’s oceans need our help because the influence of man has reached a point where the oceans can no longer just absorb the negative effects without suffering long-term negative consequences. This affects not only us now, but our children and generations to come.

As part of its effort to collect accurate data to describe the problem and then use this to devise and calibrate effective methods to help fix it, the Ocean Cleanup has created a plan to have private yachts participate in a special survey being held in August called the Mega Expedition. This is a program where up to 50 vessels will cross the Great Pacific Garbage Patch in parallel, in what will be the largest ocean research expedition in history. Sailing from Hawaii to Los Angeles, the expedition will cover 3,500,000 km², and will collect more plastic measurements in three weeks than have been collected in the past 40 years combined.

The objectives of the Mega Expedition are two-fold: (1) to measure the amount (total mass) of plastic in the Great Pacific Garbage Patch, and (2) to determine the distribution of plastic across the surface of the Great Pacific Garbage Patch.

The methods used are in two modes: first, a compact surface trawl device that will be dragged behind each vessel to catch smaller plastics. This is a novel design that enables measurement of plastics in the top 50 cm of the sea surface and does not require the vessels to slow down during deployment. Second, a specially developed smartphone app that will allow the crew to easily count and characterize the larger plastic objects floating by (such as buoys, bottles and crates). This sighting app will be available for both iOS and Android devices.

The program has already attracted the assistance of several Transpac entries returning to the mainland after the race. These include: Eduardo Porter Ludwig’s TP 52 Patches; Ross Pearlman’s Jeanneau 52 Between the Sheets; Jim LaBarge’s Jeanneau 54DS Avanti; Chris Hemans’s Rogers 46 Varuna; John Sangmeister’s Santa Cruz 70 OEX; Dave MacEwen’s Santa Cruz 52 Lucky Ducky; and Tracy Obert’s BBY Custom 59 Marjorie. No doubt more will sign up soon, because the reasons to participate are compelling:

1. The contribution made to the effort will help rid the oceans of plastic
2. Those who participate will see for themselves how bad the problem is
3. Most of the costs will be borne by the Ocean Cleanup

So, if your boat is not already signed up, talk with your skipper and crew to consider joining this historic event to help save the planet. More information can be found at www.theoceancleanup.com/technology/mega-expedition.
THE
BARN DOOR
BY Dobbs Davis

The origin of the First-to-Finish trophy for the Transpac race is a legend shrouded in mystery:

no one really knows whose idea it was, or specific details about how it was built, or by whom. There are multiple copies in different clubs, and the criteria used for its award has also changed slightly in recent years.

And so while some of the specifics about the trophy’s heritage may have been lost to time, one thing is certain: very few sailors have won such an important prize as the Transpacific YC’s “Barn Door” trophy. In fact, racing for the “barn door” has even acquired broader significance, having entered sailing vernacular for being a first-to-finish contender in any race.

Officially named the Transpac Perpetual Trophy, this prestigious award is a three-feet tall by four-and-a-half feet wide, three inch thick plank of dense Hawaiian Koa wood, and so it’s easy to see how it got its nickname “Barn Door.” According to St. Francis YC historian and Transpac racer R.C. Keefe, “The trophy was carved in the Hawaiian Islands out of Hawaiian Koa wood, using only tools that were available to early-day Hawaiians. It was to be a product of Honolulu, not a product of the mainland.” The trophy is a spectacular piece of art depicting a boat sailing off of Diamond Head as the centerpiece. Perpetual placards frame the scene, with the words, “First To Finish Honolulu Yacht Race,” carved into the wood.

The Transpac has been held continuously since 1906, with a break in 1943 and 1945 due to World War II, yet there was no perpetual trophy awarded for the first-to-finish yacht until after the war. In fact, some speculate that the advent of the Barn Door trophy was inspired by renewed pride in victory after the war.

Catalina Yacht Club Barn Door, Photo: Mark Hazlett
Ray Pendleton has been researching and writing about the Barn Door trophy for over 20 years, and says he has “very little documented facts,” but was “told by an unnamed source that in 1947 the trophy was created by Los Angeles yachtsman William Stuart Jr. to honor the first boat to finish the race after his 67-foot yawl Chubasco finished first in 1947, but did not receive an appropriate trophy.”

This seems to correlate with legendary ocean racer Skip Allan’s confirmation that in 1949 when his father, Robert Allan, was crew aboard Richard Rheem’s Morning Star, they received the Barn Door for their record breaking elapsed time of 10D 10H 13M 9S, a time that bested Chubasco’s post-war run in 1947 by more than two days.

Even though no photograph of the trophy appears in the official Transpac History book until 1955, in the 1953 race program the trophy is thus described: “A huge perpetual plaque made of koa and sterling silver is presented to the owner of the first yacht to finish the long grind. It is kept on display at the winner’s yacht club and returned to the Honolulu race committee in time for presentation following the next race held.”

There are only three versions of the trophy known to exist. The largest trophy, and the one that is thought to be the original, rotates between the Waikiki, Hawaii and Kaneohe Yacht Clubs depending on which Club is the host during each event. It has multiple plaques added with the names of successive winners of the award over the years.

A second one is located at Catalina Island YC, given in 1973 by the family of Frank Hooykaas for their win in 1957 aboard the yacht Barlovento with an elapsed time of 11D 13H 2M 44S. But Mark Hazlett wrote recently that “the club website states that ‘due to location and size, Catalina Island YC does not provide reciprocal privileges for visiting yachtmen,’ but [they] allowed me briefly to see the Barn Door after they saw my name on the Transpac website. I asked them to check but no one else in our party, which included staff commodores from several clubs, could go in to see the thing. If you look at the Avalon one in the picture [sent] it only has about 12 plaques and I think most were blank. As you know the real one has at least 15 or 16 on each side and then more below.”

A third version of the Barn Door resides in the trophy room of the St. Francis YC in San Francisco. According to Keefe, “We have the original Barn Door from 1949 when Richard Rheem brought it home to StFYC. The big one stayed in the Islands, but we have the take-home one.” StFYC also has the newest incarnation of the take-home version of the First-to-Finish trophy, a metal plaque, in their trophy case: this was won by John Kilroy for his win aboard his TP 52 Samba Pa Ti in 2009.

The Barn Door winner has had historical significance since ten first-to-finish award winners since the race started in 1906 have also set elapsed time records for the 2225-mile course (which actually is even an inexact figure itself: the World Speed Sailing Record Council recognizes the course distance from Los Angeles to Honolulu as being 2215 miles). And since the implementation of staggered starts in the early 1990s, the trophy has been awarded to the boats with the fastest elapsed times rather than those that are simply first to finish.

The advent of stored power and moveable ballast systems like cantiing keels to make boats even faster prompted TPYC to limit the Barn Door award to the first monohull to finish without these systems, while the Merlin Trophy was created in 2009 to be awarded to the fastest monohull of any type. Roy Disney also donated the Clock Trophy to be awarded to the fastest monohull to set a new course record after he did this himself in Pyewacket in both 1997 and 1999.

With such an incredible fleet of boats entered in this year’s 2015 Transpac, it will be exciting to see who wins the Barn Door this year and whether another elapsed time record can be set as the legend lives on.
ADRENALIN
Rig/Model: Custom Santa Cruz 50
LOA: 51.45
Year: 1994
Sail Number: USA 7008
Owner: Adrenalin LLC
Skipper: Andy Bates, Gregory Mitchell, Del Olsen
Navigator: Kirk Twardowski
Yacht Club: Richmond Yacht Club & Kaneohe Yacht Club
Crew: John Clark, Jenn Virskus, Joseph Shacat, Gail Yando

ALLURE
Rig/Model: Santa Cruz 50
LOA: 50
Year: 1982
Sail Number: USA 77890
Owner Skipper: Eric Gray
Navigator: Bruce Hedrick
Yacht Club: Los Angeles Yacht Club
Crew: Kyle Burch, Mike Burch, Kenny Dair, Doug Grant, Gregg Hedrick, Grant Wooden

ALPHA PUPPY
Rig/Model: 1D 35
LOA: 35
Year: 1999
Sail Number: USA 35024
Owner Skipper: Alex Farrel
Navigator:
Yacht Club: SAYC
Crew: Vivienne Fagrell, Randal Landaiche, Justin Spillman

AVANTI
Rig/Model: Jeanneau 54DS
LOA: 54.1
Year: 2004
Sail Number: USA 59564
Owner Skipper: Jim LaBarge
Navigator: Jason Dunster
Yacht Club: California Yacht Club
Crew: Gary Brockman, Thomas Lehtonen, Jamie Myer, William Niester, Andrew Powell, John Rushing, William Suto, Scott Tenkel

ANDIAMO
Rig/Model: J46
LOA: 46
Year: 2000
Sail Number: USA 46961
Owner Skipper: Robert Pace
Navigator: CRA
Yacht Club: LMAA
Crew: Tom Keegan, Dave Kettenhofen, Rob Kimberley, Mike Nienerg, Vicki Nienberg, Scott Pace, Derek Thompson

BAD PAK
Rig/Model: STP 65
LOA: 70
Year: 2008
Sail Number: USA 65002
Owner Skipper: Tom Holthus
Navigator: Patrick Whitmarsh
Yacht Club: San Diego Yacht Club
**Between the Sheets**

Rig/Model: Jeanneau 52  
LOA: 49.5  
Year: 2000  
Sail Number: USA 51593  
Owner Skipper: Ross Pearlman  
Navigator: Kerry Deaver  
Yacht Club: Balboa Yacht Club  
Crew: Dan Aeling, Gary Davidson, Ryan Davidson, Mickie Jacobs, Grace Vandervort, Rob Vandervort

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**Bodacious IV**

Rig/Model: Santa Cruz 52  
LOA: 53  
Year: 1999  
Sail Number: USA 51092  
Owner Skipper: Jeff Urbina  
Navigator: John Hoskins  
Yacht Club: New York Yacht Club  
Crew: John Ayres, Tim Eades, Tom Hoskins, Jim McLaren, Chris Pike, Phil Pollard, Alan Veenstra

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**Bolt**

Rig/Model: TP 52  
LOA: 52  
Year: 2002  
Sail Number: USA 28385  
Owner Skipper: Craig Reynolds  
Navigator: Christopher Lewis  
Yacht Club: Balboa Yacht Club  
Crew: Greg Helias, Zack Maxam, Carson Reynolds, Alex Steele, Ted White, Jeffrey Baker, Mark Peters

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**Buona Sera**

Rig/Model: Santa Cruz 70  
LOA: 68'9  
Year: 1986  
Sail Number: USA 41104  
Owner Skipper: Edward Marez  
Navigator: Gerry Swinton  
Yacht Club: Santa Cruz Yacht Club  
Crew: John Buchanan, Chris Deaver, Mike Evans, Bret Gripenstraw, Jack Halterman, Dave Hopkins, Mackenzie Cook

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**Bazinga**

Rig/Model: Hobie 33  
LOA: 33  
Year:  
Sail Number: USA 7262  
Owner Skipper: Steve Campo, Christina Cruz

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**Cazan**

Rig/Model: DK 46  
LOA: 46  
Year: 2004  
Sail Number: USA 61046  
Owner Skipper: Scott Bradley  
Navigator: Phillip Katzman  
Yacht Club: Waikiki Yacht Club  
Crew: Jake Arcand, Michael Fisher, Andrew Meade, Patrick Murphy, Pablo Strona, Jackson Warner

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**Bretwalda 3**

Rig/Model: Rogers 46  
LOA: 46  
Year: 2007  
Sail Number: USA 50030  
Owner Skipper: Bob Pethick  
Navigator: Charlie Hohmeier  
Yacht Club: California Yacht Club  
Crew: Wallace Cross, Michael B. Hoey EMT-P, Paul Kerber, Sergei Lie, Gary Warner

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**Celerity**

Rig/Model: Santa Cruz 37  
LOA: 37  
Year: 2009  
Sail Number: USA 4892  
Owner Skipper: Harry Zanville  
Navigator:  
Yacht Club: Southwestern Yacht Club  
Crew:  

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**Transpac 2015**

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**CHIM CHIM**
Rig/Model: Gunboat 62
LOA: 62
Year: 2001
Sail Number: USA 6202
Owner Skipper: John Gallagher
Navigator: Jason Owens
Yacht Club: Mission Bay Yacht Club
Crew: Jim Barber, Nils Erickson, Hilton Eymard III, Peter Johnstone, Eric Stahl, Javier Ureta

**CREATIVE**
Rig/Model: J-105
LOA: 34.5
Year: 2001
Sail Number: USA 51911
Owner Skipper: Ed Sanford
Navigator: William Beck
Yacht Club: San Diego Yacht Club
Crew: William Beck, Cameron Hurley, Andrew Sapien

**CRESCENT III**
Rig/Model: S-40
LOA: 40
Year: 2006
Sail Number: JPN 6288
Owner Skipper: Akimitsu Hirai
Navigator: Yusuke Taguchi
Yacht Club: Hayama Marina Yacht Club
Crew: Satoru Itoga, Masaki Kobayashi, Fumihiro Machiyama, Muneo Matsutani, Akira Ohtsubo

**CRUSADER35**
Rig/Model: Elliott 35SS
LOA: 10.65m
Year: 2012
Sail Number: NZL 35551
Owner Skipper: Anthony Leighs
Navigator: Chris Maddock
Yacht Club: Royal New Zealand Yacht Squadron
Crew: Nick Bastow, Brett Elliott, James Glidden, Josh Tucker

**DESTROYER**
Rig/Model: Jeanneau Sun Odyssey 45.2
LOA: 45.2
Year: 2002
Sail Number: USA 56062
Owner Skipper: Steven Ginder
Navigator: Tim Addis
Yacht Club: Dana West Yacht Club
Crew: Josh Fredricks, Tim Addis, Trevor Baylis, Steve Calder, Eric Chouwanski, Hannah Jenner, Kevin Miller, Matt Noble, Malcolm Park, Jac Vincent

**EXTREME H2O**
Rig/Model: GB 66
LOA: 66
Year: 2015
Sail Number: USA 6607
Owner Skipper: Pat Benz
Navigator: Tom Addis
Yacht Club: Santa Barbara Yacht Club
Crew: Trevor Baylis, Steve Calder, Eric Chouwanski, Hannah Jenner, Kevin Miller, Matt Noble, Malcolm Park, Jac Vincent

**FORTISSIMO II**
Rig/Model: Feet 30
LOA: 30
Year: 2011
Sail Number: ITA OO1
Owner Skipper: Yasuto Fuda
Navigator: Shouzou Hara
Yacht Club: Shunan Yacht Club
Crew: Haruki Sasaki, Mitsuaki Tabata
GRAND ILLUSION
Rig/Model: Santa Cruz 70
LOA: 68
Year: 1986
Sail Number: USA 97
Owner/Skipper: James McDowell
Navigator: Patrick O’Brien
Yacht Club: Waikiki Yacht Club
Crew: Michael Blunt, Will Paxton, William Petersen, Richard C Reilly, Steve Treoger, Chris Watts, Dylan Watts

HAMACHI
Rig/Model: J 125
LOA: 41
Year: 1999
Sail Number: USA 13696
Owner/Skipper: Greg Svingstad
Navigator: Matthew Gregory
Yacht Club: CYC Seattle
Crew: Erik Bentzen, Fritz Johnston, Fritz Lanzinfer, Jonathan McKee

HOKAHEY
Rig/Model: Santa Cruz 52
LOA: 53
Year: 1998
Sail Number: USA 51200
Owner/Skipper: George Bailey
Navigator: Gregory Kent
Yacht Club: St. Francis Yacht Club
Crew: Elizabeth Bailey, George Bailey, Connor Filed, Jefferson Franklin, JT Schoonover, Sargent Schutt, David Sollitt, Gus Van Denton

HOLUA
Rig/Model: Santa Cruz 70
LOA: 68
Year: 1989
Sail Number: USA 97656
Owner/Skipper: Brack Duker
Navigator: Adrienne Cahalan
Yacht Club: California Yacht Club
Crew: Paul Allen, Jay Curn, Bill Erkelens, John Fuller, Peter Holmberg, Doug McLean, Jonathan Mark Sims

J WORLD’S HULA GIRL
Rig/Model: Santa Cruz 50 Mod
LOA: 52
Year: 1980
Sail Number: USA 77285
Owner/Skipper: Wayne Zittel
Navigator: Jon Shampain
Yacht Club: SDYC, SFYC
Crew: Steve Bonnymann, Bjorg Borgundvaag, Sean Henderson, Christopher Jordan, David Mewdell, Bruce Pierce, Brian Rutter

JULIAN
Rig/Model: J 120
LOA: 40
Year: 2000
Sail Number: JPN 6030
Owner/Skipper: Yasuhide Kobayashi
Navigator: Jon Shampain
Yacht Club: Zushi Marina Yacht Club
Crew: Takumi Amano, Shunichiro Hiraoka, Akihisa Iwami, Kyotoshi Tanaka, Ryotaro Tokano

KOKOPELLI
Rig/Model: Santa Cruz 40
LOA: 40
Year: 1983
Sail Number: USA 18959
Owner/Skipper: Kevin Rooney
Navigator: Scott Smith
Yacht Club: Santa Cruz Yacht Club
Crew: Gordon Duncan, Bruce Pon, Pat Reynolds, James Rooney, Michael Weaver, Paul Zingaro
**LENDING CLUB 2**
Rig/Model: VLP 105
LOA: 105
Year: 1990
Sail Number: 2
Owner Skipper: Renaud Laplanche, Ryan Breymaer
Navigator: Boris Herrmann
Yacht Club: RORC
Crew: Quin Bisset, Stan Delbarre, Roland Jourdain, Jean Baptiste Le Vaillant, Skip McCormack, Jan Majer

**LUCKY DUCK**
Rig/Model: Santa Cruz 52
LOA: 52
Year: 2001
Sail Number: USA 28729
Owner Skipper: Dave MacEwen
Navigator: Karl Grunewald
Yacht Club: SFYC/MPYC
Crew: Tony Basso, Brendan Bradley, James Clapper, John Hansen, Robin Jeffers, Pete McCormick, Randy Smith

**MAVERICK**
Rig/Model: Santa Cruz 70
LOA: 70
Year: 1990
Sail Number: USA 87654
Owner Skipper: Chris Slagerman
Navigator: Andy Dipple, Bryce Doon, Curt Johnson, Jorge Morales, Michelle Shanks, Dave Sheesly, John Staff, Brendan Watson

**MARJORIE**
Rig/Model: BBY Custom
LOA: 59
Year: 1994
Sail Number: USA 52955
Owner: Gardner Baldwin
Skipper: Tracy Obert
Navigator: Norie Baldwin
Yacht Club: St. Francis Yacht Club
Crew: Norie Baldwin, Alexia Fischer, Eric Fracker, Paul Francis, BIU Guilfoyle, Tina Stevahn, Rick Valdes, Vince Valdes

**MARSHA**
Rig/Model: Schooner
LOA: 84
Year: 1907
Sail Number: USA 226
Owner Skipper: Schooner Martha Foundation
Navigator: Craig Johnsen
Yacht Club: Port Townsend Sailing Association
Crew: Anne Aldrich, John Callahan, Christopher Dalton, Mary d’Arcy, Robert d’Arcy, Deb Dominici, Christopher Hanke, Douglas Jones, Sara Katz, Holly Kays, Pat Vineyard

**OEX**
Rig/Model: Santa Cruz 70
LOA: 70
Year: 1987
Sail Number: USA 88
Owner Skipper: John Sangmeister/Dave Hood/Pete Hambrick
Navigator: Jeff Thorpe
Yacht Club: New York Yacht Club & Long Beach Yacht Club
Crew: Jon Andron, Shawn Bennett, Erik Berzins, Jib Kelly, Jim MacLeod, Randy Smith, Gregg Weeger

**PARANIOA**
Rig/Model: Santa Cruz 52
LOA: 52
Year: 1994
Sail Number: USA 27007
Owner Skipper: Rick von Heydenreich
Navigator: Scott Poe
Yacht Club: Long Beach Yacht Club
Crew: Scott Atwood, Gabe Ferramola, Sam Heck, Christi Kolinsky von Heydenreich, John Latokait, Linus Ralls, David Stoioler, Bob Zeilmer

**PATCHES**
Rig/Model: TP 52
LOA: 15.85
Year: 2005
Sail Number: MEX 952
Owner Skipper: Eduardo Porter Ludwig
Navigator: Andres Alvarado, Patricio Bañà, Daniel Belaustegui, Yon Belaustegui, Eduardo Cano, Jan Hossfeld, Javier Molto, Juan Gabriel Moreno, Daniel Porter, Marc Rosenfeld
PATRIOT
Rig/Model ......... J 44
LOA .............. 44
Year ............. 1991
Sail Number .... USA 97684
Owner Skipper .... Paul Stemler
Navigator ....... Douglas Rastello
Yacht Club ....... Newport Harbor Yacht Club
Crew ............. Richard Loufek, Scott Mason, Geoff Moore, Pierce Stemler, Bruce Stuart, Philip Thompson

PIECE OF ART
Rig/Model ......... J 44
LOA .............. 44
Year ............. 1991
Sail Number .... USA 97684
Owner Skipper .... Paul Stemler
Navigator ....... Douglas Rastello
Yacht Club ....... Newport Harbor Yacht Club
Crew ............. Richard Loufek, Scott Mason, Geoff Moore, Pierce Stemler, Bruce Stuart, Philip Thompson

PELIGROSO
Rig/Model .......... Kernan 70
LOA .............. 68
Year ............. 2005
Sail Number .... MEX 55555
Owner Skipper .... Lorenzo Berho
Navigator ....... Steven Rossi
Yacht Club ....... Club Nautico IZAR
Crew ............. Andres Akle Carranza, Alejandro Berho, Diego Berho, Alex Camet, Chris Doolittle, James Egan, Clark Hardy, Sebastian Mitre, Jorge Xavier Murieta, Federico Ortiz

PRECEPTS II
Rig/Model .......... Beneteau First 40
LOA .............. 40
Year ............. 2013
Sail Number .... USA 60486
Owner Skipper .... Drew Belk
Navigator ....... SDYC / CRA
Crew ............. Joshua Butler, Gilles Combrisson, Roger Floyd, Lynsi Gibbons, Andrew LaPlant, Jonathan Meyers

PHAEDO
Rig/Model .......... Gunboat 66
LOA .............. 66
Year ............. 2010
Sail Number .... USA 399BC
Owner Skipper .... Lloyd Thornburg
Navigator ....... Miles Seddon
Yacht Club ....... New York Yacht Club
Crew ............. Samuel Bason, David Denton, Paul Hand, David McCollough, Chris Robson, Brian Thompson

PYEWACKET
Rig/Model .......... Andrews 70
LOA .............. 68
Year ............. USA 678
Sail Number .... USA 678
Owner Skipper .... Chuck Nichols
Navigator ....... Chris Busch
Yacht Club ....... San Diego Yacht Club
Crew ............. Matt Brown, Peter Burton, Mark Callahan, Kyle Clark, Andy Da Dow, Kelly McKeown, Robert Morton, John Reiter

PICANTE
Rig/Model .......... J 133
LOA .............. 43
Year ............. 2005
Sail Number .... USA 56372
Owner Skipper .... Jorgensen Brothers
Navigator ....... Jeff Westbrook
Yacht Club ....... Los Angeles Yacht Club
Crew ............. Eric Caris, Doug Jorgensen, Jack Jorgensen, Rob Jorgensen, Tom Jorgensen, Martin Wilson

RAGAMUFFIN
Rig/Model .......... Super Maxi
LOA .............. 30.48m
Year ............. 2014
Sail Number .... SYD 100
Owner Skipper .... Syd Fischer
Navigator ....... David Witt
Yacht Club ....... Australian Yacht Club
Crew ............. Matt Allen, Tom Clout, Andrew Crowe, Vanessa Dukley, John Fischer, Mark Fullerton, Gregory Homann, Matt Humphries, Kenta Inaba, Campbell Knox, Jack Macartney, Craig Malouf, Fukumoto Mitsuaki, Einosuke Morita, Matt Pearce, Tomo Terakawa, Liam Wolffe, Kosaku Yoshida
**RELENTLESS**
- Rig/Model: Santa Cruz 52
- LOA: 53
- Year: 1993
- Sail Number: USA 46052
- Owner Skipper: Bill Durant, Jeff Shew
- Navigator: 
- Yacht Club: Long Beach Yacht Club
- Crew: Mike Lowe, Robert Moosman, Benjamin McNeil Wheatley

**RESOLUTE**
- Rig/Model: J 125
- LOA: 41
- Year: 1998
- Sail Number: USA 51517
- Owner Skipper: Tim Fuller
- Navigator: Erik Shampain
- Yacht Club: San Diego Yacht Club
- Crew: 

**SLEEPER**
- Rig/Model: Jeanneau SO44
- LOA: 43.9
- Year: 1992
- Sail Number: USA 56284
- Owner Skipper: Ron Simonson
- Navigator: Sheri Hunt
- Yacht Club: CBYC
- Crew: J A Booker, Bryan Dair, James Ebenau, Jonathan Fleck, Zack Hanna, Matt Temares, Beth Winton

**SWEET OKOLE**
- Rig/Model: Farr 36
- LOA: 36
- Year: 1976
- Sail Number: USA 29000
- Owner Skipper: Dean Treadway
- Navigator: John Eiken
- Yacht Club: Richmond Yacht Club
- Crew: Chris Gedrose, Paul Kamen, Wan Lim

**RIO 100**
- Rig/Model: Bakewell-White 100
- LOA: 100
- Year: 2014
- Sail Number: USA 2121
- Owner Skipper: Manouch Moshayed
- Navigator: Chris Branning
- Yacht Club: Royal New Zealand
- Yacht Squadron: 
- Crew: Ben Bardwell, Gavin Brady, Alastair Campbell, Brad Farrand, Morgan Gutenkunst, Mike Howard, William Jenkins, Kierth Kilpatrick, Peter Kinney, Jeff Massano, Sebastian Moshayed, Mike Mottl, Joe Penrod, Mike Pentecost, Mike Van Dyke, Peter Van Nierkerk, Tyler Wolk

**SECOND WIND**
- Rig/Model: Swan 651
- LOA: 65.5
- Year: 1984
- Sail Number: USA 56595
- Owner Skipper: John Chamberlain
- Dean Fargo
- Navigator: Zac Schramm
- Yacht Club: Waikiki Yacht Club
- Crew: Jay Davis, Cole Fargo, Dave Gould, Steve Harvey, Alex Jacobs, James Kirkpatrick, Roderick Salazar, Charles Skewes, Jim Smith, Erica Swensson

**TIMESHAVER**
- Rig/Model: J 125
- LOA: 40.96
- Year: 1999
- Sail Number: USA 7065
- Owner Skipper: Viggo Torbensen
- Navigator: Keith Magnussen
- Yacht Club: Dana Point Yacht Club
- Crew: Blake Hamilton, Pete Heck, Cody Schub, Charlie Underwood

**TRANSFORMER**
- Rig/Model: Beneteau 523
- LOA: 52.3
- Year: 2008
- Sail Number: USA 5179
- Owner Skipper: Joel Young
- Navigator: Bob Davis
- Yacht Club: DRYC
- Crew: Larry Adams, Dan Howard, Samantha Howard, Betsy Linn, Kenneth Linn, Greg Shrodes, Joe Sorosky
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<tr>
<th>Yacht</th>
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<th>Year</th>
<th>Sail Number</th>
<th>Owner Skipper</th>
<th>Navigator</th>
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<td>Chris Hemans</td>
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<td>Stan Honey</td>
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<td>Rodney Daniel, Scott Easom, Nathan Ellis, Robbie Haines, Steve Jarvin, Chris Links, Paul Magee, Mark McTeigue, Ben Mitchell, Mark Richards, Darren Senogles, Gary Weisman, Josh Whittaker, Tim Wiseman</td>
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<td>Wizard</td>
<td>RP 74</td>
<td>74</td>
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<td>USA 4511</td>
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<td>Dee Smith</td>
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<td>Arnis Baltins, Matt Beck, Jordi Calafat, Dave Culver, Ted Haaland, Sam Loughborough, Matt Mialik, Grant Spanhake, Ralf Steitz, Phil Trinter, John von Schwarz</td>
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<td>1962</td>
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<td>Sam &amp; Willie Bell</td>
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<td>Los Angeles Yacht Club</td>
<td>Alii Bell, Graham Bell, Mara Bell Hoshina, Zack Payton</td>
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<td>-zephyrus</td>
<td>RP 77</td>
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<td>USA69011</td>
<td>Damon Guizot</td>
<td>John Jourdane</td>
<td>Los Angeles Yacht Club</td>
<td>Greg Clark, Andrew Cleveland, Dan Crowley, Roger Kurath, David Leverett, Stuart Palmer, Errol Perling, Tyler Prentice, Tom Priest, Dan Rossen, Dan Schiff, James Small, Robin Sadaro</td>
</tr>
</tbody>
</table>
Your open invitation

Enjoy our Koolau Mountain view, incredible Kaneohe Bay, and sip Mai Tais by our refreshing pool while visiting Hawaii.

You’re invited to our Transpac Celebration and Open House from 10:00 am to 5:00 pm, Saturday August 1

Plywood Cup 9:00 am on the great lawn. Race starts at noon.
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808-247-4121
www.kaneoheyachtclub.com
Bob was born August 1, 1927 and began sailing at the tender age of six months. It grew into the love affair of his life. Bob served in the U.S. Navy for four years and then, at his parent’s insistence, attended the University of Southern California and graduated in 1957 with a degree in Business. Needless to say he was a member of the USC Sailing Team.

Bob followed his heart and love for sailing to become a true legend in the racing circuit. His personal record of 25 Transpacs (16 Honolulu and nine Tahiti races) was certainly impressive enough, and at one count he sailed in well over 40 Mexico races. Equally impressive was his legacy of sailing on all the big name yachts, which would be impossible to list, but among them were NORDLYS, QUEST, TICONDEROGA (most memorable was the record-setting finish in the 1965 Transpac with Bob at the helm), BLACKFIN and SORCERY.

In 1984 Bob accepted the office of Vice President of The Pacific Ocean, and there was an inaugural party at the President of the Pacific Ocean, Merl Petersen’s house in Honolulu.

Bob passed away on December 14, 2014 at the age of 87. He lived his life with no regrets; he never felt choosing the sailing life over banking was a mistake. Bob is survived by his sister Martha Church, his nieces Karen Hodges and Gayle Byrne, and his great-nieces Arabella Hodges and Abigail Byrne, and nephew Jack Byrne.

Bob was laid to rest in the Dickson Family plot in Southern California. Prior to his passing, when asked why he didn’t want his ashes to be scattered at sea, he would reply, “I’ve spent enough cold, wet days and nights at sea!” Rest in Peace Bob.
Team Criminal Mischief celebrates winning Division 4 Transpac 2013. Photo: David C. Livingston

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2015 Maserati Ghibli Rear Wheel Drive. Vin: 2AM57XSA0F1109673. Stock: 49651. MSRP: $92,850.00. On approved credit through Ally Financial. Sales price plus tax of 4.712%, title, license, $775 doc fee & $144.50 delivery and handling fee. Price does not include dealer installed options. Vehicles are subject to prior sale. Vehicle may not be exactly as shown. Lease and value of $933.95/mo. Monthly lease payment of $939 for 60 months. 19,000 miles per year. Excess Mileage Fee of $0.45 per mile. Down Payment of $7,500. Acquisition Fee of $765. Security Deposit of $700. Offer Expires June 30, 2015.

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For a yacht crew preparing for the Transpacific Yacht Race, being able to cope with a medical emergency at sea will be a significant factor in contributing to a favorable outcome.

The potential hazard exposure due to the distance, availability of direct professional medical assistance and the level of care that might be available should be taken into account in assembling the components of an appropriate medical kit and the training of individuals onboard.

The specific medical requirements for the Transpac are set forth in the Notice of Race with reference to the Racing Rule of Sailing (RRS) 2013-2016, including the US Sailing Prescriptions and the 2014-2016 ISAF Offshore Special Regulations (OSR) for Category 1, including the US Sailing Prescriptions under section 4.08 First aid Manual and First aid Kit.
4.08.1 of these regulations states, “A suitable First Aid Manual shall be provided.” The ISAF regulations do list three “recommended” manuals, yet the two “additional recommended” by US Sailing are the most widely available and utilized in the USA. The first is Marine Medicine, A Comprehensive Guide, written by Dr. Eric Weiss and Dr. Michael Jacobs, now in its second edition. The second is Advanced First Aid Afloat, written by Dr. Peter F. Eastman. This manual, first published in 1972, has become widely accepted and is now in its fifth edition. Both of these manuals address injuries, illnesses, and include information about first aid kits, prescription medications and medical support. 4.08.2 states that “A First Aid Kit shall be provided” and it “should reflect the guidelines of the Manual carried, the likely conditions and duration of the passage, and the number of people aboard the yacht.”

A first aid kit can be assembled from scratch; and, although a worthwhile task, can be expensive and difficult as many items may not be readily available, or in the appropriate size or quantity desired. In addition, one must consider the many contingencies and organize and package all of the items in such a way that they are secure and readily available when needed.

There are two well-designed, organized and stocked first aid kit lines developed specifically for the offshore sailor. These are the Medical Sea Pak product line by Fieldtex Products, Inc. and the Marine Series Medical Kits developed by Adventure Medical Kits, in consultation with Dr. Michael Jacobs, the noted sailor and marine medical authority.

These two product lines do vary somewhat with regard to the specific items, yet each comes in a full range of kit sizes, with the contents organized by category and contained in clearly marked pouches. The Medical Sea Paks are available either in a rugged nylon soft case or in a hard case, while the Marine Series are available in a padded foam case with water-resistant zippers. The selection of a specific kit is based upon the number of persons onboard, the duration offshore, and the anticipated time and distance away from direct professional medical assistance.

A complete supply of over-the-counter products should not be overlooked. In addition to those used on a regular basis, one should consider everything from sunscreen to Imodium, from Milk of Magnesia to Meclizine, from Q-tips to lip balm.

6.04.1 states, “at least two members of the crew shall have a first aid certificate...” These certified crew members should be completely familiar with the first aid...
MEDICAL PREPARATION
Continued from page 33

manual and the contents of the medical kit being carried onboard. They also must be able to address the existing medical conditions of any crew member as well as any others that might arise, and to communicate any situation to an outside professional medical provider by radio or sat-phone if necessary.

Prior planning, proper training and the preparation of a complete medical kit will allow one to best cope with a wide range of medical emergencies at sea.

Bio for Denny Emory

Denny Emory, a veteran of two Pacific Cups, one Marblehead - Halifax and two Marion - Bermuda ocean yacht races, holds a U.S. Coast Guard 100-ton Master’s License. He formed Emory Yachting Services in 1996 and co-founded OceanMedix.com LLC in 2005. A former certified Wilderness EMT, he has voyaged more than 100,000nm on both sail and power vessels, visiting 42 countries on five continents; and, is a member of the Ocean Cruising Club, Cruising Club of America, U.S. Sailing, the U.S. Power Squadrons, and the Seven Seas Cruising Association.

On behalf of the Transpacific YC Board Members and Officers, I want to express a huge Mahalo to all our generous sponsors, Honolulu Committee volunteers, boat hosts and yacht clubs, sailors, and fans. Without your enthusiasm, hard work and support the 48th edition of this classic ocean race would not have been a continued success. We look forward to celebrating with all of you in the Ala Wai. Thank you!

Dan Nowlan
Commodore Transpacific Yacht Club
Pyewacket, First Div. 3 Steds, Transpac 2013, Photo: Sharon Green / ultimatesailing.com
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www.pdfhawaii.com

Div 1 Start, Transpac 2013- Photo: Doug Gifford / ultimatesailing.com
## Barn Door Winners

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<thead>
<tr>
<th>Year</th>
<th>Boat</th>
<th>Owner/Skipper</th>
<th>Time</th>
</tr>
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<tr>
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<td>Hawaii</td>
<td>Hawaii Syndicate</td>
<td>14:03:23</td>
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<tr>
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<td>Lurline</td>
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<td>13:17:03</td>
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<td>Mariner</td>
<td>L.A. Norris</td>
<td>11:14:46</td>
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<tr>
<td>1926</td>
<td>Invader</td>
<td>Don M. Lee</td>
<td>12:02:48:03 *</td>
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<tr>
<td>1928</td>
<td>Talayha</td>
<td>L. Lippman</td>
<td>13:04:58:30</td>
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<td>Fayth</td>
<td>William S. McNutt</td>
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<td>H.T. Horton</td>
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<tr>
<td>1936</td>
<td>Dorade</td>
<td>James Flood</td>
<td>13:07:20:04</td>
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<td>Contender</td>
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<td>Nick Frazier</td>
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<td>2013</td>
<td>Wizard</td>
<td>David &amp; Peter Askew</td>
<td>7:75:52:56</td>
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* New Course Record
** Corrected Time includes penalty(s) for failure to comply with one or more Sailing Instructions.

## Overall Winners

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<td>2013</td>
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* New Course Record
** Corrected Time includes penalty(s) for failure to comply with one or more Sailing Instructions.

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**Transpac 2015 37**
2015 - Transpac Yacht Club

Commodore ........................................ Dan Nowlan
Vice Commodore ................................. Bo Wheeler
Rear Commodore ......................... Tom Hogan

Race Operations
Race Chair ........................................ Dave Cort
Entry Co Chairs: Ross Pearman & Carol Armitage
Los Angeles Communications ........... Tom Trujillo
Technical Committee Chair ............... Alan Andrews
Judge Advocate ................................. Jerry Montgomery
Inspections Chair .............................. Roby Bessent
Measurer ........................................ Dan Nowlan
Trophies Chair ................................. Trisha Steele

Administration
Mainland Committee Chairman ...... Stephen Ashley
Treasurer ................................. Jeremy Leonard & Dobbs Davis
Sponsorship and Marketing Chair .. Tom Hogan
Administrator ......................... Cathie Nash
Staff Assist ......................... Karen Campbell
Offshore Director US Sailing ...... Dan Nowlan

Shore Activities
Send Off Gala ........................... Stephen Ashley
Mainland Port Captain ............ Ric Sanders

TPYC Board of Directors
Alan Andrews
Jon Andron
Roby Bessent
Chuck Cook
Dave Cort – Jr. Staff Commodore
Kerry Deaver
Roy P. Disney
James Eddy III
Jim Eddy – Staff Commodore
Al Garnier – Staff Commodore
Bill Guiffoyle
Robbie Haines
Bill Lee – Staff Commodore

Honolulu Committee
Honolulu Committee Chair .......... Sally Schoberg
Treasurer ..................................... Bo Wheeler
V/C Race Operations .......... Beth Malvestiti
V/C Harbor Operations .......... Todd Wyrick

Administration
Publicity ............................... Janet Scheffer
Program Chair ............................ Michael Roth
Protest Committee Chair .......... Michael Roth
Awards Ceremony ......................... Johana Katzman
Trophy Liaison ............................. Linell Kam
Photography .............................. Todd Rassmussen
Plywood Cup ............................. Lyle Holden
T-Shirts ................................... Sharon Billingsley

Race Operations
Race Headquarters/Information .... Rich Stone, Carey Johnson
Badges .................................... Pam Davis
Finish Line .................................. Ben Merritt
Communications & Technology .... Mike Scott
Procurement .................................. Ben Merritt

Harbor Operations
Pier Operations ......................... John Henry, Sharon Brown Henry, Jeff Davis
Committee Boats ............................. Rachel Simon
Boat Hosting ............................... Roxanne Salisbury, Deb Lewis, Chris Gardner
Shuttle Boat ................................. Lenne Cantor
Boating Division – Ala Wai Harbor ...... Ken Chee

Race Committee
Race Committee Chair ............... Dave Cort
Principal Race Officer .......... Tom Trujillo

Protest Committee
Chief Judge .............................. Michael Roth
Tom Pochereva, Guy Fleming, Scott Melander,
Jerry Montgomery, Steve Thomas, Ned Murphy,
Hideki Hayashi, Bob Stephenson
# Trophies

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<tr>
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<td>TPYC</td>
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<tr>
<td>VII</td>
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<tr>
<td>VIII (ex Aloha)</td>
<td>Eugene Overton Perpetual</td>
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<td>HPR Class</td>
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<td>Mutihull Class</td>
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<td>Other Trophies</td>
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<tr>
<td>Specialty Classes</td>
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- **Division I**
  - First: Harry Uhler Memorial
  - Second: TPYC
  - Third: TPYC

- **Division II**
  - First: Clarence McFarland Memorial
  - Second: TPYC
  - Third: TPYC

- **Division III**
  - First: Albert Soland Memorial
  - Second: TPYC
  - Third: TPYC

- **Division IV**
  - First: TPYC
  - Second: TPYC
  - Third: Makapuu Point

- **Division V**
  - First: TPYC
  - Second: Hawaii Prince Perpetual
  - Third: TPYC

- **Division VI**
  - First: City of Long Beach
  - Second: Harry G. Steele Memorial
  - Third: TPYC

- **Division VII**
  - First: TPYC
  - Second: TPYC
  - Third: TPYC

- **Division VIII (ex Aloha)**
  - First: Eugene Overton Perpetual
  - Second: TPYC
  - Third: TPYC

- **HPR Class**
  - First: TPYC
  - Second: TPYC
  - Third: TPYC

- **Mutihull Class**
  - First: Rudy Choy Trophy
  - Second: TPYC
  - Third: TPYC

- **Navigators’ Trophies**
  - First: Ben Mitchell Navigation
  - Second: Chuck Utman
  - Third: Frank Malory

- **Other Trophies**
  - First to Finish - First Start: TPYC
  - First to Finish - Second Start: TPYC
  - First Elapsed Racer/Cruiser under 50': Don Clothier
  - First Elapsed Santa Cruz 52': TPYC
  - First Cat 40': TPYC
  - Farthest North: Pacific High
  - Tail End Charlie: Tail End Charlie
  - Outstanding Seamanship: Steve Newmark
  - Outstanding Crew Member: Don Vaughn Memorial
  - Fastest Elapsed Time: Foreign Yacht: Curtis Laukea
  - First Foreign Yacht Corrected: TPYC
  - First Hawaii Yacht Corrected: H. G. Dillingham Perpetual
  - First Split Rig: TPYC
  - Outstanding Honolulun Committee Volunteer: Clare Lang
  - Oldest Crew: Abraham
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Pacific Cup Yacht Club
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Waikiki Yacht Club
Weatherguy.com
Waikiki Yacht Club Education Foundation
Wishing you all fair winds and great surfing!

Gary Troxel
Commodore Pacific Cup Yacht Club
<table>
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*NOTE: Elapsed times include penalty[s] for failure to comply with one or more sailing instructions.*
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Saturday August 1, 2015
Check in 9:00 • Boat building 9:30-11:30
Race Starts at 13:30
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