

# TRANSPAC 2021

THE FIFTY-FIRST RACE FROM LOS ANGELES TO HONOLULU



**COMANCHE**  
2019 FIRST TO FINISH

  
**TRANSPAC**  
2021  
**JULY 13-30, 2021**

Comanche: © Sharon Green / Ultimate Sailing  
Taxi Dancer: © Ronnie Simpson / Ultimate Sailing • Hamachi: © Team Hamachi

Official race guide - \$5.00



**HAMACHI**  
2019 OVERALL CORRECTED TIME WINNER

# *Aloha and Welcome* **TRANSPAC RACERS**



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# OFFICIAL HANDBOOK

## OF THE 51ST TRANSPACIFIC YACHT RACE

The Transpac 2021 Official Race Handbook is published for the Honolulu Committee of the Transpacific Yacht Club by Roth Communications,  
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### On the Cover:

Taxi Dancer R/P 70 Yabsley/Compton  
2019 1st Div. 2 Sleds ET: 8:06:43:22 CT: 08:23:09:26  
Photo: Ronnie Simpson / ultimatesailing.com

### Inset left:

Comanche Verdier/VPLP 100 Jim Cooney & Samantha Grant  
2019 Barndoor Winner - First to Finish Overall: ET: 5:11:14:05  
Photo: Sharon Green / ultimatesailing.com

### Inset right:

Hamachi J125 Shawn Dougherty / Jason Andrews  
2019 Overall and Division 3 Winner CT: 08:00:52:37

## SCHEDULE OF EVENTS

July 10, 2021 ..... Mandatory Yacht Check In  
July 10, 2021 ..... Virtual Skippers Meeting  
July 13, 2021 ..... First Transpac Race Start  
July 16, 2021 ..... Second Transpac Race Start  
July 17, 2021 ..... Third Transpac Race Start  
July 28, 2021 ..... Waikiki Yacht Club Party



Follow the race at  
<https://transpacyc.com>  
or on the YB Tracker.



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Rio 100, Bakewell White 100, Manouch Mohayedi, - 2019 Merlin Trophy winner, ET 6:09:08:19 - CT 9:07:49:39 - Photo: Lauren Easley / leialohacreative.com Inset photo: Jordan Silva

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Oaxaca, Santa Cruz 50, Michael Moradzadeh - David Ritchie - 2019 Div. 4 winner, ET 9:07:43:13 - CT 08:14:22:55 - Photo: Betsy Crowfoot Senescu / ultimatesailing.com Inset photo: Rachel Rosales

## He was a building block of the company. Years later, he was there for them again.

Andre joined our company 45 years ago, before we built our first sailboat. I was a young man at the time and though Andre eventually left to pursue his fortunes elsewhere, we were never out of touch. Many years later, after the sale of one of our divisions, some of the most notable advisors and trust companies smelled opportunity and came after the money. That's when we received a simple, caring letter from Andre reminding us that he was at a company that could help. His words showed us that while everyone else was focused solely on the money, he was concerned about our family now and for generations that follow. Andre understood the magnitude of **the little things**.

— Tom, Holland, MI



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Good Call, Nautor's Swan, Tom Barker - 2019 Div. 5 winner, ET 9:00:06:16 - CT 9:07:45:16 - Photo: Sharon Green / ultimatesailing.com Inset photo: Joyce Riley

# OFFICIAL ALOHA SHIRT OF TRANSPAC 2021

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*Special Message from*  
**Governor David Y. Ige**  
*In Recognition of the*  
**2021 Transpacific Yacht Race**

On behalf of the people of Hawai'i, I send a warm welcome to the crews, families, and friends of the 2021 Transpac Yacht Race. As you set foot on the shores of O'ahu, take pride in your accomplishment for reaching the finish line.

The Transpac is one of the world's oldest and longest open ocean races, first conceived by King David Kalākaua in 1886. Like the voyagers of old, crews racing in the Transpac test their endurance, sailing skills, and seafaring knowledge against unpredictable conditions. This race, this voyage is made for those who have the will and the strength to go the distance across the Pacific Ocean, from Point Fermin in California to Diamond Head on O'ahu, Hawai'i.

Mahalo nui loa to the Transpacific Yacht Club for perpetuating King Kalākaua's proud legacy. I extend a special thank you to the sponsors and best wishes to the participating crews.

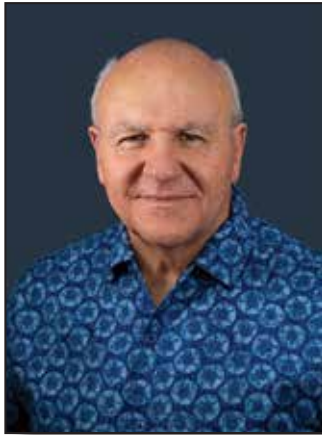
Finally, to the family and friends of Captain Scott Abrams, I join you in bidding him a fond aloha on his last voyage. His memory will remain for as long as the waves glide on the open seas.

With warmest regards,

A handwritten signature in black ink that reads "David Y. Ige".

**DAVID Y. IGE**  
Governor, State of Hawai'i

OFFICE OF THE MAYOR  
CITY AND COUNTY OF HONOLULU



It gives me great pleasure to extend my warmest aloha to the 51st Transpacific Yacht Race participants. We are honored to welcome the world-class sailors, navigators, and yachtsmen competing in this year's event.

Few races have the cultural heritage of an event started by royalty more than 100 years ago and enriched by the participation of thousands of sailors. First conceived by Hawai'i's King David Kalākaua in 1886, this biennial 2,225-nautical mile ocean race from Los Angeles to Honolulu is the oldest and most prestigious of yachting's open ocean races. Since the inaugural race in 1906, the challenging length and high levels of competition have tested the preparation of sailing crews for the rigorous physical demands and teamwork required for the Transpacific Yacht Race.

The enduring success of this iconic sailing exhibition is a tribute to your organizational committees in California and Hawai'i, the generosity of your clubs and volunteers, and the dedicated support of your sponsors. On behalf of the people of the City and County of Honolulu, I extend best wishes for a safe and successful race, and a warm welcome and congratulations to the captains and crewmembers for completing one of the world's best ocean races.

Rick Blangiardi

A handwritten signature in black ink that reads "Rick Blangiardi". The script is fluid and cursive.

MAYOR ROBERT GARCIA  
CITY OF LONG BEACH



Esteemed racing crews, judges, and fans:

Welcome to the 51st Transpacific Yacht race! Transpac is one of the world's premier sailing events, and we couldn't be more thrilled that it starts here in beautiful Long Beach, California.

We're not only honored to host the participants and judges, but also greatly value sharing the event with the City of Honolulu in the great state of Hawaii. We value our relationship with our friends in Hawaii, and to them we say Aloha, and Mahalo for their continued support of Transpac.

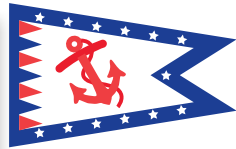
As a center of marine athletics – as well as the aerospace industry – Long Beach has a deep appreciation for the amazing technological craft involved in this race. The yachts in the Transpacific race are some of the finest and most astounding accomplishments in transportation technology the world has ever known. Along with the skill and strength of the crews that sail them, they've reduced the journey to Hawaii from weeks to days since this race began in 1906. They're also a sight to behold, combining form and function in a truly inspiring way.

To all those competing in this unique race, we wish you good luck, and hope you have an enjoyable journey. To the TransPac team, we thank you for continuing to start this event in our city, and look forward to many more races.

Sincerely,

Mayor Robert Garcia

A handwritten signature in black ink that reads "Robert Garcia". The script is bold and cursive.



Commodore Transpacific Yacht Club  
**JAMES EDDY III**

Aloha and welcome to all our sailors, volunteers, sponsors, spectators, friends and families to the 51st edition of Transpacific Yacht Club's biennial Los Angeles to Honolulu Race, known as Transpac. It is an honor to be the Commodore of this club whose members and Board of Directors share their experience and passion to continue to organize and manage one of the world's great ocean races.

For those watching from home, you can follow the race on our website, [WWW.TRANSPACYC.COM](http://WWW.TRANSPACYC.COM). You can see the boat's location, speed and track on the course from their transponders, as well as daily race update video commentaries including analysis of weather and strategies. Check in often!

The inaugural race was held in 1906 following an invitation extended by Hawaii's King David Kalakaua. Through the years, it has become a memorable experience of competitive sailing from Point Fermin, near the entrance of Los Angeles Harbor, to the thrilling picturesque finish off Diamond Head on the island of Oahu, Hawaii. Many sailors classify the race as a "Bucket List" item and many have participated in multiple races. There is nothing better than surfing a boat down the Pacific swells in the warm trade winds and finishing to an Aloha reception.

We continue to attract a strong fleet from racers from around the country. Our international entries are not large this year as a result of uncertainties and logistics related to the pandemic. In spite of all the challenges, we are thrilled to be running the race.

Manouch Mosayedi's 100-footer, Rio100, and Roy Disney's Volvo 70, Pyewacket 70, are the speedsters vying for first to finish. The bulk of the fleet will be competing for corrected time trophies in their divisions, starts, and for overall, as well as other awards. Transpacific Yacht Club awards a wide variety of perpetual trophies that represent a magnificent collection of contributions from friends and family over the past 115 years. The Race Committee has split the fleet into divisions to have exceptional competition within each division. There are brand-new boats and racing classics such as the Cal 40's that first raced the Transpac 56 years ago. About half of the fleet is racing Transpac for the first time and the other half are returning race veterans - some many, many times.

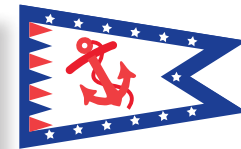
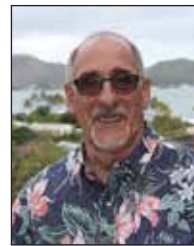
Personally, Transpac is a long-running family affair. My father, Jim Eddy, first raced in 1959 and then a few more times before my first race in 1975, when my sister, dad and I raced together, with world-renowned navigator, Stan Honey, also on his first Transpac. My dad was Race Chairman in 1981 and my sister, 2 brothers and I all raced on 4 different boats. Dad was TPHYC Commodore in 1986-87, making me the first legacy Commodore. I have raced 6 times and hope to do more. We raced the family Cal 40 in 2005 and again in 2019, winning our class in the 50th anniversary edition.

Our thanks to our supporting yacht clubs, from the West Coast, both the Los Angeles Yacht Club and the Shoreline Yacht Club, and from Hawaii, Waikiki Yacht Club, Hawaii Yacht Club and Kaneohe Yacht Club, that generously provide not only their facilities but also the hundreds of volunteers necessary to carry out the numerous activities. It's their Aloha spirit that sets Transpac apart from other ocean races.

We encourage you to support our race sponsors without whose support we would be challenged to carry on the tradition of this classic race.

Fair winds and following seas to all the racers,

**Jim Eddy III**  
Commodore, Transpacific Yacht Club



Honolulu Committee Chair  
**JOHN HENRY**

This year again brings the people of Hawaii the pleasure of welcoming the finish of another Transpacific Race, at a time when such a positive event is needed.

In 1955 Pete Wilson said, "All the excitement of this race is not confined to the start - even though 50 big ones (yachts) will be trying to cross. The excitement continues on beyond Catalina thru the Dramamine days, the eating and sunbathing days, to the downhill run thru the Molokai Channel, and the finish line of Diamond Head and the many people waiting at the Transpacific Basin." Same thoughts 66 years later.

Over these many years arrival in Honolulu has evolved to an experience that rivals the race itself. The comradery, the awards ceremony, the parties, the Shack will bring memories for many more years.

The belief that the 51st Transpac Race in 2021 would be a "down year" following the 50th Anniversary race, and then add Covid-19 to that, was dispelled once the State of Hawaii approved our safety protocols, and the Race was on!

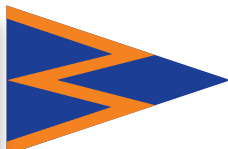
The list of "thank you's" required for the effort required to get us to where we are is longer than the space I've been allotted. The Honolulu Committee decided, following the 50th, to identify this year as the "Year of the Volunteer" in celebration and appreciation for the hundreds of volunteers giving their time, again, to make Transpac 2021 "The Race of a Lifetime". This year involved much more than a regular year for preparation.

The volunteers have been here year after year and mostly unseen and unheard. So, while we celebrate "The Race of a Lifetime" and its participants, let's take a few minutes to celebrate "The Year of the Volunteer" for putting together another fantastic Transpac Race, in an exceedingly difficult year for all. This year's planning for participant arrivals is nothing like we've experienced, and hopefully will never experience again. It pained volunteers to hear that Transpac-sponsored social gatherings were cancelled. They enjoy sharing their Aloha with participants and Covid-19 put a bit of a damper on that. However, the Race is on and boats arriving in Honolulu still need to be officially finished at the Diamond Head Buoy, escorted to the Ala Wai, Kewalo, and Honolulu harbors, inspected if you're lucky to place, greeted by officials, relieved of your Yellow Brick and documents in your designated slip, cleared, released, and provided an arrival greeting that is not like in years past, but is provided with you in mind. All done by a dedicated, competent, and loyal volunteer team.

We look forward to greeting all of you and your family and friends on your arrival in Honolulu. When you see a volunteer wearing an official Honolulu Committee T-shirt, please take a moment and extend a heartfelt Mahalo (thank you) for their tireless efforts.

Sail fast and sail safe! Continue the tradition!!

**John Henry**  
Chairman, Honolulu Transpac Committee



Waikiki Yacht Club  
Commodore  
IAN SCOTT

On behalf of our board and members of the Waikiki Yacht Club I extend our welcome and Aloha to all the sailors, families and spectators participating in the 51st running of the Transpacific Yacht Race to Honolulu. We certainly respect and appreciate your dedication to sailing and your spirit of adventure to race over 2,500 miles of open ocean. We understand the difficulties and challenges you endured over the last two years to successfully compete and complete this race in 2021.

We invite all of you to visit with us at the WYC and enjoy our relaxing atmosphere, views, and to unwind. Our members would be honored to listen to the many stories you have in crossing the Pacific to Hawaii.

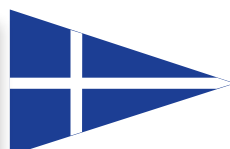
We again are the host club this year and will be planning our Aloha Party on July 28th. We will have live entertainment, special rum drinks and offer Hawaiian Cuisine. Our theme this year is "Traditional Hawaii" so bring your flowered attire. Unfortunately, due to restrictions this year we will be limited to 350 guests and members but this will certainly not take away from the fun!

The Board, members and our great staff of Waikiki Yacht Club are proud to be involved with TransPac's tradition of racing and we welcome you with open arms and aloha. Have a great time during your visit!

**Ian B. Scott**  
**Commodore**  
**Waikiki Yacht Club**

#### Waikiki Yacht Club Flag Officers

Commodore	Ian Scott
Vice Commodore	Ron Gridley
Staff Commodore	Hideki Hayashi
RC Sail	Sean Doyle
RC Power	Pete Gaskell
Treasurer	Chris Clothier
Secretary	Margo Siler
Directors	Mac McDonald, Dick Porter, Victor Redding
Office	808-955-4405
E-Mail	wyc@waikikiyachtclub.com
Website	<a href="http://www.waikikiyachtclub.com">www.waikikiyachtclub.com</a>



Kaneohe Yacht Club  
Commodore  
PETER STOKKA

Welcome to Oahu, Transpac racers, family and volunteers. On behalf of the Board of Directors and members of Kaneohe Yacht club, we want to welcome you to the island. We know it's been an exciting adventure and now it's time to enjoy some R&R. Fortunately, most things are open again so you can enjoy the great food and drinks around the island. We know it's not the same as having the onshore Transpacific Yacht Race events and parties, but everyone is excited to see the racing back and ready to hang out and hear some sea stories from the trip.

We encourage you to take an excursion away from town to the windward side of Oahu to visit Kaneohe Yacht Club. The club was established in 1924 and is dedicated to inspiring and promoting sailing, power-boating and other maritime sports through competitive, recreational and social activities. Our bar is open daily and the galley is open Wednesday-Sunday. Our club hosts many races throughout the year ranging from small dinghies to 40' boats with a great Junior Sailing Program as well as several fleets for the adults. We have a Thursday night bulkhead races, In-shore Racing (J24s, J80s Melges24s, Solings); Classboats (Cal20s and I14s), an Offshore Racing Fleet, Catamarans and you will even see foiling races with Wasps and Moths flying around the bay.

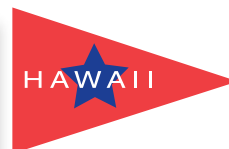
A couple of key nights to point out are Thursday and Friday night. Thursday night has historically been the night to come down to the club for formal dining and enjoy watching the bulkhead race. Reservations for dinner are recommended and if you want to jump on a boat for the race, I recommend getting to the club no later than 5:30 pm as the start is at 6:00 pm and unless you have a boat lined up you may take a few minutes to mingle and find a boat to jump on (6-pack in hand usually speeds up the process). Friday night is when families like to come down for dinner and hang out at the club and enjoy the pool. We have live music on the 1st and 3rd Friday of each month, which are very popular, we just ask members and guests to ensure they comply with the current COVID policies.

Looking forward to meeting you down at the club and we hope you enjoy your time in Hawaii.

Aloha,  
**Pete Stokka**  
**Commodore**  
**Kaneohe Yacht Club**

#### Kaneohe Yacht Club Flag Officers

Commodore	Peter Stokka
Vice Commodore	Susie Jannuzzi
Rear Commodore	Peter Stokka
Staff Commodore	Mike VanWoerkom
Secretary	Jane Sawyer
Treasurer	Tim Roy
Directors	Victor Lozano, Michael Barker Ian Lange
Club Manager	Shaun Myers
Office	808-247-4121
E-Mail	Shaun@kaneoheyachtclub.com
Website	<a href="http://www.kaneoheyachtclub.com">www.kaneoheyachtclub.com</a>



Hawaii Yacht Club  
Commodore  
STEVEN EDER

Aloha Transpacific Racers! It is my pleasure as the commodore of the Hawaii Yacht Club to welcome you, your family and all the volunteers that come from all over the world to be a part of this legendary race. Your challenging journey beginning in Los Angeles finishing off the infamous Diamond Head Crater here in Hawaii. Having sailed this race many times myself I am respectful and envious of the challenges, hard work and fun you have signed up for bringing you to your final destination just off shore of Waikiki Hawaii. The Hawaii Yacht Club is located in the Ala Wai Harbor where most of you will be mooring. We are the oldest Yacht Club in Hawaii having been established in 1901 and inspired by the beloved King Kalakaua who's invitation for a yacht race from the mainland to Hawaii resulted in the first Transpacific Yacht Race in 1906. The Hawaii Yacht Club has been a proud host ever since and is looking forward to the arrival of the 51st TransPac Yachts.

On behalf of myself, the HYC Board of Governors, Staff Officers and membership we would like to extend an invitation to come enjoy our club's amazing view, signature cocktails, and delicious cuisine by Chef Sean. During TransPac HYC will be extending it's hours of operation, open 7 days a week for you to come enjoy all our club has to offer.

For more information please visit our website at <http://HawaiiYachtClub.org> or call our club's office at 808-949-4622.

**Steven Eder**  
**Commodore**  
**Hawaii Yacht Club**

#### Hawaii Yacht Club Flag Officers

Commodore	Steven Eder
Vice Commodore	Sunny Mills
RC for Power	Mike Claus
RC for Sail	Joe Bardouche
Port Captain	Travis Scott
Board of Governors	Alethea Rebman
Cody Jarrett	Kerri Scott
Doug Allen	Brian Orandello
Treasurer	Eric De Carlo
Office	808-949-4622 x1
Website	<a href="http://www.hawaiiYachtClub.org">www.hawaiiYachtClub.org</a>

# TRANSPAC 51

## Perseverance in the face of challenge

by Dobbs Davis

As if preparing for and racing over 2000 miles to Hawaii is not challenge enough, doing this during a pandemic year has added layers of complication and difficulty for all involved in this 51st edition of Transpac. Organizers at the Transpacific YC, owners, sailors, sponsors, hosts at both ends of the race, and families of all have faced varied levels of concern and uncertainty on how to participate in this year's race.

After over a year of lockdowns and other restrictions, certainly the desire to get out on the sea to race has been there, even in the wake of a record-breaking turnout in Transpac 50 in 2019. Offshore sailors are always hungry to get out to sail, and this year that will to escape Covid confinement ashore in favor of freedom at sea seemed stronger than ever.

The problems then became how to do this safely amongst ourselves – negative testing alone holds no guarantees, and with the health of our crew mates, our families and ourselves at risk, there were endless balancing acts of compliance. And as infection rates rose and fell, then rose again, only to fall again later once widespread vaccinations became available, for TPYC this was a minefield of options and decisions needed to conduct a race that met expectations, but would also be safe for all involved.

"We operated throughout our planning period from March 2020 all the way up to the start that we would do everything possible to hold this race," said TPYC Commodore Jim Eddy. "Our flag officers Tom Trujillo and Bill Guilfoyle worked really hard to plan for every possible contingency, and we decided that the priority for us was the race itself, so we dedicated our energies to first make sure this was possible."

Rather than try and keep ahead of the compliance standards themselves in both California and Hawaii – not to mention for visitors to the US since some crew would also be coming from overseas – TPYC decided to hire an expert in this field. Sara Stone was brought aboard in early 2021 to provide expert counsel and guidance in navigating these choppy seas. Based in Newport, RI with a Master's of Science degree in the control of Infectious Diseases from the London School of Hygiene and Tropical Medicine, Sara has worked for the World Health Organization, the US Centers for Disease Control and Prevention, and Harvard.

And these impressive credentials are not all: Sara is also a racing sailor and thus had the context of our event in mind when developing the TPYC Covid-19 Risk Mitigation Plan, which was shared with participants in mid-March with a follow-up session in early May, and further updates as the restrictions have eased in both California and Hawai'i. She has helped with discussions and approvals with government officials in Hawaii, and her presentations have been clear, concise and invaluable as a pathway for all of us to enjoy this event in the safest ways possible.

Unfortunately this has meant no large planned social events, which historically have been such an integral part of Transpac. No Aloha Send-off party following a Skipper's Briefing (which was planned to be at the USS Iowa, a battleship museum in San Pedro), no Aloha Island parties at

the Ala Wai, and no gala Awards Ceremony.

Nonetheless, what is still planned for this year is a new centralized mooring venue for all Transpac entries at the Cabrillo Marina in San Pedro, where lots of space, plenty of parking, deep water and a short commute to the start line at Point Fermin should give a new sense of camaraderie for all entries in the race. For the first time the longest and deepest draft entries can be in the same marina setting as all other entries in the race.

And while parties are not being planned, once finished all entries will receive Aloha hospitality of leis and Mai Tai's, along with the traditional photo of the team in their Aloha attire.

For the race itself there's another change this year: the slowest boats in the fleet are getting an extra day gap from the other faster classes in an attempt to further compress the fleet's arrival times into Hawaii. The first start will now be on Tuesday, July 13th, while the next start will be Friday, July 16th and last start Saturday, July 17th.

And while on the race course there will be YB trackers aboard each entry to keep friends and family apprised of their position, speed and heading, with Dobbs Davis making regular race analyses videos on the progress of the race. Access links to both YB and the analysis videos can be found from the event website: [www.transpacyc.com](http://www.transpacyc.com).

New this year on the TPYC website are competitor profiles, where info the

entries have provided on their boat and their team along with a boat photo are catalogued on the site. These brief overviews with quotes from the owners help give us a feel on who is racing, what their backgrounds are in either the race or offshore racing in general, and what their aspirations are in taking on a 2225-mile oceanic odyssey to Hawaii.

Most prominent ocean races around the world have their traditions and trophies that celebrate various measures excellence in the race, yet Transpac among all the world's great races is particularly heavy with hand-crafted beautiful works of art that help remind us

of the principles we celebrate in ocean racing: seamanship, sportsmanship, and safety. The fleet this year is quite fertile with many impressive teams from around the US who are on the hunt for these awards among all classes of boats: casual cruiser-racers, more serious production race boats new and old with pro-am crews, and even more serious contenders who are loaded on to modern custom race boats with international talent intent on either corrected time or elapsed time glory.

And while at press time the fleet has yet to be divided into Divisions, from just a glance at the scratch sheet alone some favorites for the big trophies start to emerge:

**- Barn Door Trophy (first to finish monohull):** Roy Disney's Pyewacket. Over the years Disney and his team of ocean racing all-stars have been regarded as Transpac royalty, having been not only loyal supporters of this race for decades, but also perennial winners in different divisions in the race. This year is no exception as they have made the jump from the Sled class in recent races to now being a first-to-finish monohull contender in a turbo-Volvo 70, a boat acquired from Australia in 2019 with the intent to go after TPYC's LA-Tahiti Race record last year before that race was postponed to next year. Their initial success in winning and setting a new course record in this year's Cabo San Lucas Race indicates this team is ready to take on a first-to-finish run at the Transpac.

**- Merlin Trophy (first to finish monohull with all-manual systems):** Manouch Moshayedi's Bakewell-White-designed Rio 100. While this boat



2019 TRANSPAC START 7/10/2019 Photo: Allyson Bunting / ultimatesailing.com



Blue Flash, J 121, Scott Grealish - 2019 Div. 6 winner, ET 10:13:19:56 - CT 09:01:04:49 - Photo: Sharon Green / ultimatesailing.com Inset photo: Joyce Riley

is longer than Pyewacket, its fixed keel gives it somewhat limited top-end speeds compared to the Volvo 70. Nonetheless Manousch has some very strong members on his team to keep the pressure on throughout the race provided the weather cooperates.

**- King Kalakaua Trophy (first overall monohull in corrected time):**

The winner of this beautiful trophy will be hard to predict, dependent as it is on which teams among each of the three waves of starters will have the most consistent (and not necessarily windiest) wind conditions throughout the race. As ace Transpac navigator Stan Honey explained in a seminar given to race entries in May, this race is divided into several distinct parts, each with its own features and potential pitfalls. The successful overall winner of the race will be the team that not only navigates these sectors better than the rest in their division, but also among those others on the same start date and indeed other start dates as well. A team navigator may demonstrate prowess among the first group, but have no control on the second – even with all our sophisticated prediction and analysis tools available to the modern navigator, luck in the weather patterns can never be underestimated in races like Transpac.

**- Mark Rudiger Celestial Navigation Trophy:** this perpetual award is a beautiful antique brass T. Hemsley & Son silver-vernier, A-frame sextant built in 1905, donated by Stan Honey, with plaques affixed yearly for each winner. This trophy is to be awarded each Transpac Race to the navigator who presents celestial navigation worksheets or evidence of traditional navigation to a panel of award inspectors immediately after finishing, and whose work is selected as the “best” by an impartial panel of judges. Predicting a winner of course is not easy, but we think there will be several submissions from those who value the importance of honoring the traditions in the art and science of navigating.

**- Ronald L. Burla Trophy for Media Excellence:** This was another new trophy first awarded in the 2019 race, being generously donated by the Burla family to the Transpacific YC in honor of their father Ronald’s commitments to promote and publicize this race in its early days through his position at the Hawaii Visitor Bureau. Ron was responsible for taking

press members out to Diamond Head to see the finishes and was a founding member of the Waikiki YC, so TPYC and the Burla family thought it best to re-purpose this award to go to the team who provides the most interesting and original media content during the race.

**- Nash Family Corinthian Trophy:** In each division of the fleet those entries that have all-amateur crews will qualify for this trophy given to the team with the fastest corrected time. This award is an important recognition of the achievements of non-pro sailors in ocean racing, and usually about 30% of the fleet can qualify. There are several solid contenders on the scratch sheet, but so far no apparent favorites.

Rather than the large traditional awards ceremony, due to Covid protocols TPYC’s current plan is to have individual team award ceremonies held at Hawaii and Waikiki YC’s for the first place division winners and winners of titled perpetual trophies described above. Once the position is known in the scoring, that team and their entourage (whose size will be determined by that date’s current local restrictions) will be invited to meet in the evening at either club to receive their awards along with the photographers and videographers to capture the occasion.

Sharon Green and the Ultimate Sailing crew will be once again offering their impressive photo package offerings to commemorate their team’s start and finish from sea and sky. And for the first time an international TV and video team – Cliff Webb and his 1080 Media crew from London – will not only make regular shows to be distributed to TV and media channels around the world, but are also offering customized videos to teams to also capture their Transpac experience...details are available on the race website.

This year we will certainly miss some things - the Aloha island welcome parties in the Ala Wai, the dazzling trophies and traditions of the Awards ceremony and its Hula dancing, not to mention the event’s famous opening line to settle the crowd to start – “Aaaahh-Looohh-Haaahh!!!” – yet the essence of Transpac will remain the same: hard work in preparation followed by great sailing, camaraderie among shipmates, and a generous infusion of Aloha spirit both on the race and after the finish. 🍹

# TRANSPAC'S

## *Schooner Years*

by Ray Pendleton

**O**n this, the 51st running of the Transpacific Yacht Race, it seems fitting to look back on its early beginnings and how it evolved into one of the most famous and enduring regattas in the world.

Historic records point to the fact that the first known promotion of the idea for a California-to-Hawaii sailing contest came not from a sailor, but from one of Hawaii's last reigning monarchs, King David Kalakaua.

In a letter addressed to the Pacific Yacht Club of San Francisco, dated September 25, 1886, Kalakaua invited the club's members to conduct a race to Honolulu the following November, which would coincide with his 50th birthday celebration. For reasons fogged by the passage of time, the club did not take the king up on his offer and another two decades would pass before such a race was proposed again.

That second proposal for a race to the Islands came again from the Hawaii-end of the racecourse, as it had 20 years earlier, however this time it came from a prominent Honolulu businessman and yachtsman, Clarence W. Macfarlane. And rather than writing an invitation, Macfarlane sailed his 48-foot schooner La Paloma up to San Francisco to make a personal challenge.

Unfortunately, he chose to make his voyage in the spring of 1906 and was greeted by a city lying in ruins from the effects of the devastating

earthquake and fire of April that year. Undaunted, Macfarlane sailed south to the port of Los Angeles to find potential competitors.

Once in Los Angeles, he met with the South Coast Y.C.'s commodore Harry Sinclair, owner of the 86-foot schooner Lurline. Together they invited the owner of the 112-foot ketch Anemone, Charles Tutt, who was visiting from New York to join them in a race to Honolulu.

Together, the three vessels began that first race on June 11, 1906, and as with every Transpac since, they raced under a handicap system that gave a time allowance to smaller, slower yachts. And although she was not the scratch boat, Lurline crossed the finish line first with the remarkable elapsed time of 12 days and 10 hours. Her passage was so swift, it was to be eclipsed only twice in the following 12 races prior to World War II.

Holding the race on alternate years was mostly agreed upon, but where the race should start was a matter of much discussion in Transpac's early years and not completely resolved until 1949. The 1908, 1910 and 1912 race all began in Los Angeles, as had the first. And except for 1910, when Hawaii Yacht Club's schooner Hawaii took the line and corrected time honors, Lurline won them all.

When the race was resumed at the end of World War I, the 1923 Transpac began off the coast of Santa Barbara following the Southern California Yachting Association's annual regatta. In this race the 107-foot schooner Mariner set a new Transpac record of 11 days, 14 hours and 45 minutes that would stand until after WW II.

Transpac reverted back to a start from Los Angeles in even-numbered years in 1926, when another big schooner - the 136-foot Invader - won both line honors and on corrected time. But in 1928 the race start was moved to Newport Beach and for the first time, a boat's sail area was added to the handicap calculations. This however could not explain the fact that the 102-foot sloop Talayha crossed the finish line ahead of the usual big schooners in the fleet.

In the following race in 1930 Transpac's starting line reverted back to Los Angeles and the handicapping system reverted back as well. These changes apparently somehow helped the schooners, as once again, it was a big schooner - the 136-foot Enchantress - that won both first-to-finish and on corrected time. By 1932, not only had the world fallen into the bottom of the Great Depression, but also Los Angeles was the site for that year's Olympics. Transpac became a two-entry match race - with no schooners - and was won by the 44-foot ketch, Fayth.

The 1934 race's record 12 entries showed a reviving economy and with a line and corrected time win by the 61-foot schooner Manuiwa, Transpac appeared to be back to normal. But when the newly designed 52-foot Sparkman and Stevens yawl Dorade beat out the 12 schooners in the fleet, both for first-to-finish and on corrected time, it was a sure sign the dominance of schooners was in decline.

In a recognition of the competition for yachts with the East Coast's Bermuda Race, Transpac officials decided to conduct its next race on odd-numbered years and in 1939 moved the start to San Francisco for the opening of the Golden Gate Bridge. The 107-foot yawl Contender won the race, but it became known as one of the slowest in Transpac history.

In the last race before the U.S. entered WW II, another schooner - the 54-foot Stella Maris II took the line honors in the 1941 Transpac. Then one war and six years later, in 1947, another schooner - the 70-foot Dolphin II - won on corrected time, but was beaten to the finish line by the 67-foot yawl Chubasco.

Transpac officials finally settled on L.A. as the permanent starting line in 1949 and the 98-schooner Morning Star quickly set a new record of 10 days and 10 hours that year. And, although a bit slower in the next race, she followed that up in 1951 with another first-to-finish.

The 1953 Transpac will be remembered for its diminished trade winds, the size of the first-to-finish boat, and a classic radio message from the schooner Dirigo: "Out of wind, patience, and beer!" The 161-foot schooner Goodwill, the largest vessel to ever compete in Transpac, took the line honors with a time just 16 hours over the record.



**Thank you to David and Sunhee Happ  
for the donation of MR. BILL USA 685,  
to the Foundation.**

**To donate your yacht contact: Bo Smith  
bsmith@csum.edu  
619-778-2808**

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The following race in 1955 had brisk trade winds and Morning Star again showed her speed by breaking her own record with a time of 9 days and 15 hours. But then, in the following race of 1957, the first-to-finish boat was Barlovento, an 81-foot cutter.

Historically, it was then somehow fitting that in 1959 it was a schooner of the heroic proportions of Goodwill that became the last of her kind to win line honors in Transpac. For 53 years those graceful yachts were, most often, the leaders of the fleet in the race to Honolulu.

Our Transpacific Yacht Race has seen many changes in the past century, but one aspect has remained constant: the warmth of the sailors' aloha welcome to the Islands with barrels of mai tai, yards of flower leis and piers full of people that create an experience never to be forgotten or duplicated anywhere else.

The Transpacific Yacht Race has been raced biennially with few exceptions since 1906, and after 50 contests, it has created its own colorful history. The following are some of its highlights from those years:

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.







- Transpac 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 multi-day staggered start for the race was in 1993.
- The largest fleet to race Transpac had 88 boats in 2019.
- The smallest fleet had two boats in 1932 during the Great Depression.
- The largest officially entered yacht to race in Transpac was the 161-foot schooner Goodwill in 1953 and 1959 (with a best time of 10 ½ days).


- The smallest boat to race was the 25-foot sloop Vapor in 1999.
- Two yachts have had the most wins on elapsed time, Lurline (1906, '08, and '12), and Morning Star (1949, '51, and '55).
- Only four foreign boats have won Transpac on elapsed time, the 73-foot ketch Stormvogel, from South Africa in 1967, the Z86 Morning Glory, from Germany in 2005, the 100-foot Reichel Pugh Alfa Romeo, from New Zealand in 2009 and Comanche from Australia in 2019.
- The longest elapsed time recorded to complete Transpac was 23 days, 23 hours, and 55 minutes, set by the 42-foot ketch Viking Child 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 Transpac a record 15 times, from 1973 through 2009.
- Although Transpac 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 Transpac with an ET of 5 days, 11 hours, 52 minutes, and 33 seconds.
- James McDowell's Santa Cruz 70 Grand Illusion won the King Kalakaua Trophy for first place on corrected time for a third time with the same skipper at the helm – 1999, 2011 and 2015.
- In 2017 Ken Read's 100-foot Comanche set a new elapsed time record at 5 days, 1 hour, 55 minutes and 26 seconds, as well as the best 24-hour distance record at 484.1 nautical miles.
- Also in 2017, H.L. Enloe's 60 foot Mighty Merloe set the multihull elapsed time record at 4 days, 6 hours, 32 minutes and 30 seconds. 

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**Grand Illusion - Overall winner, Transpac 1999, 2011 and 2015. Phil Uhl photo.**



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Aloha and welcome to all the finishers of the Transpac 2021!

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BadPak, Pac 52, Tom Holthus - 2019 Div. 1 ORR winner, ET 7:09:49:35 - CT 8:15:37:48 - Photo: Lauren Easley / leialohacreative.com Inset photo: Joyce Riley



Photo: Doug Peebles©

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# TRANSPAC

## 2021

### Boat Entries



## ARTEMIS

Rig/Model ..... Botin 65  
 LOA..... 65.59  
 Year..... 2013  
 Sail Number..... USA 61305  
 Owner/Skipper ..... Raymond Paul  
 Navigator..... Peter King  
 Yacht Club..... San Francisco YC  
 Crew ..... Carlos Badell, Delmar  
 Badell, Hogan Beatie, Jay Crum, Joe Crum,  
 Sonny Lopez, Elizabeth Mitchell,  
 Raymond Paul, Dennis Roweder,  
 Jeff Wayne, Seadon Wisjen



## BEETLECAT

Rig/Model ..... Bravura B-29  
 LOA..... 29  
 Year..... 1999  
 Sail Number..... USA 29  
 Owner/Skipper ..... Zafar Khan  
 Yacht Club..... King Harbor YC  
 Crew ..... Zafar Khan,  
 Alex Khan



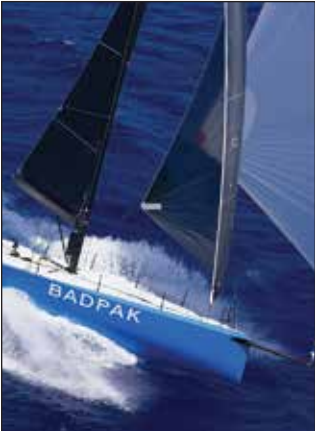
## ATHENA

Rig/Model ..... Beneteau First 45  
 LOA..... 45  
 Year.....  
 Sail Number..... USA 38089  
 Owner/Skipper ..... David Ryan  
 Navigator.....  
 Yacht Club..... Bar Yacht Club  
 Crew ..... Rhys Balmer, Jason  
 Christensen, Gilles Combrisson, Lynsi Gibbons,  
 David Ryan, Rayne Ryan, Kevin Wasbauer



## BLUE FLASH

Rig/Model ..... J/121  
 LOA..... 40  
 Year..... 2019  
 Sail Number..... USA1218  
 Owner/Skipper ..... Scott Grealish  
 Co Skipper ..... Sean Grealish  
 Yacht Club..... TPYC



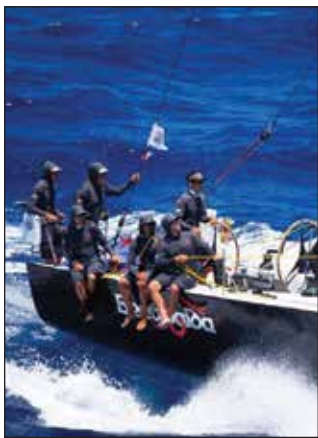
## BADPAK

Rig/Model ..... Botin 56  
 LOA..... 56  
 Year..... 2018  
 Sail Number..... USA88856  
 Owner/Skipper ..... Tom Holthus  
 Yacht Club..... San Diego Yacht Club  
 Crew ..... Tom Holthus



## BOLT

Rig/Model ..... Nelson Marek 68  
 LOA..... 68  
 Year..... 1988  
 Sail Number..... USA 97363  
 Owner/Skipper ..... Craig Reynolds  
 Navigator..... Phil Moore  
 Yacht Club..... Balboa Yacht Club  
 Crew ..... Craig Reynolds,  
 Andy Dippel, Greg Helias, Jeff Linden,  
 Jon Novak, David Oborn, Carson  
 Reynolds, Alex Steele



## BRETWALDA3

Rig/Model ..... Rogers 46  
 LOA ..... 46  
 Year ..... 2007  
 Sail Number ..... USA 50030  
 Owner/Skipper ..... Bob Pethick  
 Navigator ..... Jay Davis  
 Yacht Club ..... Waikiki YC  
 Crew ..... Bob Pethick,  
 Patrick Farrell, Alex Hume, Paul Kerber,  
 Tybur Reed, Brad Ruetenik, Gary Warner



## CAZAN

Rig/Model ..... DK46  
 LOA ..... 46  
 Year ..... 2004  
 Sail Number ..... USA 61046  
 Owner/Skipper ..... David Gates  
 Yacht Club ..... White Lake YC  
 Crew ..... David Gates,  
 Randy Benton, Drew Dennison,  
 Christopher Jordan, Linda Mendell,  
 Collin Mulry, James Nichols, Michael  
 Springer, Mike Woodcock



## CALLISTO

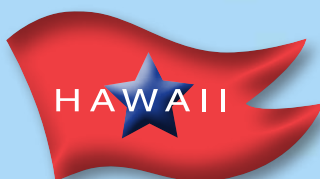
Rig/Model ..... PAC52  
 LOA ..... 52  
 Year ..... 2016  
 Sail Number ..... USA 5202  
 Owner/Skipper ..... Jim & Kate Murray  
 Yacht Club ..... Chicago YC  
 Crew ..... James Murray



## COMPADRES

Rig/Model ..... Andrews 77  
 LOA ..... 77  
 Year ..... 2003  
 Sail Number ..... USA 7779  
 Owner/Skipper ..... El Hefe  
 Yacht Club ..... BYC/NHYC  
 Crew ..... El Hefe,  
 Chris Bretschger, John Clement,  
 David Dahl, Michael Dahl, Sean  
 Dahl, Daniel Pegg, Bart Scott, Brett  
 Scott, Anton Visser, Travis Winsor,  
 Tyler Wolk, David Wood, Don Yahn

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## DENALI3

Rig/Model ..... Ker46+  
 LOA ..... 46  
 Year ..... 2018  
 Sail Number ..... USA 84003  
 Owner/Skipper ..... William McKinley  
 Navigator ..... Randy Singelyn  
 Yacht Club ..... BYC/LTYC  
 Crew ..... William McKinley,  
 Norman Berge, Nicholas Diephouse,  
 Nick Ford, Pat Gardner, Jim Offer,  
 Geoff Paine, Daniel Thompson



## GRAND ILLUSION

Rig/Model ..... Santa Cruz 70  
 LOA ..... 68  
 Year ..... 1986  
 Sail Number ..... USA 97  
 Owner/Skipper ..... David H. Clark  
 Navigator ..... Patrick O'Brien  
 Yacht Club ..... Newport Harbor YC  
 Crew ..... David H. Clark,  
 John Aschieris, Mike Blunt, Jim  
 Buckingham, Brooks Clark, Daniel  
 Geissmann, Nick Madigan, Robert Rader,  
 Jake Sorosky



## FAST EXIT II

Rig/Model ..... Ker 51  
 LOA ..... 52.6  
 Year ..... 2012  
 Sail Number ..... USA 51007  
 Owner/Skipper ..... John Raymont  
 Navigator ..... Doug Johnstone  
 Yacht Club ..... Balboa YC  
 Crew ..... John Raymont,  
 Alan Andrews, Garrett Brown, Pike Harris,  
 Stephen Mader, Clément Maestri, Zachary  
 Maxam, Randall Moreno, Tom O'Keefe



## HO'OKOLOHE

Rig/Model ..... Farr 57  
 LOA ..... 57.6  
 Year .....  
 Sail Number ..... USA 97301  
 Owner/Skipper ..... Cecil/Alyson Rossi  
 Navigator ..... Chris Busch  
 Yacht Club ..... StFYC/WYC  
 Crew ..... Cecil Rossi,  
 Thomas Corkett, Stephen Dodd, Marshall  
 Duffield Jr., Fizz Foster, Fuzz Foster,  
 Ty Pryne, Hector Velarde



## FAVONIUS

Rig/Model ..... Dehler 46  
 LOA ..... 46.03  
 Year ..... 2019  
 Sail Number ..... USA 38125  
 Owner/Skipper ..... Greg Dorn  
 Navigator ..... William Paxton  
 Yacht Club ..... San Francisco YC  
 Crew ..... Gregory Dorn,  
 Nick Dorn, Cassidy Lynch, Ashley Perrin,  
 Matthew Sessions, Cam Tuttle



## HORIZON

Rig/Model ..... Santa Cruz 50  
 LOA ..... 52.4  
 Year ..... 1983  
 Sail Number ..... USA 18926  
 Owner/Skipper ..... Len Bose  
 Navigator ..... Pete Heck  
 Yacht Club ..... BYC  
 Crew ..... Len Bose,  
 James Malm, Steven Natvig, Taylor  
 Schlub, John Shulze, Chris Vilicich



## GOODENERGY

Rig/Model ..... R/P 63  
 LOA ..... 63.2  
 Year ..... 2009  
 Sail Number ..... USA 60010  
 Owner/Skipper ..... George Hershman/  
 Mark Comings  
 Navigator ..... Jib Kelly  
 Yacht Club ..... Cabrillo Beach YC/  
 Alamitos Bay YC  
 Crew ..... George Hershman,  
 Mark Comings, Daniel Bailey, Mike Burch,  
 Chuck Clay, Kenny Dair, Pete Frazier, Mike  
 Howard, Doug McLean, Erik Shampain,  
 Jimmy Slaughter



## J WORLD'S HULA GIRL

Rig/Model ..... SC 50 Mod  
 LOA ..... 52.3  
 Year ..... 1980  
 Sail Number ..... USA 77285  
 Owner/Skipper ..... Wayne Zittel  
 Yacht Club ..... San Diego YC/  
 San Francisco YC  
 Crew ..... Wayne Zittel,  
 Geoffrey Bourne, Miles Cook,  
 Derek Deskey, Mark Heckel, Jimmy Peter,  
 David Petty, Randall Rasicot,  
 William Savage



Hamachi, J/125, Shawn Dougherty / Jason Andrews - 2019 Overall and Div. 3 ORR winner - ET 8:16:21:29 - CT 08:00:52:37 - Photo: Sharon Green / ultimatesailing.com Inset photo: Rachel Rosales



## JUNO

Rig/Model ..... Express 37  
 LOA ..... 37  
 Year ..... 1984  
 Sail Number ..... USA 33819  
 Owner/Skipper ..... Dan Merino  
 Navigator ..... Jeff Westbrook  
 Yacht Club ..... SWYC  
 Crew ..... Dan Merino,  
 Simon Garland, Bill Jenkins, Jean-Christophe  
 Langlois, Zachary Merino, Jeff Westbrook



## LIVE WIRE

Rig/Model ..... Olson 40  
 LOA ..... 40  
 Year ..... 1983  
 Sail Number ..... USA 77885  
 Owner/Skipper ..... Tim Jones  
 Yacht Club ..... Diego Garcia YC  
 Crew ..... Tim Jones,  
 Liz Hopkins, Richard Kennedy,  
 Ty Park, Mei Ling, Robinson,  
 Dan Shine



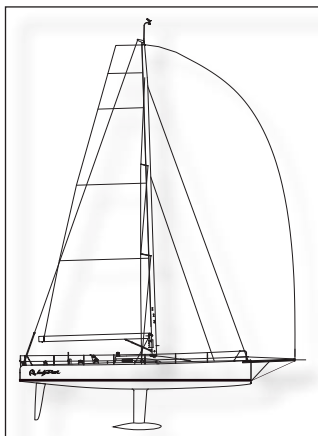
## KNOTTY BOO

Rig/Model ..... Beneteau 49  
 LOA ..... 49  
 Year ..... 2008  
 Sail Number ..... USA 38131  
 Owner/Skipper ..... Brent Crawford/  
 Jason Holloway  
 Yacht Club ..... SFYC/StFYC  
 Crew ..... Brent Crawford,  
 Jason Holloway



## LUCKY

Rig/Model ..... Judel-Vrolijk 72  
 LOA ..... 71.98  
 Year ..... 2012  
 Sail Number ..... USA 2872  
 Owner/Skipper ..... Bryon Ehrhart  
 Navigator ..... Juan Vila  
 Yacht Club ..... New York YC  
 Crew ..... Bryon Ehrhart,  
 Andreas Axelsson, Tom Byrne, Shane  
 Diviney, Byron Ehrhart, William Finlay,  
 Rodney Hagebols, Alban Mehmeti,  
 Craig Monk, David Parker, John Peschelt,  
 Daneile Raddavero, Jonathan Rankine,  
 Scott Tompkins, Mark Watson,  
 Matthew Woodworth



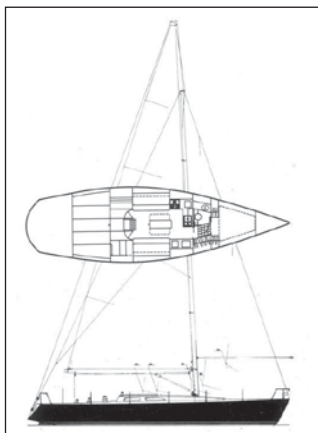
## LUCKY DUCK

Rig/Model ..... Rogers 46  
 LOA ..... 46  
 Sail Number ..... USA 61421  
 Owner/Skipper ..... Dave MacEwen  
 Navigator ..... Patrick Whitmarsh  
 Yacht Club ..... StFYC/MPYC  
 Crew ..... Dave MacEwen,  
 Austin Book, Brendan Bradley,  
 Ashley Hobson, John "Robin" Jeffers,  
 Michael Radziejowski, Noah Weissich



## MERLIN

Rig/Model ..... Bill Lee Custom  
 LOA ..... 68  
 Sail Number ..... USA 8955  
 Owner/Skipper ..... Chip Merlin  
 Yacht Club ..... SPYC  
 Crew ..... Chip Merlin,  
 Mackenzie Cook, Douglas Grant,  
 Keahi Ho, Nalu Ho, Miro Kaffka,  
 Jeff Linton, Brian Malone,  
 Kathleen Robinson, Chris Watts



## LURLINE

Rig/Model ..... Tripp 47  
 LOA ..... 47  
 Year ..... 1992  
 Sail Number ..... USA 43703  
 Owner/Skipper ..... Gib Black  
 Navigator ..... Mark Maglin  
 Yacht Club ..... Kaneohe YC  
 Crew ..... Gib Black, Hud Berry,  
 Ryan Finley, Jeffery Griffin, Ed Mayo,  
 Doug Patterson, Ian Peterson, Jeff Smith,  
 Mark Svenson



## MIKMAKS

Rig/Model ..... Stevens 47  
 LOA ..... 46.8  
 Year ..... 1984  
 Sail Number ..... USA 161  
 Owner/Skipper ..... Justin Waite  
 Navigator ..... Samantha Osborn  
 Yacht Club ..... Kenai Fjords YC  
 Crew ..... Jeremy Waite,  
 Odin Smith



## MACONDO

Rig/Model ..... Beneteau First 47.7  
 LOA ..... 47.57  
 Year ..... 2000  
 Sail Number ..... USA 52304  
 Owner/Skipper ..... Mike Sudo  
 Navigator ..... William Clark  
 Yacht Club ..... Del Rey YC  
 Crew ..... Mike Sudo,  
 Luke Ackerman, Alexander Lavelle,  
 Matthew Nilsen, Bill Schoop,  
 David Shoemaker, Anthony Torrez



## NALU V

Rig/Model ..... Cal 40  
 LOA ..... 39.5  
 Year .....  
 Sail Number ..... USA 37836  
 Owner/Skipper ..... Mark Ashmore  
 Navigator ..... Hugh Westermeyer  
 Yacht Club ..... South Shore YC  
 Crew ..... Mark Ashmore,  
 Kathleen Ashmore, Chris Tadlock



## MEDICINE MAN

Rig/Model ..... Andrews 63  
 LOA ..... 63.39  
 Year ..... 2005  
 Sail Number ..... USA 97777  
 Owner/Skipper ..... Bob Lane  
 Navigator ..... Kyle Vanderspek  
 Yacht Club ..... LBYC  
 Crew ..... Bob Lane,  
 Daniel Gorman, Robert Greb, John Busch,  
 Keith Ives, Andrew Lamb, Justin Palm,  
 Neil Rietdyk, Martin Wilson



## NEREID

Rig/Model ..... J/125  
 LOA ..... 41  
 Year ..... 1999  
 Sail Number ..... USA 7065  
 Owner/Skipper ..... Standish Fleming  
 Navigator ..... Damian Craig  
 Yacht Club ..... CRA  
 Crew ..... Standish Fleming,  
 Jeremy Davidson, Richard Graef,  
 Charlie Jenkins, Calvin Schmid



## OAXACA

Rig/Model ..... Santa Cruz 50  
LOA ..... 52  
Year ..... 1980  
Sail Number ..... USA 8927  
Owner/Skipper ..... Michael Moradzadeh  
Navigator ..... Elizabeth Bayis  
Yacht Club ..... StFYC/CYC/CCA  
Crew ..... Michael Moradzadeh,  
Paul Cronin, Brett Dewire, Melinda  
Erkelens, Patrick Lewis, Julia Paxton,  
David Ritchie



## PELIGROSO

Rig/Model ..... Kernan 68  
LOA ..... 68  
Year ..... 2005  
Sail Number ..... USA 55555  
Owner/Skipper ..... Doug Baker  
Navigator ..... Ernie Richau  
Yacht Club ..... LBYC  
Crew ..... Doug Baker,  
Stephen Calder, Juggy Clougher,  
Dustin Durant, John Fuller, Tim Kernan,  
Keith Kilpatrick, Patrick Murray,  
Mike Pentecost, William Sudo



## PATCHES

Rig/Model ..... TP52  
LOA ..... 52  
Year ..... 2005  
Sail Number ..... MEX 952  
Owner/Skipper ..... Eduardo Porter Ludwig  
Yacht Club ..... Club Nautico  
Valle de Bravo A.C.  
Crew ..... Eduardo Porter  
Ludwig, Ander Belausteguigoitia, Danel  
Belausteguigoitia, Emilio De Valle Garcia,  
Jan Hossfeld, Alejandro Murrieta, Federico Ortiz  
Vivas, Javier Patron Martinez-Feduchy,  
Daniel Andrés Porter Ludwig, Valentin Prat,  
Marc Ignacio Rosenfeld Lipkes



## PIED PIPER

Rig/Model ..... Santa Cruz 70  
LOA ..... 68  
Year ..... 1989  
Sail Number ..... USA 97656  
Owner/Skipper ..... Jack Jennings  
Yacht Club ..... Transpac YC  
Crew ..... Jack Jennings

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## PYEWACKET 70

Rig/Model ..... Volvo 70 Modified  
 LOA ..... 70  
 Year ..... 2011  
 Sail Number ..... USA 70007  
 Owner/Skipper ..... Roy Disney  
 Navigator ..... Peter Isler  
 Yacht Club ..... San Diego YC  
 Crew ..... Roy Disney,  
 Mark Callahan, Rodney Daniel, Scott Easom,  
 Brad Jackson, Brian Janney, Robbie Kane,  
 Jan Majer, Ben Mitchell, Jeff Reynolds,  
 Gary Weisman, Daryl Wislang



## RUFLESS

Rig/Model ..... J 125  
 LOA ..... 41  
 Year ..... 2000  
 Sail Number ..... 12520  
 Owner/Skipper ..... Rufus Sjoberg/  
 Jason Crowson  
 Navigator ..... Dylan Benjamin  
 Yacht Club ..... Richmond YC  
 Crew ..... Rufus Sjoberg,  
 Jason Crowson, Ruben Gabriel,  
 Oliver Kell, Tyler Prentice



## RAPID TRANSIT

Rig/Model ..... Antrim 49  
 LOA ..... 49  
 Year ..... 2009  
 Sail Number ..... 627  
 Owner/Skipper ..... James Partridge  
 Yacht Club ..... Cabrillo Beach YC  
 Crew ..... James Partridge



## SEAROON

Rig/Model ..... Bavaria C45  
 LOA ..... 45  
 Year ..... 2020  
 Sail Number ..... USA 61374  
 Owner/Skipper ..... Rene Ghotanian  
 Crew ..... Rene Ghotanian



## RIO 100

Rig/Model ..... Bakewell-White 100  
 LOA ..... 100  
 Year ..... 2014  
 Sail Number ..... USA 2121  
 Owner/Skipper ..... Manouch Moshayed  
 Navigator ..... Justin Schaffer  
 Yacht Club ..... St Francis YC  
 Crew ..... Manouch Moshayed,  
 Ben Bardwell, Bouwe Bekking, Jens Dolmer,  
 Justin Ferris, Jareese Finch, Hayden Goodrick,  
 Mike Menninger, Jeff Messano, Sebastian  
 Moshayed, Charlie Ogletree, Simbad Quiroga,  
 Rob Scrivenor, Jelmer Van Beek,  
 John Von Schwartz



## SONIC

Rig/Model ..... TP52  
 LOA ..... 52  
 Sail Number ..... USA 52725  
 Owner/Skipper ..... Marek Omilian  
 Yacht Club ..... STYC  
 Crew ..... Marek Omilian



## RIVA

Rig/Model ..... J 121  
 LOA ..... 40  
 Year ..... 2019  
 Sail Number ..... USA 11211  
 Owner/Skipper ..... Scott Campbell  
 Navigator ..... Dave Moran  
 Yacht Club ..... Portland (OR) YC  
 Crew ..... Scott Campbell,  
 Will Campbell, Jenn McDonald,  
 W. Jeff McDonald, Nelson Rolens



## SPINDRIFT V

Rig/Model ..... Express 37  
 LOA ..... 37  
 Year ..... 1984  
 Sail Number ..... USA 18305  
 Owner/Skipper ..... Andy Schwenk  
 Yacht Club ..... Richmond YC  
 Crew ..... Andy Schwenk,  
 Conrad Holbrook, Eric Ochs,  
 Andrew Redfern, John Ross,  
 Lisa Wilson



## SWEET OKOLE

Rig/Model ..... Dean Treadway  
 LOA ..... 36  
 Year ..... 1976  
 Sail Number ..... US290000  
 Owner/Skipper ..... Dean Treadway  
 Yacht Club ..... RYC  
 Crew ..... Dean Treadway



## TROUBLE

Rig/Model ..... Santa Cruz 50  
 LOA ..... 50  
 Year ..... 1982  
 Sail Number ..... USA 77890  
 Owner/Skipper ..... Tom Camp  
 Yacht Club ..... Long Beach YC  
 Crew ..... Tom Camp,  
 Joe Camp, David Stotler



## TRIUMPH

Rig/Model ..... Santa Cruz 52  
 LOA ..... 53  
 Year ..... 1999  
 Sail Number ..... USA 51520  
 Owner/Skipper ..... Steve Sellinger  
 Navigator ..... Brad Wheeler  
 Yacht Club ..... NHYC  
 Crew ..... Steve Sellinger



## VITESSE

Rig/Model ..... RP 52  
 LOA ..... 52  
 Year ..... 2009  
 Sail Number ..... USA 84248  
 Owner/Skipper ..... Thomas Furlong  
 Navigator ..... Christopher Branning  
 Yacht Club ..... SFYC  
 Crew ..... Thomas Furlong,  
 Ben Allen, Tyler Baeder, Tim Galligan,  
 Hilary Hill, Mark Newbrook, Patrick  
 O'Connor, Blaine Pedlow, Sarah Young



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Illusion - Transpac 2003, 1st in class, 3rd in fleet Photo: Geri Conser

# Cal 40

## - the legend lives on

by Dobbs Davis

**W**hen the first Cal 40 was launched in 1963, it was met with criticism for its fin keel, spade rudder and light weight at 15,000 lbs displacement. It was thought unseaworthy and unsuitable to stand up to the rigors of ocean sailing. Yet within a short period of time not only were these skeptical views disproven in race results, but the immense popularity of this design from C. William Lapworth and production built by Jack Jensen indicated this was to be one of the most successful series-built ocean racing designs of all time.

Yes, of all time: nearly six decades later there are still Cal 40s sailing this race: two are entered in this year's 51st edition of Transpac, and two years ago in the 50th edition the class attracted six teams, but there have been as many as 14 entered in the 1967 and 2005 races. Cal 40s have been the most popular boat type sailed as a class in the history of Transpac.

Its fair to say the interest and enthusiasm for these now-classic ocean sailing yachts will continue far into the future as more Cal 40s are lovingly restored and sailed. Often passed down through multiple generations of families, its rare to find any of the 155 boats built listed for sale, since many current owners spend multiple years and quite a bit of treasure restoring their Cal 40s and fitting them out with the latest sails, gear and electronics.

But what accounts for this cult-like status for a boat built in first-generation fiberglass? It's part nostalgia, to be sure, but much has to do with the simple elegance of the design that produced a boat that was easy to sail and fast – and as Stan Honey, co-owner with his wife Sally of their Cal 40 Illusion puts it, "It has no bad habits."

In an era where offshore boats had full keels, attached rudders, and often beamy hull forms, the clean, canoe-shaped hull of the Cal 40 with its sleek appendages with a rudder separated from the keel allowed not only faster speed downwind, but more maneuverability, particularly barreling down swells on a reach or run. This was no accident in design: since the 1950's Lapworth's designs were focused more on speed than rating rule typeforming, and the Cal 40 was no exception.

In fact, the Cal 40 is also credited with creating a new breed of ocean racers to harness the offwind performance of this boat: those who with youth, strength and stamina could work the boat to what was then considered spectacular speeds of surfing downwind at 14-16 knots for hours on end. This was simply impossible in the more traditional designs of the era.

In his chapter on Lapworth in "The Great American Yacht Designers," author Bill Robinson lauded the Cal 40 by saying the SORC victory started "an unprecedented string of victories in major ocean-racing events [that] was chocked up by this design. The effect on the whole sport was profound, giving impetus to a "revolution" that is still going on. It also propelled the designer, C. William Lapworth, into front-rank prominence among the naval architects in yachting."

Lapworth had already achieved some prominence in Southern California as an advocate of light displacement, according to Robinson. The L 36 Class (built of wood, as were all of the "L" boats) had become the largest class of one-design ocean racers up to that time with over seventy boats. The unusual-looking Nalu II, with its reverse-sheer transom, had placed 2nd in the 1957 Transpac, and won the 1959 Transpac. The L-50 Ichiban placed 2nd in the 1961 TransPac. The Cal 24, the first boat from his board for the new firm of Jensen Marine, had won her division in Yachting Magazine's One-of-a-Kind Regatta, followed by the Cal 20, also a new Jensen-built Lapworth design.

And yet he is not solely responsible for the Cal 40 design: in 1962 Los Angeles YC's George Griffith is alleged to have showed Lapworth a

continued on pg. 29



## VIVA

Rig/Model ..... Cal 40  
LOA ..... 39  
Year ..... 1969  
Sail Number ..... USA 103  
Owner/Skipper ..... Donald Jesberg  
Yacht Club ..... San Francisco YC  
Crew ..... Donald Jesberg,  
Eric Baumhoff, John Bonds, Ethan Doyle,  
Andrew Holdsworth



## ZERO GRAVITY

Rig/Model ..... Soto 40  
LOA ..... 40  
Year ..... 2011  
Sail Number ..... USA 2719  
Owner/Skipper ..... Ivan Batanov  
Yacht Club ..... SDYC  
Crew ..... Ivan Batanov,  
Neil Fraser, Eric Heim, Ryan Mazzella,  
Johannes Neuendorf, Casper Thijssen



## WARRIOR WON

Rig/Model ..... Pac52  
LOA ..... 52  
Sail Number ..... USA 60564  
Owner/Skipper ..... Chris Sheehan  
Navigator ..... Christopher Lewis  
Yacht Club ..... Larchmont YC  
Crew ..... Chris Sheehan,  
Stu Bannatyne, Scott Ewing, Mo Gutenkunst,  
Hartwell Jordan, Collin Leon,  
Malcolm Parker, Dylan Vogel



## ZVI

Rig/Model ..... RP 55  
LOA ..... 55  
Year ..... 2007  
Sail Number ..... USA 55155  
Owner/Skipper ..... Alan Lubner  
Navigator ..... Andrew Koch  
Yacht Club ..... Seattle YC  
Crew ..... Alan Lubner,  
Nigel Barron, Josh Butler, Patrick Cook,  
Patrick Gibbs, Andrew Koch, Frederick  
Lanzinger, Rick Sassara, John Stanley,  
Mike Stanley



## WHITE CLOUD

Rig/Model ..... COOKSON 12M  
..... Farr 39  
LOA ..... 39  
Year ..... 1996  
Sail Number ..... USA 84550  
Owner/Skipper ..... Paul Grossman  
Yacht Club ..... San Diego YC  
Crew ..... Paul Grossman,  
James Gilmore, Michael Skillicorn,  
Brian Vanderanden

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Calisto, Cal 40, Eddy Family - 2019 Cal 40 Div. winner - ET 12: 07:11:33 - CT 08:16:59:47 - Photo: Emma Deardorff / ultimatesailing.com Inset photo: Pam Davis

## CAL 40 - The Legend Lives On

sketch on a napkin of a flat-bottomed, fin-keeled boat with a separate spade rudder, inspired by dinghies like the International 14 with its transom-hung rudder. When shopping their idea among So Cal boat builders the idea had a cool reception among all, except Jack Jensen who would commit to start production if the sale of the first 10 boats were assured by Griffith. Lofting was started soon thereafter by Willis Boyd and production commenced in 1963.

Writing to Latitude 38 on this topic, legendary ocean racer Skip Allan tells another interesting Cal 40 genesis story of interest: "It was before the 2003 Transpac that Stan Honey had invited George Griffith and Bill Lapworth aboard Illusion for a little visit while tied up at the Griffiths' dock in Alamitos Bay. As we sat around in the cockpit, a little contentiousness erupted. George told how Lapworth had designed the rig to be 18" shorter, but George held out for the "tall" rig, saying Lapworth's "stump" would have "killed" the boat. Then the subject of who designed the Cal 40's spade rudder, of which both Lapworth and Griffith claimed credit, arose, and was not resolved before our friendly little reunion broke up. Good times."

Regardless of its exact origin, the design's ocean racing prowess became apparent early with Hull #2 – Conquistador – who in February of 1964 turned heads in winning the Southern Ocean Racing Conference (SORC), the premier winter series of ocean races held each year in Florida. The design then took off from there with Transpac victories in 1965 (Don Salisbury's Psyche), 1967 (Skip & Scott Allan's, Holiday Too) and in 1969 (Jon Andron's Argonaut). These were in addition to Cal 40 victories in the 1966 SORC and the 1966 Bermuda race. In that race, the Cal 40s had taken 1st, 3rd, 4th, 5th, and 6th places, as well as 4 of the first nine overall. Meanwhile, back in Southern California, Cal 40s were dominating the Whitney and Ahmanson Series of short offshore races.


Cal 40s are still winning modern ocean races elsewhere than just the Pacific as well, such as Tad Du Pont's Nicole winning the 2000 Newport-

Bermuda Race in class and overall. Nicole's current owner, Tom Campbell, is also from the Eastern Shore of Maryland and a boat yard owner like DuPont, taking careful winter care of her in the warmth of one of his sheds. Campbell has Nicole entered in the biennial Annapolis to Newport Race in June this year, along with Paul Jennings's Cal 40 Towhee from Connecticut. These are but a few of those who still race regionally in the mid-Atlantic and Northeast.

This year's Cal 40 Transpac entries include Mark Ashmore's Nalu V. "My wife Kathy and I had been working very hard on our Cal 40, and were so excited to be prepared and start the 2019 Transpac!" said Ashmore, who hails from South Shore YC in Newport Beach. This was to be his first race to Honolulu.

"Unfortunately our first campaign ended in a retirement," said Ashmore, "so this second chance means even more to us. Our goal is to finish and have fun! This was our only goal in this year's San Diego-Puerto Vallarta Race, and yet we ended up placing 2nd in Division 6 and 15th overall!"

The other Cal 40 in the 2021 fleet is Don Jesberg's Viva, who is back with, as Jesberg puts it, "unfinished business" from the last edition of the Transpac Race: the all-amateur team had finished only 2.5 minutes out of second place and 1.5 hours from winning in the hotly-contested Cal 40 class. The 2021 race will be Jesberg's fifth time racing Transpac, and he and his team are "excited to give it another try as the Cal 40 is a great all-around ocean racing boat. If we can get our routing correct this time we are confident in our ability to sail [this boat] to it's fullest potential."

Unfortunately in this race an anticipated battle among Commodores will not be fought in Cal 40s since LAYC Commodore Tom Munzig is unable to get restoration and repair work on his Cal 40 Mystic finished in time for the race. Jesberg as Commodore of the San Francisco YC was looking forward to this Northern-Southern California rivalry, yet guess what: when it comes to racing Cal 40's, there is always the next race. 



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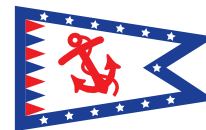
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On behalf of the Transpacific Yacht Club Officers, Board of Directors, and members, I want to express a huge Mahalo to all our Honolulu and Mainland Committee volunteers, host yacht clubs, and generous sponsors. Without your enthusiasm, hard work and support the 51<sup>st</sup> edition of this classic ocean race would not be a success. We look forward to the arrival of the racers and celebrating with all of you in the Ala Wai.

Thank you all!

Jim Eddy III  
Commodore Transpacific Yacht Club



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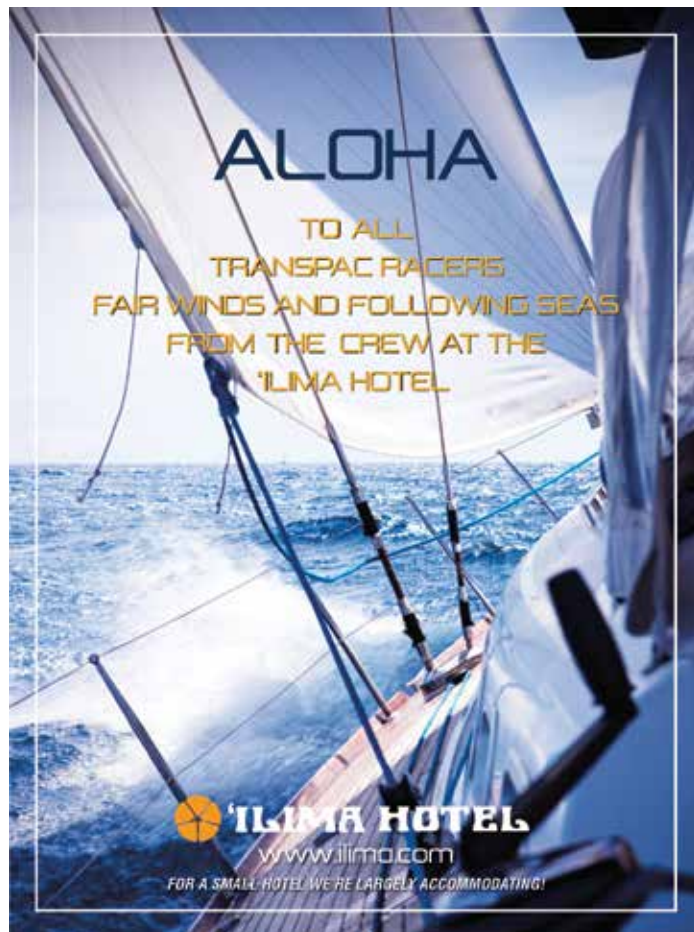
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# Transpac 50

## A memorable race, one of the best!

by Dobbs Davis

It was clear as early as 10 months prior to the 50th Transpac held in July, 2019 that this was going to be an immensely popular race – by September, 2018 there were already 50 entries on the roster, which went to over 80 in December, and peaked at one time to 108 boats by early Spring 2019, a figure that would have shattered the previous participation record of 80 entries set in 1979.

Yet, even with 73 monohulls and 6 multihulls crossing the finish at Diamond Head, with 9 yachts retiring, this was an impressive record turnout for this 2225-mile biennial ocean racing classic. Teams from 7 nations were represented at the starts, with the fleet broken into 12 racing divisions ranging in size from two entries (Multihull Class 0A) to fifteen (Monohull Class 1).

It was in this latter class that the fastest and most modern boats were on hand, hunting for high speeds and record times should the weather conditions allow. Within this large class there was great diversity, with sizes ranging from Jim Cooney's VPLP/Verdier 100 Comanche, the first to finish monohull once again after she set a new course record in 2017, to Jason Seibert's canting-keeled Schcock 40 Gamble, the last boat to get to Hawaii.

The next largest class in average size was the nine ULDB Sled teams that have been loyal to racing Transpac for over 30 years since their designs made their debuts in the 1980s. Even Chip Merlin brought his boat Merlin back for Transpac 50 after designer/builder Bill Lee raced her for her 40th anniversary in the previous 2017 edition.

This finishing number in this class was reduced by two when in the wee hours of the second night of the race the helmsman on John Sangmeister's modified Santa Cruz 70 OEX felt a crack and crunch in the rudder, which was highly loaded as the team was headsail reaching at high speed. The helm then went sluggish and the boat rendered unsteerable in the heavy winds and waves. Closer inspection revealed seawater pouring into the boat through a hole in the hull at the lower rudder bearing. The OEX team dropped their headsails, tried bailing the boat, and when it became clear they were not keeping up, liferafts were deployed and Maydays hailed.

Fortunately Roy Disney's team on his Andrews 68, Pyewacket, was nearby, and with only a slight course deviation were at OEX's position quickly, ready to rescue their rival crew. While seeing OEX slip below the waves in the foggy gloom, the two teams sailed back to the Coast without further incident, a little shaken but unharmed.

For this heroic effort Disney and team were awarded US Sailing's Arthur B. Hanson Rescue Medal with a rousing standing ovation in profound thanks and respect from the over 700 participants at the Awards Ceremony in Honolulu. This was a moving moment for all who have been to sea and faced tough and dangerous circumstances.

This was not the only mishap in the race: several boats retired for broken rudders, with all but one failure occurring in the first few days of the race. Those racers turned back for the Coast. Two entries had mast issues, with one returning to the Coast, and one, Carlos Brea and David Chase's Fast 42, Uhambo, managing to complete the course and finish at Diamond Head under jury rig.

Transpac 50 was also unique in attracting many teams who entered their favorite designs from yesteryear, including the six Cal 40s racing in their own division, and Patrick Broughton's Australian team on the S&S 72, Kialoa II, beautifully restored to look as good as when Jim Kilroy raced her in the 1960s. One of the team members on the Kialoa II crew, Dallas Kilponen, beautifully captured the joys of life at sea while racing this classic ketch in his production of a video that was awarded a new trophy for Transpac, the Richard L. Burla Trophy, awarded to the best media production made during the race. This video was also later nominated for an international award at the Yacht Racing Forum's Mirabaud Video Awards.

Another classic yacht of note entered in this race was Chubasco, the 1939-built 67-foot S&S yawl the Akin/Baker/Carpenter/Durant syndicate painstakingly restored over two years to make ready for the race. The team on board had dozens

of Transpacs and probably >100,000 ocean racing miles logged among them, but the boathandling challenges of pushing this boat to Hawaii gave them respect for their forerunners who did the same in earlier races this boat saw in its heyday.

And while these and many other stories gave plenty of introspection and nostalgia to this race – as there always is in a race that had its first start in 1906 – it's interesting to note that some 75% of the teams in Transpac 50 were first-time entries in the race. So with enthusiasm like that, it seems that the predictions of the demise of ocean racing are greatly exaggerated.

As with most Transpacs, the multiple start days can produce biases in favor of one wave of racers over another if the weather patterns line up more favorably. In 2013 the first wave was favored, with the slowest boats in the fleet winning the overall trophies, including Matt Brooks's classic 1936 S&S ketch, Dorade. In 2019 it was the second and third wave that looked to get stronger breeze over a shorter route, until the last wave got caught in an unusually strong Catalina Eddy that kept them pinned to the coast in the first night, eroding all their advantages in corrected time.

So, just a few days into the race and while analyzing the positions and speeds being reported by the YB trackers, it became apparent the second wave was going to be looking good on the fleet. They were able to not have to dive too far south getting off the Coast as the first wave did, and thus they reduced the miles sailed to Hawaii while also having good breeze.

So, when Bob Pethick and his Rogers 46, Bretwalda, arrived at Diamond Head in the mid-afternoon of their 8th day of racing, being the first of that favored group in Division 4, they had, for a while, enjoyed being at the top of the standings. Yet this did not last, as about 12 hours later a few hours, before sunrise, a new leader would emerge from the finish line at Diamond Head: Shawn Dougherty and Jason Andrews's J/125, Hamachi.

These two led a team from the Seattle region balanced with youth and experience, and with careful preparation, high energy and minimal mistakes made during the race (and Yes, a little luck), they not only remained among the leaders but vaulted into and maintained their lead during the final hours of the race. The overall King Kalakaua Trophy looked to be within their grasp.

As the corrected time clock was ticking, the Hamachi team stood by to await their fate. "We would be so excited and proud to have our hard work over the past few months get rewarded with this amazing trophy," said Dougherty. "The team was phenomenal, everyone worked hard but had fun too, and to be given this prestigious award would be quite an honor."

In the end the finish times showed they earned this honor well, finishing 44 minutes ahead of their nearest rival in corrected time, and on top of a pack of five in Division 3 that were half a day ahead of the sixth overall finisher started on the same favourable day and who won Division 4.


Like the Burla Trophy, yet another new trophy was established this year, this one by the Storm Trysail Club to be awarded to the 3-boat team which compiled the best score, as determined by using the total of each team member's percentage placement in its respective class. Eleven teams entered this competition, fully one third of the fleet, and it was won by the Naughty Blue Tequila team composed of Division 9 winner Nadelos ("naughty"), Cal 40 Division runner-up Azure ("blue") and Division 4 winner Oaxaca ("tequila").

So in summary, it can be stated that Transpac 50 was another great edition of this classic ocean race, where no records were broken as in 2017, but all participants enjoyed having all the elements that make this race great: a diversity of conditions to challenge all getting off the coast followed by beautiful postcard tradewinds sailing though the middle and end of the course. Those who did well in the results did so through careful planning, preparation and executing their strategies on the race course.


One take-away from this race was the incredibly fast elapsed times achieved by the fastest multihulls – only 4.5 days for the MOD 70 trimarans which may prompt an even later start date in the future to have these magnificent ocean greyhounds be part of the final festivities of this great race. 🚩



Taxi Dancer, RP 70, Yabsley/Compton - 2019 Div. 2 ORR winner - ET 8:06:43:22 - CT 8:23:09:26 - Photo: Walter Cooper/ultimatesailing.com Inset photo: Emma Deardorff/ultimatesailing.com



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Nádelos, Wasa 55, Ian Ferguson SCP - 2019 Div. 9 winner, ET 11:17:14:29 – CT 08:23:03:55 - Photo: Sharon Green/ultimatesailing.com Inset photo: Brian Farr

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# Transpac

## Weather and Tactics

by Stan Honey

*Stan Honey has navigated in 23 Hawaii races, winning line-honors or class 14 times. As navigator, Stan has set 7 records in Hawaii races including single-handed, double-handed, and multiple fully crewed records for monohulls to Hawaii.*

### Overall race structure and necessary decisions

**T**he primary feature that dominates the Transpac is the Pacific High. There is no wind in the center of the high, and increasing wind as you get farther south, up to a limit. The central question of the Transpac is how close to sail to the high, or how many extra miles to sail to get farther from the high? In years when the Pacific High is weak (or weakening) and positioned well south, there can be strikingly more wind to the south. There have been Transpacs where yachts that are 10 miles to the south of competitors can experience 1 knot more wind. A sled, in 1 knot more wind will sail 1/2 knot faster, and therefore would gain 12 miles per day on the northern competitor. This condition can persist for the entire middle third of the race, eliminating any chance of

recovery for the yachts that are positioned too far north. Note that all yachts in this middle third of the race are nearly fetching the finish on starboard gybe, so the boats caught too far north cannot gybe out of their predicament without sailing a dramatically unfavored angle, passing far astern of the competitors to the south. This condition dominates the results of most Transpacs.

Occasionally, however, the Pacific High will be strong (or strengthening) and located far to the north. In these conditions, it is possible to be too far south. The boats that sail closer to the high will not only get more wind but will sail the shorter distance. Typically, in these sorts of years, the wind stays "reachy" throughout the middle third of the race, so the boats that paid extra distance to get south cannot even "cash in" the southing and reach up in front of the northern boats. Everyone is reaching fast, the boats ahead and to the north get the eventual veer first and gybe to port passing in front of the boats to the south.

### Transpac in Five Sections:

- Get to the synoptic wind before the inshore "glass-off."
- Windy reach to the ridge.
- "Slotcars" through the middle third.
- Run for the last third.
- Approach.

### Get to the synoptic wind before the inshore wind dies at night.

The "synoptic" wind is the wind that results from features shown on a synoptic weather map, such as highs, lows, troughs etc. It blows all night. You must know where the nearest edge of that wind is and find a way to get to it the first day so that you do not spend the first night in the inshore glass-off.

In a light southwesterly, tack up the Palos Verdes coastline until the southwesterly has started to fill in, and you can at least lay the Isthmus. When you tack onto starboard to cross the channel, continue all the way across. Do not pinch and do not tack on the shifts in mid-channel. There is substantial adverse current and lighter wind in mid-channel. It is better to get right across into the accelerated wind and reduced current at Catalina. Port tack is good along Catalina from Arrow point to



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## Weather & Tactics cont'

the West End, with good breeze, current relief, and often a backed wind. Once past the West End of Catalina do not tack onto starboard too early. There is light air south of the West End that must be avoided.

If you have the misfortune to start in a Catalina Eddy, it will be tricky but critically important to get into the synoptic because when there is a Catalina Eddy there is nearly always particularly good wind offshore. You must "broken-field run" using your understanding of the structure of that particular Catalina Eddy, to get to the synoptic wind. A good mesoscale model like the HRRR is useful.

## Windy reach to the ridge

The Pacific High nearly always has a ridge extending off its southeast corner. On the weather map this is visible as "U" shape of the isobars on the southeast corner of the high. After rounding the West End, you will have a windy reach for a couple of days, depending on your yacht's speed, but when you get to the ridge, the wind will lighten and veer very quickly. For this reason, you will find that after reaching in good breeze for two+ days, when you finally get the spinnaker up, and are struggling to carry it, within 6 hours or so, you will be lifted and sailing your "ocean" vmg angles in lighter air; you just crossed the ridge.

The most critical decision of the Transpac is where to cross the ridge. The reason this is critical is, once you get to the ridge and the wind veers, you cannot cheaply get into a "slot" that is farther south. You are already sailing as low as you can on your offshore polars, and you cannot gybe without huge penalty given how favored starboard gybe is at this point. That is why the middle third of the race is called "slotcars."

If you are too far to the north, you will be slowly passed by the yachts to the south of you, and there is nothing that you can do about it; you

cannot gybe, you cannot sail lower. As the wind gets lighter, your polars force you to sail higher and higher, until you "spin out" up into the high. When you eventually are forced to gybe to avoid the calm, your angle on port gybe has you heading behind your competitor's transoms.

The "slotcars" leg ends when the wind eventually veers far enough so that both gybes are symmetrical around the course to the finish, allowing you to sail either gybe.

## The run

The final third of the race is "the run." This is why we sail Transpacs, the wind picks up as you approach the Islands, and you are surfing in tradewind swells. Generally, the right-hand side of the course is favored in the final third of the race, because the wind slowly veers as you sail further west. Therefore, the best course is to favor starboard gybe and come in on a port gybe layline to Molokai at Kalaupapa.

Do keep an eye out for tropical depressions or their weaker siblings which are sometimes referred to as "inverted troughs." They are both visible as omega shaped waves in the isobars in the tropics. If you will be approaching the finish following an inverted trough, or a tropical, approaching the finish from the right-hand corner works particularly well as there is often a veer and light air east of an inverted trough. If you will lead an inverted trough or tropical to Hawaii, then it often pays to gybe down in front of it because there is often more wind and a back in the wind west of a tropical or inverted trough.

## Approaching the Finish

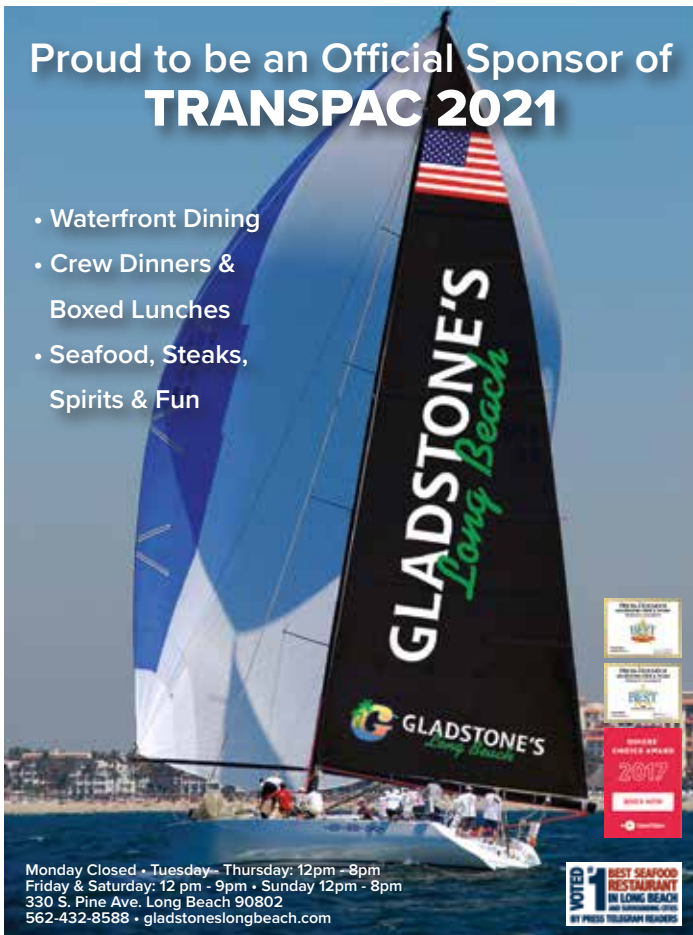
Pick your approach to come into Molokai at Kalaupapa on port gybe. Gybe close to Kalaupapa and sail along Molokai in the accelerated



Sweet Okole, Farr 36, Dean Treadway - 2019 Div. 8 winner ET 11:14:30:08 – CT 08:23:16:56 - Photo: Sharon Green / ultimatesailing.com Inset photo: Brian Farr

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## Weather & Tactics cont'

wind. When you get to the west end of Molokai, if you are above your layline to Koko Head, gybe back on port west of Ilio Point, where there is accelerated wind, to get to your layline for Koko Head. Never approach Oahu northeast of Koko Head, take another gybe onto port in mid-channel if you must. It is fine to sail within 1/2 mile of Koko Head, and from Koko Head sail a straight line to the finish. If you are lifted after Koko Head and must gybe along Oahu, stay out of the bays.

The finish line is deceptive, and many yachts get too close to shore when they cannot see the red buoy. The best technique is navigate to the buoy, rather than depending on seeing it. With spectator boats around, especially at night with their port side red running lights "flashing" in the seas, the buoy often cannot be unambiguously identified until it is close.

## Squalls

Squalls do not always have the pattern of a "catpaw." Catpaws have diverging wind in front of and around them. Some tradewind squalls from midnight through until just before dawn can have converging winds at their leading edge. The wind converges because there is an updraft in front of the squall. In addition, the average wind in the squall is veered about 15 degrees or so to the right of the prevailing surface wind, and the squall itself moves about 15 degrees to the right of the path of the surface wind. Behind squalls the wind is light, particularly near and after dawn.

Slower boats: As the squall approaches, gybe to port and stay on port right through the squall, and then gybe back when the squall has passed completely over you and your wind speed and angle has returned to the prevailing conditions. If you gybe back to starboard too early, you run the risk of crossing behind the squall and getting into the light air in the wake of the squall.

Relatively fast boats e.g., sleds or TP52s: Gybe to get in front of any squall within reach. Gybe back and forth in front of the squall for as long as you can. Each gybe "back" towards the squall will be at a horrible angle, because of the way the wind "toes-in" in front of the squall but do it anyway;

the velocity makes up for the horrible angle. When the squall finally passes you, exit on port gybe and get away from the squall to avoid getting becalmed behind it. Port gybe is more effective to avoid the calm behind a squall because the squall itself is moving to the right of the path of the surface wind, so port gybe allows you to diverge rapidly from the light air area behind the squall. It is perilous to exit a squall on starboard gybe because of the risk of getting becalmed behind the squall, particularly near dawn.


Maxis or multihulls: Treat squalls like potholes and avoid them. On starboard gybe avoid overtaking a squall and sailing into the light air behind it. On port gybe avoid passing just behind a squall. You can of course get accelerated wind by passing in front of a squall, but the increased wind is too brief to be worth the cost of the maneuvers and the risk of getting it wrong and suffering the light air behind the squall.

## Weather Information

GFS and OPC charts are the best forecasts once you are beyond San Nicolas and are in the synoptic wind. OPC charts have the benefit of including improvements made by NOAA meteorologists. HRRR is a good source of mesoscale data for the area inshore of San Nicolas. NAM is good for the area surrounding the Islands to pick your laylines.

## Notes

Old-school routing notes: If you are racing a light displacement boat, it is worth sailing extra miles to get extra wind, because no matter how hard it blows, a sled will sail still faster if you get more wind. On the other hand, if you are racing a moderate displacement boat, do not sail any extra miles to get more wind than necessary to reach hull speed. If you sail farther to get more wind, you will have more fun, but your average speed will not increase enough to pay for the extra distance.

There are slides from a zoom presentation on the above topics posted at [www.honeynav.com/](http://www.honeynav.com/). That presentation may also be available from the TranspacYC. 

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# PACIFIC CUP 2024



From the PCYC Board, volunteers and me personally,  
best wishes for a fast and safe Transpac in this crazy year of covid.  
And I invite you to join us in 2024!

Jim Quanci  
S/V Green Buffalo and PCYC Commodore

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Pamela Martin (holding Lucky) and Rick Mogle behind her in the grey hat along with a few of their lighthouse finish line crew at the volunteer party. Photo by Todd Rasmussen

## 2021: the Year of the Volunteer

**T**ranspac means many things to many people, and as we get older what it means also evolves with our time and experience with the race.

For boat owners and sailors, the race is the end result of months (or even years) of planning, preparation and the eventual execution of the race itself: the nervous excitement at the start, the first few miserably cold wet overcast days, followed by increasing sun and warmth, when headsails change to spinnakers, the squall-dodging and the eventual glorious finish at Diamond Head along with the blinding lights of Waikiki and the Aloha parties that await.

After a few more of these, many of us stay in love with this race, even if we don't sail it as much any more, and we join TPYC to help organize and participate in running the race to ensure the continuity of its standards and the special features that make it so unique.

Even those of us who have never done the race can fall in love with the camaraderie and Aloha spirit it brings to the ocean racing visitors to the islands and want to help. With or without a racing pedigree, as volunteers we pitch in to assist in any way we can. This includes being on the Race Committee recording the finish times at Diamond Head, escorting finishers to their slips, manning the Shack, providing lei, pupu and Mai Tai on arrival, taking the Aloha shirt crew photos and in general acting as friendly guides for weary sailors trying to regain their land legs once ashore and connect with awaiting loved ones.

And these are just some of the more visible tasks that volunteers take on to produce a successful race—there are many deeper levels of planning that take energy and thought months in advance, as well as going into action before, during and after the race itself. Planning, budgeting, sponsor fulfillments, detailed timelines... these and innumerable other tasks are under the purview of the TPYC Honolulu Committee.

"There is never enough said about how important volunteers to the success of this race," says Transpac 51's Honolulu Committee Chairman John Henry. "This year has been especially challenging with all the uncertainty, and a lot of effort has been put into knowing what we can and cannot do. Even if we're not having the same big social events we have in normal times, our dedicated volunteers will be

doing their very best to help assure everyone has a great Aloha experience while also being safe."

Individual team trophy awards, for example, is a unique feature for this year and will rely on the efforts and coordination of the Race Committee, volunteers to organize the trophies and round up the winners and their families, and the presence of media to record each event. This will not be easy!

To recognize the efforts to make each Transpac a success, the Honolulu Committee presents a special trophy to those who have put in remarkable and outstanding voluntary service. First awarded in 1985, after the passing of its namesake, the Clare Lang Memorial Trophy is awarded to those who exemplify the tireless efforts she gave to this race as the long-term Honolulu Committee secretary. Clare Lang was also not only the first female Commodore of Kaneohe Yacht Club in 1980, she was also the 1984 recipient of Hawaii Yacht Racing Associations' Clarence W. MacFarlane Yachtsperson of the year Trophy, named for the "Father of Transpacific Yacht Racing", for her service that "has contributed the most to the sport of Yachting."

For every edition of this race, TPYC commemorates Clare Lang's passion and dedication in this very special trophy, last won in 2019 by Pamela Martin and Rick Mogle.

2019 - Pamela Martin & Rick Mogle  
 2017 - Cathy Pratt & Jeff Davis  
 2015 - Rachel Simons  
 2013 - Linell Kam  
 2011 - Ben Merritt  
 2009 - Marsha Lewis  
       & Crispin Lippincott  
 2007 - DJ Gillies Walling  
 2005 - Ivan Chan Wa  
 2003 - Kim & Lou Ickler  
 2001 - Barbara Silvey

1999 - Doug Vann  
 1997 - John Henry  
 1995 - Walt Niemczura  
       & Marge Boyd  
 1993 - Myron Kerner  
 1991 - Carolyn Cockle  
 1989 - William C. Hartz  
 1987 - Ted Kurros  
 1985 - Mary MacDonald  
       & Happy Miller



Celestra, Lagoon 400S2, Lior Elazary SCP - 2019 Div. OA Multihull winner ET 13:20:51:04 – CT 13:20:51:04 - Photo: Emma Deardorff / ultimatesailing.com Inset photo: Todd Rasmussen



Transpac is more than just another offshore sailboat race to Craig Chamberlain, Novamar's President. Not only has Craig and many of Novamar's staff members been active sailors for most of their lives, but Craig and his wife Julie did their first Transpac together back in 1981. They later introduced their three kids to the sailing lifestyle by racing and cruising up and down the coast of Mexico.

Craig therefore feels there is a natural fit between Novamar and Transpac and is proud to be a Transpac Sponsor again in 2021.

"There is something special about finishing off the Diamond Head buoy in Honolulu after an exciting and sometimes intense final run down the Molokai Channel," Craig said. He says in a way offshore sailing also represents the marine insurance business, where challenges met with hard work and creativity are rewarded with customer satisfaction.

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# TROPHIES

## FINISH - OVERALL

First Place Overall Corrected  
 Second Place Overall Corrected  
 Third Place Overall Corrected  
 First Overall Corrected on earliest  
 Start day w/o race winner  
 First Overall Corrected on next  
 Start day w/o race winner  
 First Elapsed Time-Unlimited  
 First Elapsed Time - Conventional

## DIVISION I

First Corrected  
 Second Corrected  
 Third Corrected

## DIVISION II

First Corrected  
 Second Corrected  
 Third Corrected

## DIVISION III

First Corrected  
 Second Corrected  
 Third Corrected

## DIVISION IV

First Corrected  
 Second Corrected  
 Third Corrected

## DIVISION V

First Corrected  
 Second Corrected  
 Third Corrected

## DIVISION VI

First Corrected  
 Second Corrected  
 Third Corrected

## DIVISION VII

First Corrected  
 Second Corrected  
 Third Corrected

## DIVISION VIII

First Corrected  
 Second Corrected  
 Third Corrected

## PERPETUAL TROPHY

King Kalakaua  
 Skip Warren Memorial  
 TPYC Tureen

Clark Sweet Trophy

Morgan Adams Memorial  
 Barn Door  
 Merlin Trophy

Harry Uhler Memorial  
 TPYC Wine Cooler  
 TPYC Cup

Clarence McFarland Trophy  
 TPYC Cup  
 TPYC Cup

Albert Soiland Trophy  
 TPYC Cup  
 TPYC Cup

LAYC Cup  
 TPYC Cup  
 Makapu'u Point Trophy

TPYC Cup  
 TPYC Cup  
 TPYC Cup

City of Long Beach Trophy  
 Harry G. Steele Memorial  
 TPYC Cup

Eugene Overton Trophy  
 TPYC Cup  
 TPYC Cup

LAYC Glass Boat  
 Hawaii Prince Trophy  
 TPYC Cup

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 Outstanding Crew Member  
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 Outstanding Honolulu Committee Volunteer

Edmund Grant  
 Kenwood IOR Cup  
 Ronald L. Burla Media Trophy  
 H.G. Dillingham Trophy  
 Jobson Leukemia  
 Curtis Iaukea Trophy  
 TPYC  
 Pacific High Trophy  
 Tail End Charlie Trophy  
 Don Vaughn Trophy  
 Ilio Aukai  
 Clare Lang Trophy

## NAVIGATORS TROPHIES

First Elapsed - Overall Navigator  
 First Corrected - Overall Navigator  
 First Corrected - Division I Navigator  
 First Corrected - Division II Navigator  
 First Corrected - Division III Navigator  
 First Corrected - Division IV Navigator  
 First Corrected - Division V Navigator  
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Ben Mitchell Trophy  
 Chuck Ullman Trophy  
 Frank Mallory Trophy  
 Winthrop Johnson Trophy  
 Mark Rudiger Trophy



Elapsed Time Record



Barn Door - First Elapsed Time

# CLASS FINISH POSITIONS 2019

## Transpac Honolulu Race - Monohull Racing

Sail Number	Yacht Name	Yacht Design	Owner/Skipper	Status	Rating	Finish Time	Elapsed Time	Corrected Time	Position Div.	Fleet
Division 1 (ORR Transpac)										
1 USA 60052	BadPak	Pac52	Tom Holthus		1.1676	20/Jul/19 - 19:49:35	7:09:49:35	08:15:37:48	1	9
2 AUS 52566	Alive	R/P 66	Philip Turner / Duncan Hine		1.3108	20/Jul/19 - 01:30:26	6:15:30:26	08:17:04:55	2	11
3 USA 75553	Destroyer	TP52	Jim Bailey/Alisal Bay LLC		1.0878	21/Jul/19 - 12:59:11	8:02:59:11	08:20:06:22	3	18
4 MEX 55555	Peligroso	Kernan 70	Lorenzo Berho		1.1713	20/Jul/19 - 23:57:48	7:13:57:48	08:21:08:01	4	20
5 USA 84248	Vitesse	Southern Cross RP 52	Thomas Furlong		1.113	21/Jul/19 - 10:21:20	8:00:21:20	08:22:05:30	5	22
6 GBR 4945R	Maverick	Infiniti 46r	Quentin Stewart		1.1591	21/Jul/19 - 08:04:23	7:22:04:23	09:04:18:49	6	37
7 USA 2121	Rio100	Bakewell White 100	Manouch Moshayedi		1.4616	19/Jul/19 - 19:08:19	6:09:08:19	09:07:49:39	7	44
8 CAY 65	CAR0	Botin 65	Maximilian Klink		1.1812	21/Jul/19 - 08:04:55	7:22:04:55	09:08:31:29	8	47
9 AUS 12358	Comanche	Verdier/VPLP 100	Jim Cooney & Samantha Grant		1.7201	18/Jul/19 - 21:14:05	5:11:14:05	09:09:44:13	9	50
10 CAN 52	Shadow II	TP52	Peter McCarthy		1.0784	22/Jul/19 - 05:17:56	8:19:17:56	09:11:51:53	10	53
11 USA 627	Rapid Transit	Antrim 49	James Partridge		1.0911	22/Jul/19 - 08:39:19	8:22:39:19	09:18:12:37	11	58
12 USA 97777	Medicine Man	Andrews 63	Bob Lane		1.18	21/Jul/19 - 16:51:59	8:06:51:59	09:18:39:44	12	59
13 USA 7779	Cal Maritime (Corinthian)	Andrews 77	California Maritime Academy		1.2534	21/Jul/19 - 09:36:03	7:23:36:03	10:00:09:09	13	67
14 BAR 61300	Conviction	TP52	Robert DeLong		1.1139	22/Jul/19 - 12:52:52	9:02:52:52	10:03:48:42	14	69
15 USA 36	Gamble	Schock 40	Jason Seibert		1.0415	24/Jul/19 - 09:13:00	10:23:13:00	11:10:08:25	15	73
Division 2 (ORR Transpac)										
1 USA 97510	TaxiDancer	RP 70	Yabsley / Compton		1.0827	21/Jul/19 - 16:43:22	8:06:43:22	08:23:09:26	1	23
2 USA 41104	Buona Sera	Santa Cruz 70	Edward Marez		1.0632	21/Jul/19 - 20:24:43	8:10:24:43	08:23:12:16	2	24
3 USA 8955	Merlin	Bill Lee Custom	Chip Merlin		1.1109	21/Jul/19 - 13:32:14	8:03:32:14	09:01:13:20	3	32
4 USA 97	Grand Illusion	Santa Cruz 70	David H. Clark		1.0632	21/Jul/19 - 23:33:50	8:13:33:50	09:02:33:20	4	33
5 USA 97363	Bolt	Nelson Marek 68	Craig Reynolds		1.0595	22/Jul/19 - 02:29:49	8:16:29:49	09:04:54:09	5	38
6 USA 685	Mr. Bill	Andrews 70	David Happ		1.066	22/Jul/19 - 04:58:19	8:18:58:19	09:08:53:46	6	48
7 USA 35111	Trader	Andrews 70	Doug Pasnik		1.0841	23/Jul/19 - 10:08:25	10:00:08:25	10:20:20:10	7	72
8 USA 88	OEX	Santa Cruz 70	John Sangmeister	RET	1.0895				10	
9 USA 678	Pyewacket	Andrews 70	Roy Disney	RET	1.0691				10	
Division 3 (ORR Transpac)										
1 USA 13696	Hamachi	J/125	Shawn Dougherty / Jason Andrews		0.9257	21/Jul/19 - 02:21:29	8:16:21:29	08:00:52:37	1	1
2 USA 51517	Velvet Hammer	J/125	Zachery Anderson / Chris Kramer		0.9195	21/Jul/19 - 04:33:39	8:18:33:39	08:01:36:38	2	2
3 USA 50030	Bretwalda 3	Rogers 46	Bob Pethick		0.9937	20/Jul/19 - 14:02:40	8:04:02:40	08:02:48:34	3	3
4 USA 46700	Snoopy	J/125	Mark Surber		0.9242	21/Jul/19 - 09:32:08	8:23:32:08	08:07:11:53	4	4
5 USA 83940	Reinrag2 (Corinthian)	J/125	Thomas Garnier		0.9253	21/Jul/19 - 12:56:57	9:02:56:57	08:10:35:37	5	5
6 USA 46056	Cipango	Andrews 56	Shawn Bennett		0.9593	21/Jul/19 - 12:46:14	9:02:46:14	08:17:52:00	6	13
7 USA 7447	Fast Exit	Andrews 40	John Raymont		0.9073	22/Jul/19 - 01:31:43	9:15:31:43	08:18:03:57	7	14
8 JPN 6903	i Draconis	Rogers 46	Hiroshige Ikeda		1.002	21/Jul/19 - 05:24:19	8:19:24:19	08:19:49:41	8	17
9 JPN 6821	Lady Kanon	RP 45	Naomichi Ando		1.0266	21/Jul/19 - 01:38:47	8:15:38:47	08:21:10:11	9	21
10 USA 61164	Katara	J/145	Roger Gatewood		0.9149	22/Jul/19 - 05:43:39	9:19:43:39	08:23:40:02	10	27
11 CAN 74445	Longboard (Corinthian)	Riptide 35 MkII	Peter Salusbury		0.9648	21/Jul/19 - 20:37:47	9:10:37:47	09:02:39:08	11	34
12 USA 7219	Zero Gravity	SOTO 40	Ivan Batanov		0.9781	21/Jul/19 - 20:03:22	9:10:03:22	09:05:06:20	12	39
13 USA 61046	Cazan	DK46	Paul Martson		0.9098					
Division 4-Santa Cruz 50/52 (ORR Transpac)										
1 USA 8927	Oaxaca	Santa Cruz 50	Michael Moradzadeh		0.9225	21/Jul/19 - 17:43:13	9:07:43:13	08:14:22:55	1	6
2 USA 18926	Horizon	Santa Cruz 50	John Shulze		0.9278	21/Jul/19 - 16:39:03	9:06:39:03	08:14:34:32	2	7
3 USA 28729	Lucky Duck	Santa Cruz 52	Dave MacEwen		0.94	21/Jul/19 - 13:59:17	9:03:59:17	08:14:47:20	3	8
4 USA 51520	Triumph (Corinthian)	Santa Cruz 52	Steve Sellinger		0.9383	21/Jul/19 - 17:01:37	9:07:01:37	08:17:15:58	4	12
5 USA 18081	Flyingfiche II	Santa Cruz 50	Robert Zellmer	SCP	0.9249	21/Jul/19 - 21:09:49	9:11:09:49	08:18:06:13	5	15
6 USA 28725	Prevail (Corinthian)	Santa Cruz 52	Scott Deardorff/ Bill Guilfoyle		0.93	22/Jul/19 - 02:16:22	9:16:16:22	09:00:00:49	6	28
7 USA 51000	Vela (Corinthian)	Santa Cruz 52	Steven Davis / Tim Dornberg / Clark Davis	RDG	0.9383	22/Jul/19 - 01:09:25	9:15:09:25	09:00:53:40	7	29
8 USA 27007	Blond Fury	Santa Cruz 52	Heather Furey		0.9268	22/Jul/19 - 04:16:06	9:18:16:06	09:01:07:12	8	31
9 USA 28520	Westerly	Santa Cruz 52	Wayne Zittel		0.9578	21/Jul/19 - 23:55:19	9:13:55:19	09:04:13:09	9	36
10 USA 77285	Hula Girl	Santa Cruz 50	Patrick Farrell		0.9431	22/Jul/19 - 16:38:58	10:06:38:58	09:16:36:54	10	56
11 USA 77890	Trouble	Santa Cruz 50	Tom Camp	RET	0.929				12	
Division 5 (ORR Transpac)										
1 USA 60010	Good Call	Nautor's Swan	Tom Barker		1.0354	21/Jul/19 - 10:06:16	9:00:06:16	09:07:45:16	1	43
2 AUS 7742	Kialoa II	S&S 73	Patrick Broughton		0.9029	22/Jul/19 - 20:09:37	10:10:09:37	09:09:52:11	2	51
3 USA 61056	Runaway	Hylas 70	Lowell Potiker		0.8959	23/Jul/19 - 04:14:16	10:18:14:16	09:15:21:19	3	55
Division 6 (ORR Transpac)										
1 USA 1218	BlueFlash (Corinthian)	J/121	Scott Grealish		0.8569	20/Jul/19 - 23:19:56	10:13:19:56	09:01:04:49	1	30
2 USA 97301	Ho'okolohe	Farr 57	Cecil & Alyson Rossi		0.8976	20/Jul/19 - 16:45:45	10:06:45:45	09:05:29:38	2	40
3 USA 34	Ohana	Swede	Joe Markee		0.8301	21/Jul/19 - 16:01:10	11:06:01:10	09:08:08:35	3	45
4 FRA 3	A Fond Le Girafon	Figaro Beneteau 3	Charles Devanneaux		0.8559	21/Jul/19 - 09:19:50	10:23:19:50	09:09:23:05	4	49
5 USA 84550	White Cloud (Corinthian)	Cookson 12M / Farr 39	Paul Grossman		0.8614	21/Jul/19 - 10:18:23	11:00:18:23	09:11:40:25	5	52
6 USA 62626	Brigadoon (Corinthian)	Tripp 56	Daniel Gribble		0.9598	20/Jul/19 - 15:02:00	10:05:02:00	09:19:10:59	6	61
7 USA 18949	Amazing Grace	Farr 57	Marilyn / Jim Puckett		0.9209	21/Jul/19 - 01:29:10	10:15:29:10	09:19:16:38	7	62
8 USA 60486	Precepts II	Beneteau First 40	Drew Belk		0.8411	22/Jul/19 - 03:34:34	11:17:34:34	09:20:50:01	8	64
9 USA 60409	Zimmer	Pacer 42CR	Michael Gebb / Samantha Gebb		0.853	22/Jul/19 - 02:19:42	11:16:19:42	09:23:07:12	9	65
10 USA 56134	Uhambo (Corinthian)	Fast 42	David Chase / Carlos Brea		0.8566	22/Jul/19 - 05:02:32	11:19:02:32	10:02:27:14	10	68
11 USA 77885	Live Wire	Olson 40	Tim Jones	RET	0.824					



Chubasco, S&S Yawl, Akin/Baker/Carpenter/Durant - 2019 Div. 7 winner ET 11:01:11:17 - CT 09:02:51:35 - Photo: Sharon Green / ultimatesailing.com Inset photo: Lauren Easley / leialohacreative.com

#### Division 7 (ORR Transpac)

1	USA 7033	Chubasco	S&S Yawl	Akin / Baker / Carpenter / Durant	0.8253	21/Jul/19 - 11:11:17	11:01:11:17	09:02:51:35	1	35
2	USA 55	Quester	Oyster 56	Michael Yokell	0.7957	22/Jul/19 - 00:22:54	11:14:22:54	09:05:30:30	2	41
3	USA 97684	Patriot (Corinthian)	J/44	Paul Stemler	0.8323	21/Jul/19 - 15:43:23	11:05:43:23	09:08:29:26	3	46
4	USA 61148	Isla	XC50	Robert Youngjohns	0.8434	22/Jul/19 - 00:23:33	11:14:23:33	09:18:47:46	4	60
5	USA 7175	Tropic Thunder	Beneteau 46	John Miller	0.8	23/Jul/19 - 22:11:54	13:12:11:54	10:19:21:31	5	71
6	USA 52304	Macondo	Beneteau First 47.7	Mike Sudo	RET 0.8187					
7	USA 28423	Onde Amo (Corinthian)	Beneteau First 40.7	Stephen Ashley	RET 0.7851					

#### Division 8 (ORR Transpac)

1	USA 29000	Sweet Okole	Farr 36	Dean Treadway	0.773	22/Jul/19 - 00:30:08	11:14:30:08	08:23:16:56	1	25
2	USA 185	Dark Star (Corinthian)	Hobie 33	Christopher Lemke / Brad Lawson	0.776	21/Jul/19 - 23:21:19	11:13:21:19	08:23:23:39	2	
26										
3	USA 100	No Compromise	J/105	David Gorney	0.772	23/Jul/19 - 16:04:24	13:06:04:24	10:05:33:09	3	70
4	USA 13	Aloha (Corinthian)	Hobie 33	Kyle Vanderspek	RET 0.7932					
5	USA 131	Mayhem	Hobie 33	Steven Eder	RET 0.8085					

#### Division 9 (ORR Transpac)

1	NOR 8620	Nadelos	Wasa 55	Ian Ferguson	SCP 0.7647	22/Jul/19 - 03:14:29	11:17:14:29	08:23:03:55	1	23
2	46117	Free (Corinthian)	Nautic's Swan 461	Free LLC Christian Doegl	0.8157	22/Jul/19 - 03:17:28	11:17:17:28	09:13:26:57	2	54
3	USA 60716	Blue Moon	Jeaneau 52.2	Russ Johnson	0.7749	22/Jul/19 - 23:26:01	12:13:26:01	09:17:34:51	3	57
4	USA 7315	Traveler	North Wind	Michael Lawler	0.7468	23/Jul/19 - 14:28:37	13:04:28:37	09:20:20:42	4	63

#### Cal 40 (ORR Transpac)

1	USA 8540	Callisto (Corinthian)	Cal 40	Eddy Family	0.708	22/Jul/19 - 17:11:33	12:07:11:33	08:16:59:47	1	10
2	USA 72	Azure	Cal 40	Rodney Pimentel	0.7081	22/Jul/19 - 19:08:46	12:09:08:46	08:18:24:33	2	15
3	USA 103	Viva (Corinthian)	Cal 40	Donald Jesberg	0.7103	22/Jul/19 - 18:16:49	12:08:16:49	08:18:26:52	3	16
4	USA 7903	Psyche	Cal 40	Steve Calhoun	0.7066	22/Jul/19 - 22:45:09	12:12:45:09	08:20:30:42	4	19
5	USA 4590	Highlander	Cal 40	Robert Horton	0.7106	23/Jul/19 - 09:58:59	12:23:58:59	09:05:41:43	5	42
6	USA 37836	Nalu V	Cal 40	Mark Ashmore	RET 0.706					

#### Multihulls 0 (ORR Transpac)

1	USA 128	Argo	MOD 70	Jason Carroll	1.85	17/Jul/19 - 20:50:32	4:11:20:32	08:06:34:59	1	1
2	CAY 70	PowerPlay Ltd.	MOD 70	Peter Cunningham	1.858	17/Jul/19 - 21:21:50	4:11:51:50	08:08:24:40	2	2
3	ITA 55	Maserati	MOD 70	Giovanni Soldini	1.993	18/Jul/19 - 03:56:51	4:18:26:51	09:12:05:38	3	3
4	CAY 1	Paradox	Irens 63	Jeff Mearing / Peter Aschenbrenner	1.642	19/Jul/19 - 12:07:48	6:02:37:48	10:00:45:59	4	4

#### Multihulls 0A (ORR Transpac)

1	USA 61157	Celestra	Lagoon 400S2	Lior Elazary	1	24/Jul/19 - 06:21:04	13:20:51:04	13:20:51:04	1	5
2	USA 57218	Kastor Pollux (Corinthian)	Catamaran 43	Jerzy Poprawski	SCP 1.019	23/Jul/19 - 19:13:42	13:09:43:42	13:15:50:28	2	5

# BARN DOOR WINNERS

# OVERALL WINNERS

Year	Boat	Owner/Skipper	Time
1906	Lurline	H.H. Sinclair	12:09:59 *
1908	Lurline	H.H. Sinclair	13:21:31
1910	Hawaii	Hawaii Syndicate	14:03:23
1912	Lurline	A.E.. Davis	13:17:03
1923 (S.Barb.)	Mariner	L.A. Norris	11:14:46
1926	Invader	Don M. Lee	12:02:48:03 *
1928 (Balboa)	Talayha	L. Lippman	13:04:58:30
1930	Enchantress	Morgan Adams	12:13:22:52
1932 (S.Barb.)	Fayth	William S. McNutt	14:14:33:00
1934	Vileehi	H.T. Horton	13:03:42:26
1936 (S.Mon.)	Dorade	James Flood	13:07:20:04
1939 (S.Fran.)	Contender	Richard R. Loynes	14:07:50:00
1941	Stella Maris II	Dr. A. Steele	13:21:03:55
1947	Chubasco	W.L. Stewart Jr.	12:15:51:18
1949	Morning Star	Richard S. Rheem	10:10:13:09 *
1951	Morning Star	Richard S. Rheem	10:16:44:33
1953	Goodwill	R.E. Larrabee	11:02:17:24
1955	Morning Star	Richard S. Rheem	9:15:05:10 *
1957	Barlovento	Frank Hooykaas	11:13:02:44
1959	Goodwill	Ralph Larrabee	10:12:16:15
1961	Sirius II	Howard F. Ahmanson	10:10:38:35
1963	Ticonderoga	Robert Johnson	11:16:46:33
1965	Ticonderoga	Robert Johnson	9:13:51:02 *
1967	Stormvogel	Cornelius Bruynzeel	11:14:10:56
1969	Blackfin	Kenneth DeMeuse	9:10:21:00 *
1971	Windward Passage	Mark Johnson	9:09:06:48 *
1973	Ragtime	Ragtime Syndicate	10:14:00:40
1975	Ragtime	White/Pasquini	9:23:54:51
1977	Merlin	Bill Lee	8:11:01:45 *
1979	Drifter	Harry Moloschco	11:18:01:04
1981	Merlin	Nick Frazee	8:11:02:31
1983	Charley	Nolan K. Bushnell	9:01:53:48
1985	Swiftsure III	Nick/Robert Frazee	10:19:21:47
1987	Merlin	Donn Champion	8:12:00:40
1989	Silver Bullet	John DeLaura	8:12:50:35
1991	Chance	Robert McNulty	9:21:59:35
1993	Silver Bullet	John DeLaura	9:09:11:17
1995	Cheval 95	Hal Ward	9:01:32:20
1997	Pyewacket	Roy P. Disney	7:15:24:40 *
1999	Pyewacket	Roy E. Disney	7:11:41:27 *
2001	Pegasus	Philippe Kahn	8:02:34:03
2003	Pegasus 77	Philippe Kahn	7:16:31:17
2005	Morning Glory	Hasso Plattner	6:16:04:11*
2007	Pyewacket	Roy E. Disney	7:01:11:56
2009	Samba Pa Ti	John Kilroy Jr.	7:08:17:11
2011	Belle Mente	Hap Fauth	6:19:44:28
2013	Wizard	David & Peter Askew	7:7:53:56
2015	Rio 100	Manouch Moshayed	7:05:34:07
2017	Rio 100	Manouch Moshayed	6:17:09:09
2019	Comanche	Jim Cooney & Samantha Grant	5:11:14:05

Year	Boat	Owner/Skipper	Time
1906	Lurline	H.H. Sinclair	11:21:59
1908	Lurline	H.H. Sinclair	13:21:31
1910	Hawaii	Hawaii Syndicate	14:03:23
1912	Lurline	A.E. Davis	13:16:55:11
1923 (S.Barb.)	Diablo	A.R. Pedder	11:10:26:57
1926	Invader	Don M. Lee	12:02:48:03
1928 (Balboa)	Teva	C.W. Stose	12:07:13:38
1930	Enchantress	Morgan Adams	12:13:22:52
1932 (S.Barb.)	Fayth	William S. McNutt	12:07:31:27
1934	Manuiwa	Harold Dillingham	12:09:29:56
1936 (S.Mon.)	Dorade	James Flood	11:03:29:44
1939 (S.Fran.)	Blitzen	R.J. Reynolds	11:09:58:41
1941	Escapade	D.W. Elliott	12:21:45:32
1947	Dolphin II	Frank Morgan	11:01:04:40
1949	Kitten	Fred W. Lyon	9:10:24:49.5
1951	Sea Witch	A.L. McCormick	8:12:00:01
1953	Staghound	Ira P. Fulmor	10:23:42:49
1955	Staghound	Ira P. Fulmor	8:21:07:05
1957	Legend	Charles Ullman	11:00:41:46
1959	Nalu II	Peter Grant	9:05:50:27
1961	Nam Sang	A.B. Robbs Jr.	9:15:23:01
1963	Islander	Earl Corkett	10:05:57:47
1965	Psyche	Don Salisbury	8:22:44:30
1967	Holiday Too	Skip Allan	8:19:46:46
1969	Argonaut	Mortimer Andron	6:20:44:07
1971	Windward Passage	Robert Johnson	9:05:34:22
1973	Chutzpah	Stuart Cowan	8:21:21:50
1975	Chutzpah	Stuart Cowan	7:22:29:05
1977	Kialoa	Jim Kilroy	8:11:29:24
1979	Arriba	Dennis Choate	11:14:42:51
1981	Sweet Okole	Dean Treadway	7:21:44:48
1983	Bravura	Irving Loube	7:22:55:15
1985	Montgomery St	James Denning	9:14:00:40
1987	Drumbeat	Don Ayres	8:00:56:41
1989	Notorious	Pine/Shaw	8:02:54:08
1991	Chance	Robert McNulty	9:22:59:35
1993	Silver Bullet	John DeLaura	8:23:09:06
1995	Merlin	Dan Sinclair	8:22:41:48
1997	Ralphie	Jerry Montgomery	7:00:15:51
1999	Grand Illusion	James McDowell	7:08:40:10
2001	Bull	Seth Radow	8:01:01:08
2003	Alta Vita	Bill Turpin	7:12:20:29
2005	Rosebud	Roger Sturgeon	6:08:45:04
2007	Reinrag2	Tom Garnier	6:14:39:33
2009	Samba Pa Ti	John Kilroy Jr.	5:07:52:20**
2011	Grand Illusion	James McDowell	8:16:59:23
2013	Dorade	Matt Brooks	5:12:20:55
2015	Grand Illusion	James McDowell	5:15:47:00
2017	Invisible Hand	Frank Sloomman	8:03:01:28
2019	Hamachi	Shawn Dougherty & Jason Andrews	8:00:52:37

## MERLIN TROPHY

YEAR	BOAT	OWNER/SKIPPER	Elapsed Time
2019	Rio 100	Manouch Moshayed	6 days 9:08:19
2017*	Comanche	Jim Clark / Ken Read	5 days 1:55:26*
2015	Wild Oats XI	Roy P. Disney & Robert Oatley	6 days 10:37:02
2013	Ragamuffin 100	Syd Fischer	6 days 8:17:26
2011	O Canada	Richard Clarke	7 days 13:02:38
2009	Alfa Romeo	Neville Crichton	5 days 14:36:20

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