

# TRANSPAC 2025

THE 53RD RACE FROM LOS ANGELES TO HONOLULU



  
**TRANSPAC**  
2025





*Aloha and Welcome*



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# Welcome to Transpac 2025

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Thanks to Los Angeles Yacht Club Race  
Committee for serving as Transpac RC,  
PRO Tom Trujillo. Special thanks to the Ripley  
family for the generous use of Warrior II  
as our signals flagship.

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Grand Illusion, Owner James McDowell three time overall winner. Photo: Phil Uhl

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# OFFICIAL HANDBOOK

## OF THE 53RD TRANSPACIFIC YACHT RACE

The Transpac 2025 Official Race Handbook is published for the Honolulu Committee of the Transpacific Yacht Club by Roth Communications, 2040 Alewa Drive, Honolulu, HI 96817 USA (808) 595-4124 rothcomm@gmail.com

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**Westerly 52**, Santa Cruz 52. Dave Moore - First overall and First Div. 5. CT 8:19:15:42.

Photo: ©Sharon Green/ultimatesailing.com

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**Left: Ho'okolohe**, Farr 57. Cecil & Alyson Rossi – First Div. 6. CT 9:14:20:50. Photo: Stephen R. Cloutier

**Middle: Pyewacket** Andrews 68. Roy P. Disney – First Div. 3. CT 9:21:17:12. Photo: ©Sharon Green/ultimatesailing.com

**Right: Orion**, MOD 70, Justin Shaffer – First Div 9. CT 8:23:11:47. ET 4:17:48:59. Photo: ©Sharon Green/ultimatesailing.com

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



# SCHEDULE OF EVENTS

**June 28, 2025**.....Mandatory Person in Charge Meeting - Cabrillo Beach YC  
**June 28, 2025**.....Aloha Send Off Party - USS Iowa  
**June 29, 2025** .....SUNTEX Race Village Grand Opening - Cabrillo Way Marina  
**July 1, 2025**.....First Transpac Race Start  
**July 3, 2025**.....Second Transpac Race Start  
**July 5, 2025**.....Third Transpac Race Start  
**July 15, 2025** .....Trophy Ceremony (for July 5th Starters) - Waikiki YC  
**July 17, 2025** .....Trophy Ceremony (for July 3rd Starters) - Hawaii YC  
**July 19, 2025** .....Closing Party & Final Awards Ceremony - Kaneohe YC

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Waikiki and Diamond Head, Photo: Phil Uhl



Nereid, First Division 4, J/125, Standish Fleming owner, CT: 8:23:18:24 - Photo & Inset Photo: ©Sharon Green/ultimatesailing.com



Peligroso, First Division 1, Dencho/Kernan 68, Doug Baker owner, CT: 10:09:44:26 - Photo: ©Sharon Green/ultimatesailing.com, Inset Photo: Carolyn Majewski

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*A Special Message from*  
**Governor Josh Green, M.D.**  
*In Recognition of the*  
**2025 Transpac Yacht Race**


July 1, 2025



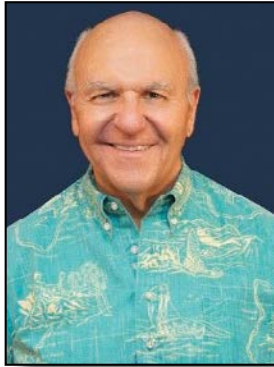
In celebration of the world-renowned Transpacific Yacht Race, I extend my warm welcome and aloha to everyone gathered for this premier offshore racing event. I want to especially recognize the sailors participating in this 2,225-mile Transpac voyage, which started at Point Fermin in San Pedro, California and will conclude in waters off Lē'ahi, the iconic Diamond Head in Hawai'i. Their adventurous seafaring spirit and courage truly reflect our ancient Hawaiian voyagers as well as today's men and women of the Polynesian Voyaging Society.

King David Kalākaua, the first royal to circumnavigate the globe, envisioned the Transpacific Yacht Race in 1886 to foster cooperation and trade between the U.S. mainland and Hawai'i. Since its inception in 1906, Transpac has remained one of the world's oldest open sea races. Held in odd numbered years, Transpac is a challenge that is surely a "must do" on many sailors' list.

My heartfelt mahalo to the organizers of Transpac for preserving the tradition and proud legacy of King Kalākaua. This premier event continues to shine a light on Hawai'i as a world-class sailing destination. I extend my congratulations to all the crew members who successfully crossed the finish line.

  
**Josh Green, M.D.**  
**Governor, State of Hawai'i**

OFFICE OF THE MAYOR  
CITY AND COUNTY OF HONOLULU



I am pleased to send my warmest aloha to all the participants in the 53rd Transpacific Yacht Race. We are honored to welcome the world-class sailors, captains and crew competing in this year's event. In the ocean racing world, only the Transpac has the distinction and cultural heritage of being started by royalty more than a century ago, and has since been enriched by thousands of sailors' participation.

First conceived by Hawai'i's King David Kalākaua in 1886, this biennial 2,225-nautical mile ocean race from Los Angeles to Honolulu has extended its scope and standing since its inaugural race in 1906, and is today widely regarded as the oldest and most prestigious of yachting's offshore races. Featuring high levels of competition, a deep pool of talent, and notable racing teams and boats, the Transpac is truly a sight to behold - the culmination of long preparation for the rigorous physical demands and teamwork required for the race.

We are grateful to partner in this event with the City of Long Beach, Transpac's continental homeport, and extend deep appreciation to the Transpacific Yacht Club for presenting this competition that attracts entrants from all over the world. The enduring success of this iconic sailing exhibition is a tribute to your organizational committees in California and Hawai'i, the generous efforts 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 congratulations to all the teams for completing one of the world's best ocean races. We wish you an enjoyable stay here on O'ahu. E komo mai !

Rick Blangiardi

# TRANSPAC 2025

On behalf of The Transpacific Yacht Club Officers and Directors, I want to express our gratitude to all our generous sponsors, dedicated Honolulu and mainland committee members, boat hosts, yacht clubs, sailors and everyone who has given their time and energy to support the 2025 Transpac. Your commitment and Aloha spirit make Transpac possible and adds your imprint on this legendary race. We deeply appreciate each of you for helping keep the spirit of Transpac alive. Congratulations one and all. We look forward to celebrating with you in Honolulu.

Mahalo!!

Bill Guilfoyle  
Commodore  
Transpacific Yacht Club



## TRANSPACIFIC YACHT CLUB

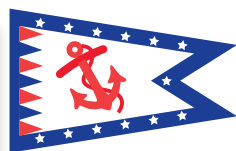
*Have you joined yet?*

*Any crew member who has completed a Transpac Race is eligible for Transpacific Yacht Club membership.*

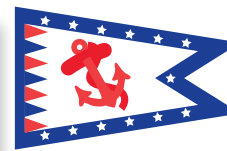
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Commodore Transpacific Yacht Club  
BILL GUILFOYLE



Honolulu Committee Chair  
DOUG ALLEN

Welcome to the 53rd Transpacific Yacht Race!

On behalf of the Transpacific Yacht Club's Officers and Directors, I am delighted to welcome you to the 2025 Transpacific Yacht Race -- Transpac, one of the most prestigious and challenging offshore races in the world. Whether you're a seasoned competitor or a first-time participant, we are thrilled to have you here for this extraordinary event.

First held in 1906, Transpac has a rich history spanning over a century. From the first race with a three boat fleet to our 2025 fleet of over 60 boats from 6 countries, Transpac has grown into a legendary event that attracts the best sailors from across the globe. Every two years, participants head out across the open Pacific Ocean, navigating 2,225 nautical miles from the California coast to the Diamond Head buoy finish off Honolulu, Hawaii. This race represents one of the great tests of sailing skill, endurance, and teamwork. And for many it's the realization of a lifelong dream.

As we embark on the 2025 race, we want to extend a warm Aloha to all the sailors, families, and friends who have come together to support and celebrate this great tradition. Your passion and dedication to the sport of sailing inspire us all. We also want to express our heartfelt thanks to the incredible sponsors whose generous support makes this event possible. Without you, the Transpac would not be the exceptional race it is today.

Our deepest gratitude goes to the volunteers who have given their time, effort, and expertise to ensure the smooth operation of the race. From the pre-start activities in Los Angeles to the hundreds of Honolulu Committee volunteers welcoming the fleet into Honolulu we appreciate your hard work and dedication. Transpac could not happen without your commitment. We are truly grateful for your contribution.

I would also like to acknowledge the exceptional yacht clubs that play a key role in making this race a reality. A special thank you to this year's host club, Hawaii Yacht Club as well as Waikiki Yacht Club, and Kaneohe Yacht Club for their warm hospitality and tireless support. On the mainland, we are equally grateful to Los Angeles Yacht Club and Cabrillo Beach Yacht Club for their continued partnership in bringing this event to life. And to all the TPYC Committee Chairs and members thank you for the incredible commitment you've made ensuring that Transpac 2025 is a success.

The Transpac Yacht Race is a celebration of sailing, camaraderie, and the spirit of adventure. It brings together people from all walks of life to experience the thrill of the open ocean and the pursuit of excellence. We look forward to greeting you at the finish to celebrate your arrival.

As I know from each of the five Transpacs I've completed, there's nothing quite like the Aloha welcome that awaits you when the "follow me" boat directs you to your slip. No matter what time of day or night, volunteers are there to meet you with leis and ice cold Mai Tais as you are reunited with family and friends. When that time arrives and throughout your time in Honolulu please remember to take a moment to say Mahalo (thank you) to all the volunteers who made this experience possible.

Once again, thank you to everyone involved—sailors, families, friends, volunteers, sponsors, and yacht clubs—for your contributions to the 2025 Transpacific Yacht Race. We wish all participants fair winds and safe passage.  
See you in Honolulu!

Aloha,  
Bill Guilfoyle  
Commodore  
Transpacific Yacht Club

Aloha and welcome to Transpac 2025! On behalf of the Transpac Honolulu Committee and our dedicated volunteers, we are thrilled to welcome all racers, their families, and supporters to Hawaii for the 2025 edition of the legendary Transpacific Yacht Race.

Here in Hawaii, we are honored to share our island aloha. No matter when you arrive—whether early in the morning or late at night—our team will be ready to welcome you with warm hospitality. Each yacht will be met with monitors at the finish line, escort boats guiding you into the harbor, and the familiar voice of Transpac at the Hawaii Yacht Club to announce your arrival. Our pier operations ensure you safely reach your assigned slip, and our arrival inspection team will be on hand to assist. We'll even capture a team photo of your yacht to commemorate the occasion! Don't forget to stop by the boat hosting area, where we'll take you to "Party Island" for pupus (appetizers) and cocktails to celebrate your arrival.

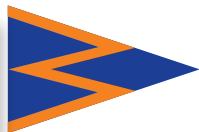
The main boat slip area is located along the 500 Row in Ala Wai Small Boat Harbor, home to the "Shack," our race headquarters. Here, you can stop by for up-to-the-minute race information, get answers to any questions, check out the "YB" tracking system for the latest on yacht positions, and find slip assignments for the racing yachts. Party Island is also conveniently located in this area of the Ala Wai, ensuring fun and camaraderie throughout your stay.

Transpac 2025 will feature three different awards ceremonies, each hosted at one of the three main Hawaii Yacht Clubs: Hawaii Yacht Club, Waikiki Yacht Club, and Kaneohe Yacht Club. Each club will also host parties throughout the week, continuing the tradition of hospitality first inspired by King Kalakaua. It was his invitation to sailors to race from the mainland to Hawaii that establish the Transpacific Yacht Race, a tradition that has been an integral part of Hawaii's maritime culture since the first sanctioned race in 1906. Whether you're racing or cheering from the sidelines, there will always be an event to enjoy!

We extend a heartfelt mahalo to the State of Hawaii, the Division of Boating and Recreation, the City and County of Honolulu, the harbor masters of Ala Wai, Kewalo, and Honolulu harbors, our host yacht clubs, the Prince Waikiki Hotel (our official "Transpac Hotel"), TPYC, and many others for their continued support and collaboration in making this maritime event possible. Special thanks also go to our local sponsors and supporters who play a vital role in the success of this event.

We look forward to celebrating with you and making Transpac 2025 an unforgettable experience!

Mahalo,  
Doug Allen  
2025 Honolulu Chairman



Waikiki Yacht Club  
Commodore  
MIKE BUELSING

Aloha kākou!

The Waikiki Yacht Club extends a heartfelt aloha to all the skippers, crew, 'ohana (family), supporters, and volunteers of the 2025 Transpac. We are honored to welcome you to our island home. Nestled in the heart of paradise, our Club is the perfect place to swim, shower, relax, and pau hana (unwind) from sunrise to sunset. Surrounded by palm trees and tradewinds, and set beside our newly refreshed marina, you'll find the spirit of aloha alive and well here.

Join us makai (by the sea) at our wharf-side, umbrella-shaded tables, where the gentle strum of Hawaiian music fills the air and ono (delicious) island-style pūpū (appetizers) and cold drinks await. Or cool off by our inviting pool — never far from warm hospitality, locker rooms, and friendly service.

Just across the way lies Ala Moana Center with its nearly endless shopping, while Ala Moana Beach Park, just steps from our door, offers the perfect place to soak in a golden sunset and maybe even catch the mythical green flash.

Our Club's wa' a holo moku (shuttle boat) will once again offer complimentary rides to and from the Ala Wai Marina, making it easy for you to feel at home.

The Waikiki Yacht Club offers a variety of services with convenient extended hours throughout the week. The bar is open daily from 10 am-10 pm. Guests can enjoy a Grab & Go Breakfast daily from 7 am-11 am, and lunch is served daily from 11 am-3 pm (except on Sundays when we welcome you to enjoy our popular Sunday brunch). A pupu menu is available every day from 11 am-8:30 pm, and dinner is served daily from 5 pm-8:30 pm (except during special events like the Trophy Ceremony and the WYC Transpac Party). Additionally, our Boatique is open from 10 am-8 pm for shopping and club merchandise.

We are proud to host the first Trophy Ceremony for the July 5th starters on Tuesday, July 15, and invite you to join a Jimmy Buffet themed "Cheeseburger in Paradise" party on Friday, July 18, 5-11 pm — a highlight of the week filled with themed food stations, full no-host bars, a complimentary mai tai per attendee, a live Jimmy Buffet floating band, dancing, live hula performances with fire dancers, special commemorative swag, special Transpac fireworks and loads of aloha!

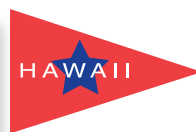
Ho'omaika'i (congratulations) to each and every one of you. By crossing the Pacific, you've not only achieved something extraordinary — you've become a part of our 'ohana and a living chapter in Hawai'i's maritime legacy.

Malama pono, fair winds, and aloha,  
Mike Buelsing  
Commodore

#### WAIKIKI YACHT CLUB

Commodore - Mike Buelsing  
Vice Commodore - Peter Rudlowski  
Rear Commodore for Sail - James Ramsey  
Rear Commodore for Power - Gary E voniuk  
Treasurer - Brian Goldstein  
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Hawaii Yacht Club  
Commodore  
KAWIKA WARREN

A Warm Welcome from the Hawaii Yacht Club

On behalf of the Hawaii Yacht Club, we extend a heartfelt welcome to all participants and families of the Transpac Yacht Race. As you cross the finish line, the Hawaii Yacht Club will be the first to greet you with our traditional welcome.

We are excited to host you and ensure your stay is as comfortable and enjoyable as possible. Our hours of operation will be extended to accommodate all racers and their families.

Please stop by to enjoy the spectacular views, delicious food, and refreshing beverages at our bar. We will also be hosting our Transpac Party on Wednesday, the 16th, followed by an award ceremony on the 17th.

We look forward to celebrating with you and making lasting memories.

Congratulations once again, and welcome to Hawaii Aloha,

Kawika Warren  
Commodore

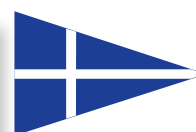
#### HAWAII YACHT CLUB

Commodore - Kawika Warren  
Vice Commodore - Andy Sexton  
Rear Commodore for Sail - Scott Allen  
Rear Commodore for Power - Jeff Bryan  
Fleet Captain (Cruisers) - Thomas Gebhardt

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Kaneohe Yacht Club  
Commodore  
JOHN COLLER

Aloha Trans Pac'ers, Crews, Family,  
Friends, and Volunteers,  
"E Komo Mai"

As Commodore of the Kaneohe Yacht Club, I would like to welcome you to our beautiful island paradise. I hope you plan to make the scenic drive to the Windward side of O'ahu, where the most beautiful club in the islands is located. KYC has stood on the picturesque shore of Kāne' ohe Bay since 1924, offering breathtaking views of the Kō'olau Mountains. I highly recommend taking the H-3 route—it's about a 15-minute detour, but when you emerge from the Tetsuo tunnel, the view is an explosion of beauty! If you choose the direct route, the Pali Lookout is another excellent spot, offering spectacular scenery and a popular tourist destination.

KYC not only offers stunning views of the bay but also hosts first-class sailing events year-round. Our club is the destination for The Pacific Cup Race, a race from San Francisco to KYC held in alternating years with TransPac. Having personally experienced racing across the Pacific, I can say it's an unforgettable adventure—I was fortunate enough to crew aboard Shadowfax during her Pac Cup run in 2024. After the long and exhausting journey, we know that everyone will want time to rest, relax and soak in all that Hawaii has to offer. To celebrate, KYC will host the Final Awards Party on July 19th, featuring heavy pupus and live music—a guaranteed good time for all!

Our club is open seven days a week.

- Monday - Friday: The bar opens at 4:00 p.m.
- Wednesday - Friday: The galley opens at 5:00 p.m.
- Saturday: The bar opens at 10:00 a.m.
- Sunday: Brunch starts at 9:00 a.m.

I highly recommend joining us on Thursday evenings to enjoy our Bulkhead Sailing Races—it's always a spectacular sight watching the sailboats fly their spinnakers as they leave the bulkhead. July 18th is Third Friday, featuring sit-down dining and live music. Reservations are highly recommended for both Thursday nights and Sunday brunch.

With that being said, we truly hope you take the opportunity to visit our wonderful club—you won't be disappointed! I will be attending the Awards Party, and I'm always available, along with our Vice Commodore, Victor Lozano, Rear Commodore, Jeff Remily, and other Directors, to "talk story" and answer any questions you may have. You'll recognize us in our blue coats, preferably with a refreshing drink in hand.

Once again, "E Komo Mai"—Welcome!  
John Coller  
Commodore

#### KANEOHE YACHT CLUB FLAG OFFICERS

Commodore - John Coller  
Vice Commodore - Victor Lozano  
Treasurer - Marcy Fleming  
Secretary - Liisa Pelton  
Directors - Laura Morgan, Andy Bates, Philip Katzman

Office - 808-247-4121  
E-Mail - kyc@kaneoheyachtclub.com  
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# TRANSPAC 2025 RACE PREVIEW

By Betsy Senescu

The Transpacific Yacht Race—known as Transpac—is one of the oldest blue-water races in the world, yet also at the cutting edge of global yacht racing. Balancing tradition and innovation, this iconic race from Los Angeles to Honolulu is a dynamic dichotomy of young and old competitors, classic and state-of-the-art yachts, honoring customs forged over 119 years of Transpac, while instituting modern technologies to make the race more safe, enjoyable and successful.

Since the 2023 edition of the race, there have been many technological developments and changes to the Racing Rules of Sailing. These changes have significant impact on the scoring, spectating, and safety of the 2025 race. “Over the last two years, no topics have commanded more of the Transpacific Yacht Club (TPYC) Board of Directors’ time than how to best incorporate technological developments and rules changes into our race,” said TPYC Commodore Bill Guilfoyle, who oversees the running of the 2025 Transpac. “The 53rd edition of this classic race across the Pacific continues the evolution of Transpac as we strive to inspire future generations of offshore sailors. This is an important part of the legacy of the race. We’re excited to take the next steps to enhance the race for participants and spectators alike.”

Since 1906 Transpac has lured legions of sailors of all stripes 2,225 miles across the Pacific Ocean. Families racing alongside elite racing programs, amateurs against pros, ancient mariners versus MOD70s – all testing their mettle against the same, indiscriminating wind and seas. This year’s robust fleet includes 60 entries from 35-footers to maxis, from six nations around the world.

The race is legendary, ‘a lifelong dream’ said one entrant, ‘a mythical race’ said another – but within reach for those who grasp it. Indeed, for many of those who have savored the passage it has become a passion, nearly an addiction, to attempt to better the course again and again. Roy P. Disney will start his record-breaking 26<sup>th</sup> Transpac this year, along with a multitude of others returning to answer the siren call.

Two notable entries revisiting the Race are icons Merlin and Ragtime. Both made Transpac history in the 1970s with their unconventional, even extreme, ultra light displacement designs that landed them on the podium and in the annals of Transpac history.

Merlin has competed multiple times in varying incarnations since setting a record in 1977 which held for decades. Other supersized perennial favorites such as Bolt, Grand Illusion, Mirage, Pyewacket and Good Energy return as well, with new challenges from Mach II, Noahs II – crossing from Australia to California with the sole purpose of competing in Transpac, and Lucky. These last two entrants debut with great expectation as the biggest and fastest yachts in this year’s fleet.

This will be Ragtime’s fourteenth Transpac, following a 16-year hiatus and monumental refit, “Not just upgrading a boat, but upgrading a legend,” revealed skipper/owner Tina Roberts, when embarking on the three-year project. “We opened up the boat and really looked at not just her structure, but also her history and what she deserved.” And now Ragtime is ready. “You just point her bow in the right direction and that boat will sail herself,” Roberts quipped.

Although an accomplished aircraft and submarine pilot and sailor, this will be Roberts’ first Transpac. As one of the six female skippers in the fleet, she recognized, “The percentage of boats that race offshore is small, and the number of women on those boats is even smaller,” despite the number of very talented female sailors.

“When I see the world, I see all of these sailors, and some of them happen to be women,” Roberts declared. “If we could get the sailing community to look at it the same way, more women would get the opportunity and pleasure of sailing offshore. Because if you were given the opportunity, why wouldn’t you go?”

This year, 10 percent of the Transpac fleet is skippered by women. “It’s an important trend we want to support,” said Guilfoyle. He pointed to Heather Furey at the helm of Mirage, Stacy Sinclair leading Rhiannon, Samantha Gebb skippering Zimmer and Kerry Deaver aboard Oaxaca-Cal Maritime.

In addition to being part of this group of women skippers, TPYC Rear Commodore Alli Bell, skippering her Cal40 Restless, also represents the multi-generational aspect of the race. Bell has Transpac in her veins: her grandparents Willard and Inez Bell were regulars on the Los Angeles to Honolulu track. They passed the bug along to their children, and in turn this third generation. Bell will be the first of her peers to skipper her own entry.

“Growing up, Transpac was just something my family did. My grandparents, Dad, uncles, aunts...and now my cousins and I. I’m proud to carry on the tradition, and I’m also happy to be an example to the next generation. I’m hoping people take a look at me and what I’ve done and think to themselves ‘I can do that too.’”

Since Bell announced her campaign, “a ton of people have come out of the woodwork to offer help and support.” From the ‘Cal 40 mafia’, to the Transpac community in general, supporters turned out. It is part of the ethos of the race, an exclusive tribe of sailors who have crossed the ocean, met the achievement head-on, and strive to uplift the next generations.

Because Transpac has always been a family affair: a rite of passage with multiple entries comprised of siblings, husbands, wives, kids and cousins, or those who become kin in the intimacy of a sometimes-perilous race. Look for them onboard Westerly, BADPAK, Blackwing, Heroic Heart, Aimant de Fille, and Picosá.

Aboard the latter, Doug Jorgensen will compete in his seventh Transpac in 2025 and mark the 50th anniversary of his inaugural Honolulu Race. He will co-skipper Picosá with his son Jack, 31.

“I just hit a milestone birthday,” said Jorgensen, 70. “I decided not to sit by the phone waiting for a chance to hitch a ride, and go with Jack and four of his good friends instead. It’ll be fun to see him step into this role, and see how hard we can push the boat.”

“I’m super excited to be racing together, and with my Mom doing logistics and planning, it’s really a family affair,” said Jack Jorgensen. “Transpac is actually two races: getting the sails, equipment and compliance all sorted ... just getting off the dock is the first race! Then there’s the real race to Hawaii. I’m really looking forward to just sailing the course.”

The senior Jorgensen noted much has changed since 1975 – the year, coincidentally the crew of Heroic Heart also made their first Pacific voyage and planted the seed for Transpac 2025.

“The preparation, safety kit and inspections are much more complicated these days,” said Doug Jorgensen, although having navigated with a sextant in 1977 and 1979 he admitted the new technology will make that much easier. “And there are a lot more tricks of the trade these days,” he added. But the enduring appeal of Transpac, “hasn’t lost its shine.”

What keeps bringing him back? “The camaraderie of the crew is key. The friendships you make, the laughs, the nicknames for each other that last a lifetime. That never changes.”



Westerly 52, Santa Cruz 52. Dave Moore - First overall and First Division 5. CT 8:19:15:42. Photo & inset photo: ©Sharon Green/ultimatesailing.com

The 2025 Transpac will use Forecast-Time Correction Factor (F-TCF) scoring. The first two days of Transpac are the most likely to have weather conditions that vary between the starts, which are staggered with three starts over five days, as boats work their way out of coastal waters and deal with potentially very different “Catalina Eddies”. F-TCFs created on start mornings account for this variability in the early going. Farther offshore, boats are expected to encounter the trade wind reaching and running conditions Transpac is known for.

**What is F-TCF and how does it work?**

- Transpac will announce calculation details including the model times of the HRRR and GFS models that will be used to calculate the TCFs for each race day, the boundaries used between the HRRR and GFS, and the weather-routing settings used in Expedition routing software.
- Hours before the start of the race, on each of the three start days, the predicted elapsed time to finish for every boat will be calculated with Expedition software using timely weather GRIB files and each boat’s polar file to determine their optimized route.
- A forecast-time correction factor (F-TCF) will be calculated for each boat. The F-TCF is the ratio of each boat’s predicted elapsed time to complete the course to a scratch boat’s predicted elapsed time. The F-TCF for every boat will be communicated to the fleet the morning of each start.
- The corrected finish time for any boat can be calculated by multiplying the F-TCF for a boat by the actual elapsed time (plus any penalties) for that boat.
- A rank order of corrected finish times by division and overall will determine the order of finish for division and overall.

**Comparing TCF to F-TCF**

The mechanics of using a time correction factor remain generally the same, with differences in the weather, route, and when a boat’s F-TCF is calculated.

	TCF	F-TCF
Weather used to calculate time correction factor	Average of historical weather patterns as Wind Matrix	Forecast weather for each start date
Route	Great Circle	Each boat’s optimized route
When calculated	One time for the race	At each boat’s start day

US Sailing’s Offshore Office will use Expedition routing software to predict each boat’s elapsed time according to the rating rule’s polar performance data, and NOAA’s HRRR and GFS weather forecasts available shortly before the start. They calculate F-TCF from these predicted elapsed times.

**TECHNOLOGY**

The 2025 edition of Transpac is impacted by technology developments especially as it relates to scoring, spectator engagement, and safety. Transpac has a long tradition of incorporating new technologies and techniques to keep the race, and the sport, moving forward. Over the last 119 years, Transpac has welcomed new yacht designs, and changing requirements from requiring celestial navigation to the modern navigational techniques of today. For decades, the fleet was accompanied by a communications vessel used for daily roll call, and now roll call is over email. Previously, daily position reports were the only way

*Con’t pg 15*



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Photo Credit: Unique Sailing

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# TRANSPAC 2025 RACE PREVIEW

spectators could track the fleet across the ocean – Waikiki Yacht Club used to have a map with pins showing the positions of all the boats – and now fans can follow their favorites via the Pasha YB Tracker. It is all part of keeping the Transpac traditions alive while encouraging the growth of the race for years to come.

Probably the most significant development is the cutting-edge F-TCF scoring (see sidebar) implemented this year. Since 1997, scoring has been based on each boat's speeds predicted by the ORR rating system's velocity prediction program and an average of historic wind conditions over the racecourse. Now, weather predictions are more accurate and detailed than ever before. As a result, Transpac can use weather predicted specifically for the days of this race as a basis for scoring. The TPYC Technical Committee has long recognized the potential consequences that differing weather conditions can have. This scoring system will equalize the effects of differing conditions on different start days as the fleet heads offshore and also account for how different types of boats will optimally sail different courses to Honolulu.

Stan Honey, a member of the TPYC Technical Committee which worked with US Sailing's Head of Offshore Ratings Jim Teeters in the development of the F-TCF scoring system, observed: "Overlays of HRRR forecasts with fleet tracking and satellite imagery for previous races has confirmed that the HRRR does a good job of forecasting the Catalina Eddy. Given the dramatic and varying effects that the Eddy has on the different Transpac starts, by using these forecasts the F-TCF system can reduce the likelihood that the starters in an unlucky day fall out of the running for fleet results the first day of the race."

TPYC's Technical Committee, chaired by then Rear Commodore Alan Andrews, organized a multi-year collaborative effort to develop and refine the scoring system which included shadow scoring of Transpac 2023 and 2021 by US Sailing's Jim Teeters. The results demonstrated the scoring system could minimize the effects of different conditions on different days and better handicap how different style boats best use the same weather leading TPYC's Board to adopt this innovative approach to move the sport forward.

TPYC Commodore Bill Guilfoyle noted, "The development of F-TCF represents one of the most significant improvements in scoring in recent memory. With three starts spread over five days, few races stand to benefit more from this innovation than Transpac." Incorporating start-day F-TCFs— rather than relying on a historical weather matrix— means that, "Good sailors on well-prepared boats have less chance of being unfairly punished by the luck of the draw on weather," TPYC Vice Commodore Alan Andrews said.

The impact and utilization of new communication technologies will not only provide superior access to timely weather and navigation data for the whole fleet, but also give spectators a window into what goes on aboard the boats in between Los Angeles and Honolulu. If you have never raced in Transpac, it's hard to fully appreciate the magnitude of the adventure. From the initial frigid days in uncomfortable, lumpy seas, to balmy downwind blasts in the trades, from stifling calms to drenching squalls, race crews experience a little bit of everything.

Better communication technology means the race organizers can bring the onboard action to families, supporters and spectators. The goal this year is to provide live videos to keep fans informed, inspire viewers and potential participants, and build interest in offshore racing.

Technologies are also leveraged with the intent of making offshore sailing safer, as is the case with changes to the Racing Rules of Sailing that require AIS transmission throughout a race. AIS is the maritime automatic identification system that transmits a vessel's position in real time. In accordance with the rules, Transpac will require boats to have their AIS transmitting throughout the race. With the requirement for AIS transmission Transpac will also forego the traditional four-hour delay in reporting. "Utilizing live tracking mode is in response to a new racing rule initiated with the

intention of improving safety," noted Guilfoyle. "It is beneficial not only with regard to collision avoidance, but in the event of an emergency, such as dismasting, loss of rudder and medical emergencies seen in previous races".

Guilfoyle revealed live tracking will turn up the dial on competition too: "When you know where another boat is and how fast they're going, you're going to do everything you can to squeeze out another tenth of a knot of boat speed."

## IT TAKES A VILLAGE

Participants will be greeted with an exciting new mainland experience with the Suntex Race Village at Cabrillo Way Marina in San Pedro. Transpac's Race Committee will be headquartered at this conveniently situated courtyard, which will also offer sailors one-stop shopping and repairs with vendors such as Garmin, SD



Transpac 2023 Volunteers, Photo: Carolyn Majewski

Boatworks, West Marine, and Yanmar, plus Transpac logo gear from Pirates Lair. Food and beverages will be available from Third Window Brewing and Mount Gay Rum. The Suntex Race Village is designed to provide sailors and shore crew a place to relax, get online, and handle last-minute issues in comfort and convenience, and will be open throughout the week for racers and spectators alike.

Regardless of the considerable amount of innovation the 2025 edition will see, there is so much about Transpac that will always remain the same. The thrill of the start off Point Fermin, sailors fraught with nerves and doused with cold ocean water as they battle their way to the West End of Catalina.

There, the outside world drops away and focus narrows to the microcosm between bow and stern. Pushing the boat, harnessing the wind, riding the swells in the seemingly endless ocean. Days stretch into nights, growing warmer with each tick of latitude. Spectacular sunrises and sunsets. Stars that stretch from horizon to horizon. Pranks and laughter, squalls and terror.

Eventually, a slice of Haleakalā may peek above the clouds, and the occulting light at Makapu'u appears. Soon you're entering the Molokai Channel: often the most challenging stretch of the race, as the wind and seas venturi. Approaching Diamond Head a helicopter whirrs overhead and boats bob at the finish line. Then you're in the Ala Wai Yacht Basin, hearing your name announced to a cheering crowd. Never before have sailors seen such advancements in technology juxtaposed with the traditional Aloha welcome, bedecked with leis and sodden with mai tais, as Transpac has been for nearly 120 years.



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JULY 17 4:30-6:00PM  
HAWAII YACHT CLUB



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# TRANSPAC 2025 BOAT ENTRIES



## AIMANT de FILLE

Rig/Model..... J/145  
 Length (Meters)..... 14.63  
 Draft (Meters)..... 2.75  
 Sail Number..... USA 56203  
 Owner/Skipper ..... Steven Ernest  
 Yacht Club..... Dana West YC,  
 ..... Transpacific YC  
 Crew..... Randy Smith,  
 Teddy Berman, Oliver Ernest,  
 Steven Ernest, Arthur E. Vasenius,  
 Roland Fournier, Kyle McVane,  
 Lynn Bowser



## ARAGON

Rig/Model..... Marten 72  
 Length (Meters)..... 21.95  
 Draft (Meters)..... 4.1  
 Sail Number..... NED8313  
 Owner/Skipper ..... Andries Verder  
 Yacht Club.....  
 Crew..... Carolijn, Thierry,  
 Lout, Nina, Wouter Verbraak, Wouter,  
 Edouard Golbery, Nellee Gregor,  
 Andries Verder



## AKUA KAI

Rig/Model..... TP 52  
 Length (Meters)..... 15.85  
 Draft (Meters)..... 3.6  
 Sail Number..... USA80052  
 Owner/Skipper ..... Bob Pethick  
 ..... Standish Fleming  
 Yacht Club..... Waikiki YC,  
 ..... Cortez Yacht  
 Racing Association  
 Crew..... Stan Fleming,  
 Brad Ruetenik DPM, Tom TestCrew,  
 Bill Blazer, Richard Graef, Jay Davis,  
 Alex Hume, Bob Pethick, Wally Cross,  
 Charlie Jenkins, Mark Callahan



## ARCTURUS

Rig/Model..... Cookson 50  
 Length (Meters)..... 14.75  
 Draft (Meters)..... 3.83  
 Sail Number..... USA61333  
 Owner/Skipper ..... Jim Nicholas /  
 Shawn Bennett  
 Yacht Club..... SDYC  
 Crew..... Sawyer Gibbs,  
 Ben Louttit, Jim Nicholas, Shawn  
 Bennett, Terry Smith, Cory Schillaci,  
 Dave Lysinger, Connor Bennett



## ANDREAS

Rig/Model..... Norseman 447  
 Length (Meters)..... 13.38  
 Draft (Meters)..... 1.97  
 Sail Number..... USA61667  
 Owner/Skipper ..... Bernt Helgaas  
 Yacht Club..... Wayzata YC  
 Crew..... Bernt Helgaas,  
 Lisa Skluzacek, Elizabeth Hayes,  
 Volker Petersen, Kate Hayes,  
 Lizzie Easter



## ARSENAL

Rig/Model..... J/125  
 Length (Meters)..... 12.53  
 Draft (Meters)..... 2.48  
 Sail Number..... USA52125  
 Owner/Skipper ..... Andrew Picel  
 Yacht Club..... San Francisco YC  
 Crew..... Andrew Picel,  
 Leland Hubble, Ben Allen, Ian Rogers



## BADPAK

Rig/Model..... Botin 56  
 Length (Meters)..... 17.10  
 Draft (Meters)..... 3.99  
 Sail Number..... USA88856  
 Owner/Skipper ..... Tom Holthus  
 Yacht Club.....  
 Crew..... Ray Mazzella,  
 Smitty, Tom Holthus, Hartwell Jordan,  
 Jeffrey Petersen, Artie Means



## BOLT

Rig/Model..... Nelson Marek 68  
 Length (Meters)..... 20.81  
 Draft (Meters)..... 3.34  
 Sail Number..... USA97363  
 Owner/Skipper ..... Craig L. Reynolds  
 Yacht Club..... Balboa YC  
 Crew..... Jeff Linden, Phil  
 Moore, Neil Rietdyk, Craig L. Reynolds,  
 Carson Reynolds, Zachary Maxam,  
 Eddie Kliem, Greg Helias, Maximilian  
 Rosenblad, Jim



## BLACKWING

Rig/Model..... Grand Soleil 44  
 Length (Meters)..... 13.40  
 Draft (Meters)..... 2.46  
 Sail Number ..... USA352  
 Owner/Skipper ..... Barry Clark  
 Yacht Club..... Dana West YC  
 Crew..... Paul Kamen,  
 Kellen McGee, Charles Winter,  
 Paul Galvez, Blake Hamilton, Dan Bunce,  
 Spencer Webster, Jeff Bunce, Barry Clark



## CAZAN

Rig/Model..... DK 46  
 Length (Meters)..... 14.10  
 Draft (Meters)..... 3  
 Sail Number..... USA61046  
 Owner/Skipper ..... Wayne Zittel  
 Yacht Club.....  
 Crew..... Wayne Zittel

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**WYC “Cheeseburger in Paradise” Party – Friday, July 18**

  
 SCAN FOR DETAILS



## CITY LIGHTS

Rig/Model..... Santa Cruz 52  
 Length (Meters)..... 16.14  
 Draft (Meters)..... 2.17  
 Sail Number..... USA28552  
 Owner/Skipper ..... Aaron Wangenheim  
 Yacht Club.....  
 Crew..... Aaron Wangenheim



## GURLI

Rig/Model..... J/111  
 Length (Meters)..... 11.13  
 Draft (Meters)..... 2.2  
 Sail Number..... USA066  
 Owner/Skipper ..... Derek Heeb  
 Yacht Club..... California YC  
 ..... St. Francis YC  
 Crew..... Curt Johnson,  
 Derek Heeb, Matthew Rosenthal



## CONVEXITY<sup>2</sup>

Rig/Model..... GB68  
 Length (Meters)..... 20.73  
 Draft (Meters)..... 3.76  
 Sail Number..... CAY6806  
 Owner/Skipper ..... Don Wilson  
 Yacht Club.....  
 Crew..... Josh McCaffrey



## GOODENERGY

Rig/Model..... R/P 63  
 Length (Meters)..... 19.26  
 Draft (Meters)..... 4.53  
 Sail Number..... USA60010  
 Owner/Skipper ..... George Hershman  
 / Mark Comings  
 Yacht Club.....  
 Crew..... Mark Comings,  
 Jib Kelly, George Hershman. Doug,  
 Erik Shampain, Pete Frazier, Dan Bailey,  
 Mike Burch, Erik Berzins, Chuck Clay



## FAST EXIT II

Rig/Model..... Ker 52  
 Length (Meters)..... 16.01  
 Draft (Meters)..... 3.7  
 Sail Number..... USA51007  
 Owner/Skipper ..... John Raymont  
 Yacht Club..... Santa Barbara YC  
 Crew..... Colin Kennedy,  
 Garrett Brown, Pike, Damian Craig,  
 Tyler Wolk, John Croom, John Raymont,  
 Alan Andrews, Andrew Campbell,  
 Steve Mader



## GRAND ILLUSION

Rig/Model..... Santa Cruz 70  
 Length (Meters)..... 20.72  
 Draft (Meters)..... 3.22  
 Sail Number..... USA97  
 Owner/Skipper ..... David H. Clark  
 Yacht Club..... Newport Harbor YC  
 Crew..... Daniel Geissmann,  
 Mike Blunt, Patrick O'Brien, John Aschieris,  
 Buddy Richley, Alec Offenberger, David H.  
 Clark, Jacob LA DOW, Brooks Clark,  
 Jake Reynolds



## FAVONIUS 2

Rig/Model..... TP 52  
 Length (Meters)..... 15.85  
 Draft (Meters)..... 3.14  
 Sail Number..... USA75553  
 Owner/Skipper ..... Greg Dorn  
 Yacht Club..... SFYC/StFYC  
 Crew..... Ryder Easterlin,  
 Ashley Perrin, Cam Tuttle, Rowan  
 Fennell, Jared Lathrop, Greg Dorn,  
 Mathew Sessions, Merfyn Owen



## GROUNDHOG DAY

Rig/Model..... Rogers 46  
 Length (Meters)..... 14.01  
 Draft (Meters)..... 2.95  
 Sail Number..... USA50030  
 Owner/Skipper ..... Rich Festa  
 Yacht Club.....  
 Crew..... Doug Johnstone,  
 Todd Best, Sean Crane, Rich Festa,  
 Will Tetrick, Tony Festa, Will Petersen



## HALAWA

Rig/Model..... Andrews 56  
 Length (Meters)..... 17.06  
 Draft (Meters)..... 3.35  
 Sail Number..... USA46056  
 Owner/Skipper ..... Kimo Winterbottom  
 Yacht Club..... St. Francis YC  
 Crew..... Kim Dincel,  
 Edward Sharp, Colin Maxwell Savage,  
 Michael Winterbottom, David Rogers,  
 Kimo Winterbottom, Paige Johnston,  
 Ron Young, Walter Burrell, Conrad  
 Holbrook, Mark D'Arcy



## INCEPTION

Rig/Model..... HH-42  
 Length (Meters)..... 12.59  
 Draft (Meters)..... 2.99  
 Sail Number..... USA4921  
 Owner/Skipper ..... NEKA SAILING  
 Yacht Club..... North East  
 Keelboat Alliance  
 Crew..... Leo Vasiliev,  
 Jasper Waldman, Joey Waits,  
 Justin Rose, Alec Coleman,  
 Casey Brown, Luis Juarbe



## HEROIC HEART

Rig/Model..... Santa Cruz 52  
 Length (Meters)..... 16.16  
 Draft (Meters)..... 2.73  
 Sail Number..... USA51000  
 Owner/Skipper ..... Steve Firestone  
 Yacht Club..... Sausalito YC  
 Crew..... Andy Cranmer,  
 Dan Firestone, Mike Wolfe, Steve  
 Firestone, Gil Varon, John Zamir,  
 Sam Attril, Ron Zamir, Robert Feinberg



## INSOUMISE

Rig/Model..... Dufour 50  
 Length (Meters)..... 14.99  
 Draft (Meters)..... 2.06  
 Sail Number..... USA56986  
 Owner/Skipper ..... Michael Marion  
 Yacht Club..... Hawaii YC  
 Crew..... Billy,  
 Austin Cooper, Keith Marion,  
 James Callahan, Michael Marion,  
 Frederic Berg, Chris Walker, Jack Bazz

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Photo: © Doug Peebles

Photo: © Doug Peebles



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## IT'S OK

Rig/Model..... Andrews 50  
Length (Meters)..... 15.24  
Draft (Meters)..... 3.22  
Sail Number..... USA7249  
Owner/Skipper ..... OVSD LLC Purcell,  
Newman, Thompson Managers  
Yacht Club..... Balboa YC  
Crew..... David George,  
Michael Orr, David Oswald,  
Greg Newman, Chris Bretschger,  
Randall Moreno, Danny Pegg,  
Tom Purcell, Brad Wheeler



## KOOKABURRA

Rig/Model..... Beneteau First 40.7  
Length (Meters)..... 11.28  
Draft (Meters)..... 1.4  
Sail Number..... USA28187  
Owner/Skipper ..... Mark Mallaby  
Yacht Club..... Oceanside YC  
Crew..... Holly Davis,  
Maximillian Trojanowski, Alex Fisher,  
Les George, Chase Kenneth Blaker,  
Jonathan Hoover, Mark Mallaby



## J WORLDS HULA GIRL

Rig/Model..... Santa Cruz 50  
Length (Meters)..... 15.94  
Draft (Meters)..... 3.28  
Sail Number..... USA77285  
Owner/Skipper ..... Wayne Zittel  
Yacht Club.....  
Crew..... Wayne Zittel



## LODOS

Rig/Model..... J/111  
Length (Meters)..... 11.13  
Draft (Meters)..... 2.19  
Sail Number..... USA41  
Owner/Skipper ..... Tolga Cezik /  
Rade Trimceski  
Yacht Club..... CYC Seattle  
Crew..... JJ Hoag, Rade  
Trimceski, Drew Zangle, John Hoag,  
John Robert Mason, Tolga Cezik



## KASTOR POLUX

Rig/Model..... Mooring 4300  
Length (Meters)..... 12.95  
Draft (Meters)..... 1.3  
Sail Number..... USA57218  
Owner/Skipper ..... Jerzy Poprawski  
Yacht Club..... AYC  
Crew..... Randy Alcorn,  
Bogdan Kornacki, Jerzy Poprawski  
(Jurek), Leszek Poradowski, Lukasz  
Golinski, Marta Huszcza, Margaret  
MacClary, Pawel Sierakowski



## LUCKY

Rig/Model..... Juan K 27m  
Length (Meters)..... 26.82  
Draft (Meters)..... 7  
Sail Number..... USA2872  
Owner/Skipper ..... Bryon Ehrhart  
Yacht Club..... New York YC  
Crew..... Jonathan Rankine,  
Joca Signorini, Brad Butterworth,  
Dean Phipps



## KOLOHE

Rig/Model..... Salina 48  
Length (Meters)..... 14.63  
Draft (Meters).....  
Sail Number.....  
Owner/Skipper ..... Capt. Joaquin  
Yacht Club.....  
Crew..... Capt. Joaquin



## MACH II

Rig/Model..... Andrews 77  
Length (Meters)..... 23.47  
Draft (Meters)..... 4.3  
Sail Number..... USA7779  
Owner/Skipper ..... Daniel Sinclair  
Yacht Club..... Royal Vancouver YC  
Crew..... Ross Bailey,  
Daniel Sinclair



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## MACONDO

Rig/Model..... Beneteau First 47.7  
 Length (Meters)..... 14.50  
 Draft (Meters)..... 2.29  
 Sail Number..... USA52304  
 Owner/Skipper ..... Mike Sudo  
 Yacht Club.....  
 Crew..... Sam Patton,  
 Elliot Cultice, Mike Church,  
 Parker Beckett Johnson, Mike Price,  
 Mike Sudo, Tim Welles, Hailey Winslow,  
 Anthony Moon, Hunter



## MIRAGE

Rig/Model..... Santa Cruz 70  
 Length (Meters)..... 20.74  
 Draft (Meters)..... 2.72  
 Sail Number..... USA28115  
 Owner/Skipper ..... Marchetta / Furey  
 Yacht Club..... SDYC  
 Crew..... Russell Moore,  
 Erik Rogers, Jon Sanchioli, Ian Bower,  
 Heather Furey, Morgan Bower,  
 Kim Stanford, Jenna Ferrieri



## MAKANI

Rig/Model..... Catalina 38  
 Length (Meters)..... 11.58  
 Draft (Meters)..... 2.07  
 Sail Number..... USA46257  
 Owner/Skipper ..... Eric Phipps  
 Yacht Club..... Navy YC SD  
 Crew..... Bill W, Fred Liedler,  
 Rob Lambert, David Walker



## NALU V

Rig/Model..... Cal 40  
 Length (Meters)..... 9.77  
 Draft (Meters)..... 1.8  
 Sail Number..... USA37836  
 Owner/Skipper ..... Mark Ashmore  
 Yacht Club.....  
 Crew..... Hugh Westermeyer,  
 Rob Reigelman, Mark Ashmore,  
 Kathleen Ashmore, Shepherd M. Jenks Jr.



## MEANIE

Rig/Model..... TP 52  
 Length (Meters)..... 15.54  
 Draft (Meters).....  
 Sail Number..... USA10000  
 Owner/Skipper ..... Thomas Akin  
 Yacht Club..... San Francisco YC  
 Crew..... Will Patton, Jeff  
 Thorpe, Hogan Beatie, David



## NOAHS II

Rig/Model..... Volvo 70  
 Length (Meters)..... 21.34  
 Draft (Meters)..... 4.5  
 Sail Number..... AUS03  
 Owner/Skipper ..... Johannes Schwarz  
 Yacht Club.....  
 Crew..... Tommy Dickens,  
 Maureen Rae, Przemek FLorczyk, Artur  
 Cakala, Gosia, Monika Nachyla, Mariusz  
 Majkut, Mariusz Feltynowski, Marek  
 Woszczyk, Valery Mitrofanov, Johannes  
 Schwarz, Jacek Siwek, Piotr Dauksza,  
 Wit Danilkiewicz, Steve



## MERLIN

Rig/Model..... Bill Lee 68  
 Length (Meters)..... 20.88  
 Draft (Meters)..... 3.24  
 Sail Number..... USA8955  
 Owner/Skipper ..... Chip Merlin  
 Yacht Club.....  
 Crew..... Miro Kaffka,  
 Brian Malone, Adrienne Cahalan,  
 Andrew Hamilton, Marc Barra



## PALBY MARINE

Rig/Model..... Elliott 35SS  
 Length (Meters)..... 10.67  
 Draft (Meters)..... 2.65  
 Sail Number..... DEN35551  
 Owner/Skipper ..... Michael Mollmann  
 Yacht Club..... RORC  
 Crew..... Lars Kirk,  
 Thomas Sørensen, Michael Mollmann



## PICOSA

Rig/Model..... J/111  
 Length (Meters)..... 11.15  
 Draft (Meters)..... 2.2  
 Sail Number..... USA120  
 Owner/Skipper ..... Doug & Jack Jorgensen  
 Yacht Club..... LAYC & Alamitos Bay YC  
 Crew..... Doug & Jack Jorgensen, Nicholas Santos, Tyler Webb, A. Tucker Atterbury, Mark Ryan, Jack Jorgensen



## PYEWACKET

Rig/Model..... Andrews 70  
 Length (Meters)..... 20.87  
 Draft (Meters)..... 3.26  
 Sail Number..... USA678  
 Owner/Skipper ..... Roy Disney  
 Yacht Club..... San Diego YC  
 Crew..... Robbie Kane, Tony Mutter, Scott Easom, Torben Grael, Ben Mitchell, Gary Weisman, Peter Isler, Roy Disney



## PIED PIPER

Rig/Model..... Reichel Pugh 68  
 Length (Meters)..... 18.00  
 Draft (Meters)..... 3.3  
 Sail Number..... USA97510  
 Owner/Skipper ..... Jack Jennings  
 Yacht Club.....  
 Crew..... Andy McCormack



## RAGTIME

Rig/Model..... Spencer 65  
 Length (Meters)..... 19.81  
 Draft (Meters).....  
 Sail Number..... USA6970  
 Owner/Skipper ..... Tina Roberts  
 Yacht Club.....  
 Crew..... Keith Kilpatrick, Tina Roberts

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## RAHAN

Rig/Model..... Beneteau First 36  
 Length (Meters)..... 10.97  
 Draft (Meters)..... 2.19  
 Sail Number..... USA3637  
 Owner/Skipper ..... Charles-Etienne Devanneaux  
 Yacht Club..... RYC  
 Crew..... Fred Courouble, Charles Devanneaux



## RESTLESS

Rig/Model..... Cal 40  
 Length (Meters)..... 11.98  
 Draft (Meters)..... 2.68  
 Sail Number..... USA7717  
 Owner/Skipper ..... Alli Bell  
 Yacht Club..... SDYC/TPYC  
 Crew..... Graham Bell, Stephen Driscoll, Mara Bell Hoshina, Eric Heim, Greg Reynolds, Alli Bell



## RAPID TRANSIT

Rig/Model..... Antrim 49  
 Length (Meters)..... 14.94  
 Draft (Meters)..... 2.89  
 Sail Number..... USA627  
 Owner/Skipper ..... Jim Partridge  
 Yacht Club.....  
 Crew..... Jim Partridge



## RHIANNON

Rig/Model..... Kelly Peterson  
 Length (Meters)..... 13.41  
 Draft (Meters)..... 6.33  
 Sail Number..... USA7077  
 Owner/Skipper ..... Stacy Sinclair  
 Yacht Club..... Del Rey YC  
 Crew..... Courtney Wingard, Steve Schmitz, Alex Luck, Stacy Sinclair, Jamie Myer, Brian Drawert, Tracy Lockwood



## REBECCA

Rig/Model..... SS Swan 43  
 Length (Meters)..... 13.11  
 Draft (Meters)..... 3.3  
 Sail Number..... USA61671  
 Owner/Skipper ..... Dave Koller  
 Yacht Club.....  
 Crew..... Dave Koller, Genevieve Pattie, Tucker Piontek, Rich Elstrom, Piper Dunlap



## RUBY

Rig/Model..... Beneteau First 40  
 Length (Meters)..... 12.50  
 Draft (Meters)..... 2.45  
 Sail Number..... USA77549  
 Owner/Skipper ..... Bertrand Merigot  
 Yacht Club.....  
 Crew..... Sébastien Figue, Olivier Lauzeral, Bertrand Merigot, Fred Benque, Sebastien Rosset, Emmanuel Candes



## REINRAG2

Rig/Model..... J/125  
 Length (Meters)..... 12.53  
 Draft (Meters)..... 2.47  
 Sail Number..... USA83940  
 Owner/Skipper ..... Thomas Joseph Garnier  
 Yacht Club.....  
 Crew..... Thomas Joseph Garnier



## RUSH

Rig/Model..... SunFast 3600  
 Length (Meters)..... 10.80  
 Draft (Meters)..... 2.14  
 Sail Number..... USA67  
 Owner/Skipper ..... Phillip Dean  
 Yacht Club..... STYC  
 Crew..... Christopher Butler, Pat Gibbs, Phillip Dean, Pete Dorsey, Elishia Van Luven, Alex Simanis



## SIR EDMUND

Rig/Model..... Custom 49  
 Length (Meters)..... 14.87  
 Draft (Meters)..... 2.8  
 Sail Number..... 52549  
 Owner/Skipper ..... Andy Schwenk  
 Yacht Club.....  
 Crew..... Scott Watkins,  
 Cyril Kollock, Cindy Evans, Mike  
 Schiltz, Lisa Wilson, Mark Jordan,  
 Andy Schwenk



## TRIUMPH

Rig/Model..... Santa Cruz 52  
 Length (Meters)..... 16.85  
 Draft (Meters)..... 3.01  
 Sail Number..... USA51520  
 Owner/Skipper ..... Steve Sellinger  
 Yacht Club..... NHYC  
 Crew..... Eric Schlageter,  
 Steve Sellinger, Michael Sabourin,  
 Davis Hanscom, Zack Hanna,  
 Will Paxton, Matt Pistay, Charlie



## T/S CAL MARITIME - OAXACA

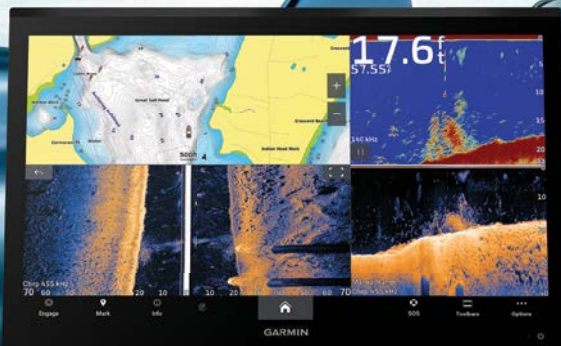
Rig/Model..... Santa Cruz 50  
 Length (Meters)..... 15.94  
 Draft (Meters)..... 2.42  
 Sail Number..... USA8927  
 Owner/Skipper ..... Maxwell Roth  
 Yacht Club..... LAYC  
 Crew..... Oscar Perry,  
 Julian Levash, Cyrus Khaleeli,  
 Kerry Deaver, Logan Chapman,  
 Etienne Quille, Jacob Fisker-Andersen,  
 Django Knafo-Tomlinson, Maxwell Roth



## VELVET HAMMER

Rig/Model..... J/125  
 Length (Meters)..... 12.53  
 Draft (Meters)..... 2.482  
 Sail Number..... USA51517  
 Owner/Skipper ..... James Nichols  
 Yacht Club..... Richmond YC  
 Crew..... James Nichols,  
 Brendan Busch

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## VITESSE

Rig/Model..... R/P 52  
 Length (Meters)..... 15.85  
 Draft (Meters)..... 3.53  
 Sail Number..... USA84248  
 Owner/Skipper ..... Thomas Furlong  
 Yacht Club..... SFYC / SDYC  
 Crew..... Thomas Furlong,  
 James Clappier, Nock, Anthony  
 Nossiter



## WESTERLY

Rig/Model..... Santa Cruz 52  
 Length (Meters)..... 16.81  
 Draft (Meters)..... 3.01  
 Sail Number..... USA28520  
 Owner/Skipper ..... Dave Moore  
 Yacht Club..... Cabrillo Beach YC  
 Waikiki YC  
 Crew..... Dave Moore,  
 Greg Clark, Chris Busch, Paul Allen,  
 Taylor Schlub, John Busch,  
 Steven Natvig



## VORTICES 2

Rig/Model..... J/125  
 Length (Meters)..... 12.53  
 Draft (Meters)..... 2.48  
 Sail Number..... USA61125  
 Owner/Skipper ..... Chris Saxton  
 Yacht Club.....  
 Crew..... Chris Saxton



## ZERO GRAVITY 51

Rig/Model..... R/P 51  
 Length (Meters)..... 15.61  
 Draft (Meters)..... 3.31  
 Sail Number..... USA77751  
 Owner/Skipper ..... Ivan Batanov  
 Yacht Club.....  
 Crew..... Ivan Batanov



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## ZIMMER

Rig/Model..... Pacer 42  
 Length (Meters)..... 12.89  
 Draft (Meters)..... 2.29  
 Sail Number..... USA60409  
 Owner/Skipper ..... Sam Gebb  
 Yacht Club.....  
 Crew..... Sam Gebb



L to R Photographer David Livingston, Dobbs Davis contributing writer, PRO and Jr. Staff Commodore Tom Trujillo. Photo: Joyce Riley



Ho'okolohe, First Division 6, Farr 57, Cecil & Alyson Rossi owners, CT: 9:14:20:50 - Photo: © Stephen Cloutier/Ultime Sailing, Inset Photo: Carolyn Majewski



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# THE 2023 TRANSPAC:

## A Little Bit of Everything

The 2023 Transpacific Yacht Race, the legendary biennial trek from the shores of Southern California to the turquoise waters off Diamond Head, Oahu, etched another unforgettable chapter into its storied history. The 2023 edition, which marked the 52nd running of the iconic event, was a captivating blend of seasoned veterans and eager newcomers, cutting-edge technology and timeless seamanship, and ultimately, a testament to the enduring allure of ocean racing. And indeed, the race was characterized by all types of boats facing all kinds of challenges.

The anticipation leading up to the race was palpable. Following the 2021 race, run just as the COVID-19 pandemic was winding down, sailors were eager to test their mettle against the vast Pacific. A diverse fleet of yachts, ranging from nimble sportboats to powerful 100 footers, gathered in San Pedro in late June for final preparations. The air crackled with energy as crews meticulously checked gear, studied weather forecasts, and shared stories of past Transpacs. Transpac returned to San Pedro after many years in Long Beach. Organizers and racers alike were excited about the new race village and location.

The race kicked off with the Aloha Sendoff Party hosted on the USS Iowa. Party organizer Stephen Ashley arranged for a US Coast Guard demonstration, party-goers sampled foods from local eateries, and each of the skippers and crews were recognized for their efforts in preparing for the race.

On June 27, the first wave of starters headed for Honolulu. Under clear Southern California skies, with 6-10 knots of wind and just a hint of fog on the western horizon, the nine entries in Boatswain's Locker Division 7 and six in smithREGroup Division 8 crossed the start line.

This group included a number of first-time teams. One was Herwig Baumgartner's 1D35 Black Marlin from Los Angeles with an assembled amateur crew of seven on board. Before leaving the dock at the Cabrillo Way Marina in San Pedro the team reported they "were looking forward to the tradewinds and the legendary downwind sailing Transpac offers."

Another first-time skipper was Michael Marion on his Dufour 50 Insoumise, who was looking forward



Transpac Start 1, 06-27-2023, 16:02:51 -04:00, Photo: ©Sharon Green/ultimatesailing.com

to gaining blue-water experience. Unfortunately, Insoumise had to turn around just after the start due to a broken rudder bearing, but they had another celebration back at the dock when one of the crew proposed to his fiancé. Smiles all around with this happy news, Marion promised that Insoumise would be back for the 2025 edition. Two days later, the second group of entries started their 2,225-mile journey to Honolulu. Nineteen boats were divided into three classes—Ocean Navigator Division 4, Cabrillo Boat Shop Division 5 and Pasha Hawaii Division 6—and set off from Point Fermin to first clear the west end of Catalina island 25 miles away and then out into the open Pacific Ocean.

These boats included the Transpac classic Santa Cruz 50 and 52s, including Chris Messano's Deception, which had generated a lot of interest because of the extensive refit she had undergone leading up to the 2023 Transpac, but Messano's entry was special for another reason: Transpac has a long history of being a multi-generational race, with families embarking on this adventure together. Messano's son Nicholas was the youngest racer in 2023. Steve Ernest's Aimante de Fille was another boat promoting the next generation of ocean races with 15-year-old Oliver Ernest aboard.

The final start, on July 1, saw the largest boats in the fleet cross the line.

These included 20 monohulls divided into three classes: Cal Maritime Division 1, SD Boatworks Division 2 and Whittier Trust Division 3. In addition, the four multihull MOD 70s that participated in the 2023 Transpac set off for Hawaii. Within the teams in each division were some of the best amateur and professional talent in the sport, along with the long generational heritage of offshore sailing that Transpac represents since its very first edition in 1906.

A good example of this was the navigator racing aboard John Brynjolfsson's TP52 Saga. At the relatively young age of 38, Parker Mitchell is bearing the weight of responsibility of guiding the team of 10, a burden that is usually entrusted to those much older given all the factors that are considered in getting on a fast-track to Hawaii.

Yet for Parker there is some heritage help: his father Ben Mitchell is also an exceptional sailor, and is a core crew member of Roy Disney's various Pyewackets over the past few decades. Furthermore, Ben's father E. Ben Mitchell, Parker's grandfather, was throughout the 1970, '80s and '90s, one of the most successful navigators in the sport, with skills sought after for all of the great offshore races in the world.

"My goal is to one day win the trophy named for my grandfather," said Parker, referring to the E. Ben Mitchell Navigation Trophy awarded to the

navigator of the first-to-finish Barn Door Trophy winner. The short list of names on this trophy are navigation legends: Mark Rudiger, Stan Honey, Nick White, Peter Isler and Ian Moore.

The staggered starts are a hallmark of the race and designed to bring boats of varying speeds closer together at the finish. Each start group had its own narrative, its own set of challenges and opportunities. The smaller boats of the earliest start, faced the initial hurdle of navigating the coastal conditions and transitioning into a stronger offshore breeze. While the faster boats on the last start day struggled in overall lighter winds at the beginning of their race and sailed longer before they could hoist their downwind sails.

As the race progressed, the larger, more powerful yachts that started in later groups, began to unleash their potential. These boats, often equipped with advanced sail technology and experienced crews, were designed to devour the miles, aiming to overtake the earlier starters and establish dominance in the overall standings. The iconic downwind sleigh ride began to materialize as the fleet moved further offshore and caught the trade winds. Spinnakers blossomed like colorful flowers against the deep blue, propelling the boats towards their Hawaiian destination.

The 2023 Transpac was characterized by a dynamic weather pattern. While the traditional trade winds played a significant role, periods of lighter air and shifts in wind direction kept the crews on their toes. Navigational decisions became paramount, with tacticians constantly analyzing weather models and strategizing the optimal course to maximize speed and minimize distance. The ability to adapt to changing conditions and make informed choices proved crucial for success.

For many participants, the Transpac is more than just a race; it's a profound personal journey. The solitude of the open ocean, the constant interaction with the elements, and the camaraderie forged amongst crew members create an experience unlike any other. Stories of overcoming challenges, witnessing breathtaking

sunsets, and encountering marine life became part of the daily narrative, shared over VHF radios and satellite communications. The race fosters a deep respect for the power of the ocean and the importance of teamwork.

The competition across the various divisions was fierce. In the larger boat classes, the battle for line honors and overall victory was a captivating spectacle. Maxi yachts, with their impressive speed and technological advancements, pushed the boundaries of performance, while the more traditional designs showcased the enduring appeal of classic offshore racing.

One of the standout stories of the 2023 Transpac was the performance of the smaller boats. Despite facing the initial challenges of lighter winds and a longer time at sea, many of these crews demonstrated exceptional seamanship and determination. Their ability to navigate effectively, maintain boat speed, and persevere through demanding conditions was a testament to their skill and passion for the sport.

As the boats approached the Hawaiian Islands, the tension mounted. The final miles required precision navigation and tactical brilliance. The sight of Diamond Head rising on the horizon was a welcome reward for the weeks of hard work and dedication. The finish line off Honolulu was a scene of celebration, with crews exchanging hugs, sharing stories, and basking in the accomplishment of completing one of the world's most challenging offshore races.

The 2023 Transpac also highlighted the growing focus on sustainability in yacht racing. Many participating boats implemented eco-friendly practices, such as reducing plastic waste, using environmentally friendly cleaning products, and minimizing their impact on marine life. This commitment to sustainability reflects a growing awareness within the sailing community of the importance of protecting the ocean environment.

Beyond the competitive aspect, the Transpac is a celebration of the sailing community. It brings together people from all walks

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of life, united by their love for the ocean and the thrill of offshore racing. The friendships forged during the race often last a lifetime, and the shared experience creates a bond that transcends national borders and cultural differences.

The awards ceremony at Kaneohe Yacht Club in Honolulu was a fitting culmination of the race. Trophies were presented, stories were shared, and the spirit of camaraderie filled the air. The winners were celebrated for their exceptional performance, and every participant was recognized for their courage, determination, and sportsmanship.

### **A Deeper Dive into Key Aspects of the 2023 Race: The Weather Factor**

The 2023 Transpac presented a mixed bag of weather conditions. While the traditional trade winds were present for a significant portion of the race, they weren't as consistent or strong as in some previous editions. This variability forced crews to be adaptable and strategic in their navigation. Periods of lighter air tested patience and required meticulous sail trim, while shifts in wind direction demanded constant adjustments to course and tactics. The ability to anticipate and react to these changes was a crucial factor in success.

Navigators played a pivotal role, utilizing weather routing software and satellite imagery to identify the optimal path to Honolulu. They had to balance the desire to stay in the stronger winds with the need to avoid areas of high pressure or wind holes. The decisions made by navigators often had a significant impact on the performance of their boats.

### **Technological Advancements**

The 2023 Transpac showcased the continued evolution of yacht racing technology. Many boats were equipped with state-of-the-art electronics, including advanced navigation systems, satellite communication devices, and sophisticated weather forecasting tools. These technologies provided crews with valuable information, allowing them to make more informed decisions and optimize their performance.

Sail technology also played a significant role. High-performance sails made from advanced materials allowed boats to generate more power and maintain speed in a wider range of conditions. The ability to effectively utilize these sails was crucial for maximizing performance.

### **The Human Element**

Despite the advancements in technology, the human element remained paramount in the 2023 Transpac. The race demanded exceptional seamanship, teamwork, and resilience. Crews had to work together seamlessly, performing tasks like sail changes, navigation, and boat maintenance in demanding conditions.

Endurance was also a key factor. Spending weeks at sea, often with limited sleep and exposure to the elements, required mental and physical toughness. The ability to manage fatigue, maintain morale, and make sound decisions under pressure was essential for success.

### **Notable Performances and Stories**

The 2023 Transpac saw a number of outstanding performances across the various divisions.

- Close finishes in many divisions. The 2023 division winners were:
  - o The overall winner, and winner of Cabrillo Boat Shop Division 5, was Dave Moore's Santa Cruz 52 Westerly. Moore credited his team for pushing hard to Hawaii and having a great time along the way.
  - o Dan Merino's Juno secured first place in smithREGroup Division 8.
  - o In the Boatswain's Locker Division 7, Greg Dorn's Favonius

- and Ian Edwards' Wings, sistership designs, had a close race. While Favonius initially took the lead, Mike Sudo's Macondo ultimately won the division in corrected time.
- o Cecil Rossi, skipper of Ho'okolohe was the victor of Pasha Hawaii Division 6. Along the way, Ho'okolohe's crew ate very well and brought TPYC Staff Commodore and major supporter Roby Bessent to his final resting place at sea.
- o Nereid, Stan Fleming's J/125 beat out the other three J/125s and the rest of Ocean Navigator Division 4.
- o In the Whittier Trust Division 3, the winner was Roy Disney's Pyewacket, a familiar podium winner.
- o The race between Zero Gravity 51 and Fast Exit was close, and not decided until just miles from the finish line. Ultimately, Zero Gravity 51 was the winner of SD BoatWorks Division 2.
- o Doug Baker's Peligroso won Cal Maritime Division 1, just edging out Tom Houltus' BADPAK, which was looking for a three-peat.
  - Sweet Okole, a boat built in Oahu in 1977, finished second in her division, adding to her impressive history in past races, including a victory in the 1981 Transpac.
  - The crew of Imagine Too received the Ilio Aukai Trophy for having the oldest average age, showcasing the enduring appeal of the race across generations.
  - Macondo was awarded the Ronald L. Burla Trophy for Media Excellence, recognizing their creative content throughout the race.
  - Rio100 took the coveted Barn Door Trophy awarded to the first monohull to finish. The team arrived in Honolulu under the cover of darkness, but that did not squelch the festivities.
  - Pam Davis received the Clare Lang Trophy for her outstanding volunteer work in coordinating various aspects of the race, highlighting the crucial role of volunteers in making the Transpac a success.

### **Looking Ahead**

The 2023 Transpac has set the stage for future editions of this iconic race. The lessons learned, the innovations showcased, and the stories shared will undoubtedly shape the future of offshore sailing. As technology continues to evolve and the passion for ocean racing endures, the Transpac will remain a pinnacle event in the sailing world, attracting sailors from around the globe to test their skills and experience the magic of the Pacific. The spirit of adventure, the challenge of the open ocean, and the camaraderie of the sailing community will continue to define the Transpac, ensuring its place in the history of yacht racing for generations to come. The 2023 race was a vibrant reminder of the enduring allure of this legendary event, a symphony of salt, sun, and steel that will resonate in the memories of all who participated and witnessed it. The next edition promises to be another exciting chapter in the ongoing saga of the Transpacific Yacht Race.



Transpac Row and The Shack, photo Phil Uhl




Honolulu Chair Jeff Remily presents Pam Davis the Clare Lang Trophy - Outstanding Honolulu Committee Vounteer, Transpac 2023. Photo: David Livingston

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# fifty years ago

By Kimball Livingston

**F**ifty years ago, Bill Lee was a controversial designer. Merlin was still two years in the offing, and the Wizard wouldn't be Commodore of Transpac YC for another 35 years, but a lot hung on the question of whether or not Stu Cowan could repeat as an overall winner with his Lee-designed, 35-foot Chutzpah.

The surfing contest that had begun ten years earlier, with the advent of Cal 40s, was in full swing. The ULDB revolution took it a step farther, and not everybody liked the ULDB thing. Not everybody liked the thought of crossing an ocean on freeze-dried foods just to compete with the Chutzpahs of the world.

## WE'RE TALKING 1975.

There was also the Ragtime question. The skinny, hard chined lightweight, born in New Zealand, had shown her heels to the fleet in '73. A Ragtime repeat for the Barn Door trophy, Ragtime wasn't a strong bet, however, with Windward Passage returning and new boats too in the form of Ondine, fresh off a Newport to Bermuda record. There was also the 72-foot Ballyhoo from Australia, where one fleet after another had been treated to views of her disappearing transom.

The grand, classic Alden schooners Serena and Constellation couldn't be counted out, depending.

These many years on, looking back, it was quite the race.

"What comes back clearly," says Bill Lee, "is navigating by sextant and dead reckoning. If the sun came out, you woke the navigator.

"I went with Rod Park on Panache, which was 40 feet, and those were the days when we lined up the boats at Ala Wai in order of finish. So there were all these tall masts, then Panache, then more tall masts."

Chutzpah would win overall, corrected time, for a second year in a row, feeding Stu Cowan's enthusiasm and, as Bill Lee put it, "Stu liked for people to know that he was enthusiastic. He was large at Waikiki Yacht Club, but he described his job on the boat as pouring hot water over the freeze driers while the good guys managed the boat."

Waikiki Yacht Club Staff Commodore Michael Roth writes, "When Stuart announced to anyone who cared to listen that he would win the 1973 race, no one believed him.

However, Chutzpah created a good deal of consternation among the Transpac officials of the day, and consequently, the day before the start of the 1973 race, her



Ragtime Crew checking the competition on one of her early Transpacs. Unknown photographer

rating was raised to 31+. Notwithstanding, Chutzpah finished first overall, winning Class D, the Dillingham Trophy for First Hawaiian Boat, and the King David Kalakaua Cup for First Overall. For the 1975 race, her rating went to 32+, but she came in First Overall again."

WYC proudly displays Chutzpah's trophies from her big wins, but, the last owner reports, she went away. Chutzpah was cut up and discarded "a few years ago."

Ragtime never went away. Instead, a repeat Barn Door launched her into the realm of legends. Navigator Ben Mitchell, a legend in his own right, took Ragtime deep south early in the '75 race, no regrets. A young Benny Mitchell sailed that year on John Calley's 53-foot Sunset Boulevard, and they went south too, but not so far south. Today Benny remembers dad coming over the radio to ask, "How are things up there at the North Pole?"

With a Class A handicap win looking likely for Sunset Boulevard, the answer would have been, not bad. When they broke the boom, Mitchell recalls, "We banded it with a sacrificed pipe berth and were good to gybe in 40 minutes." These fifty years later, Mitchell plans to sail the 2025 race on Roy Disney's Andrews 70, Pyewacket, a boat born for downwind racing.

In a boat definitely NOT designed for downwind racing, two generations of Roys received their Transpac baptisms with the S&S centerboarder Shamrock. The younger Disney can laugh about it now. He shares this photo taken from another boat

(probably in passing) as Shamrock was rolling (and rolling) its way to the islands. Shamrock was a classic beauty with a yawl rig, "and we took the mizzen out to see if that would calm the rolling and broaching," Disney says.



Shamrock rolling toward Hawaii. The S&S centerboarder was later retired from racing to family cruising. Disney Collection

## NOT QUITE.

The 1975 fleet of 65 boats sailed with Transpac ratings intended to shake things up from the outcomes of 1973. But that wasn't enough to prevent 14 repeats. With an extra 4 hours of penalty to carry, Ragtime dropped from second in Class A to 7th and 52nd overall. But the Barn Door swung open in 9:23:54:51, shaving about 14 hours off her 1973 time. As navigators

## 50 years ago

go, Ben Mitchell was a force. He had seen the High splitting and weakening. He dipped away from it as far as he dared, got the breeze he was betting on, and still covered only 2359 miles, Point Fermin to Diamond Head.

A few days in, Windward Passage had 24-hour runs of only 156, 193, 149 and 142. On July 10, Ballyhoo logged 93 miles. Jack Smock's history of Transpac does not include Ballyhoo owner Jack Rooklyn's appraisal of our biennial surfing-to-Hawaii (sometimes) festival. But we know that the rush down the final miles of the Molokai Channel tends to induce amnesia in spades.

Chutzpah, 35 feet, logged only 7 miles less than Ondine, 79 feet, between July 6 and July 10. Considering that Chutzpah had weighed in at a svelte 6,500 pounds, we can understand. But the High reformed along about day 11, and with it came the breeze. Daily runs for Class A soon hit the right numbers.

### AND THAT WAS THEN, AND THIS IS NOW.

Ragtime, in the hands of Tina Roberts, is all new, and not, and she'll keep the bets coming till the leaders close on Koko Head and pick up the squeeze-play rush into Diamond Head.

Roberts took over Ragtime when her partner, Chris Welsh, died suddenly, and she has since "done all the things that Chris would have done to the boat, and more," she says. "We took her down to the wood and came back with two layers of carbon fiber over the original plywood. The new carbon mast is the same height as the old one, but now we have a square top main and more sail, with EC3 rigging instead of the old rod rigging."

Ragtime shed 2,000 pounds, Roberts says: "You lay her over 24 degrees, and she sits on her chine and just begs to surf."

There are plenty of newer sleds ready to give Ragtime a run for it, but you'd have to walk a mile to find a boat with such charisma.

Fifty years ago? The winter before Transpac, Doug Jorgensen was along for a ride on Red Rooster in a Whitney Series race when he looked at the loads in the mainsheet/traveler arrangement and remarked that he saw a weak point. Assured it was fine, he kept on looking at it, imagining next steps if it really did let go. And it did.

"It was fixed in a matter of seconds, because I had already thought that through," Jorgensen recalls. "Suddenly I was part of the crew for the race to Hawaii."

Which started July 4, 1975 off Point Fermin, everybody together because that's

how we used to do it.

"Jim Barber brought along a steamy novel that had just hit the stands, *The Other Side of Midnight*. In the slow stretch, half the guys on the crew were reading it."

When things picked up, they learned a lot about their 42-foot Carter design.

Jorgensen says, "That was a difficult boat to sail. If you set up just right on a wave, to go straight down, you were fine. If you heeled, you were going to broach. To windward, to leeward, all depended on which way you heeled.

"That's how we lost the book. Right overboard. The mood was touchy for a bit."

Spoiler alert: "Sidney Sheldon's novel, *The Other Side of Midnight*, concludes in an intricate web of ambition, betrayal, and revenge, with the fates of the leading characters unraveling with devastating clarity." It's just as well to not have that on your mind on that last gybe to the big red buoy.

"2025 is my fiftieth year of Transpac," Jorgensen says. "This time it's with my own boat, Picoso, a J/111. [Winner of the 2025 Islands Race.] I'm going with my son and four of his buddies. We're not cutting edge, but it should be a good ride."

And family crews are one of the great traditions of Transpac.

Reading matter on board? We'll have to get back to you on that.

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Pyewacket, First Division 3, Andrews 68, Roy P. Disney owner, CT: 09:21:17:12 - Photo: © Stephen Cloutier/Ultimate Sailing, Inset Photo: Mark Brouch



Zero Gravity 51, First Division 1, RP 51, Ivan Batanov / Lawrence Andrews owners, CT: 10:18:04:45 Photo: Doug Gifford/ultimatesailing.com - Inset Photo: David Livingston

# The Enduring Legacy of the Nash Family Trophy:

## Celebrating the Corinthian Spirit as a Transpac Tradition



The Transpacific Yacht Race has developed many traditions over its more than 100 years of competition, and new ones are always in the making. Beyond the thrill of competition and the allure of reaching the shores of Hawaii after thousands of miles at sea, the race is capped off by the awarding of a number of prestigious trophies, each carrying its own unique history and significance. Among these accolades is the Nash Family Trophy, awarded to the best-performing all-amateur (Corinthian) team.

In 2019, the Nash Family Corinthian Trophy was introduced as a new award by the Transpacific Yacht Club Board of Directors to further encourage Corinthian participation in the Transpac. This prestigious award recognizes the fastest team in corrected time that has an all-amateur skipper and crew. Teams eligible for this award must be confirmed as valid Group 1 sailors by the World Sailing Sailor Classification system. The creation of the Nash Family Corinthian Trophy honors the legacy of Russ Nash, his wife Cathie Nash, and their son Mike Nash, all of whom were long-time supporters of TPYC.

Cathie Nash was known for her dedication as TPYC Administrator, where she managed membership and ensured the continuity of club files. Russ was a brilliant builder of ship models who inspired many in the sailing community, while Mike raced in numerous Transpacs and contributed extensively to the club as a Board member. In tribute to this remarkable family, the lovely Edmund Grant Trophy, a vintage ship's compass, was repurposed as the perpetual trophy for this Corinthian award.

The Nash Family Trophy winners have all demonstrated the Corinthian spirit of Transpac, not only due to their all-amateur status, but also thanks to their consistent dedication to the race. The first recipient of the Nash Family trophy was Reinrag2, skippered by Thomas Garnier. The Garniers are a multi-generational family with a deep connection to Transpac. In 2021, Bob Lane's Medicine Man won the award and, in 2023, it was James Nichols' Velvet Hammer.

More than just a symbol of achievement, the Nash Family Trophy is a representation of the values that form the backbone of the Transpac Yacht Race—sportsmanship, perseverance and camaraderie. These values are often most evident in the Corinthian crews who sail for the love of the sport and as a hobby. As the Transpac continues to evolve, the Nash Family Trophy will remain a cherished tradition, a reminder of the essence of this iconic race and the enduring power of the human spirit, especially when driven by a pure love of the sea and the thrill of the challenge.

The Nash Family Trophy is a powerful reminder that the Transpac is more than just a race—it is an adventure, a challenge and an opportunity for personal growth. It celebrates the human element of offshore sailing, the ability to adapt to unpredictable conditions, and the strength of bonds formed at sea, particularly when those bonds are forged through shared passion and dedication for a hobby. By recognizing these qualities, the trophy encourages participants to embrace the full experience of the race, not just the pursuit of victory, but also the journey and the lessons learned along the way.

# WITH A STORIED PAST, Ragtime sets sail in transpac 2025

By Amanda Witherell

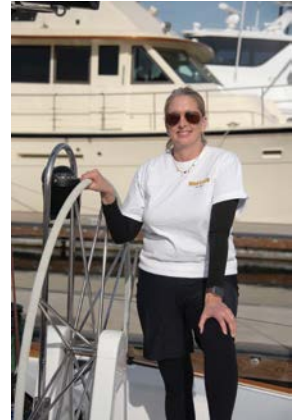
Over the years, Transpac has drawn many of the legends in the world of yacht racing, this year one is returning after years away: Ragtime. Though the boat recently relaunched after six years on the hard and significant upgrades, her signature black hull and sleek low profile will still be a standout at the starting line.

It's Ragtime's first Transpac since 2009, but this legendary race boat is no stranger to this legendary race. Ragtime has competed in several Transpacs—the first in 1973 when she won the prestigious “Barn Door” trophy, beating favored-to-win Windward Passage by 4 minutes and 31 seconds. This year marks the 50th anniversary of her second first-place finish, when she defeated Windward Passage for the second time. Though many of Ragtime's past rivals haven't survived into the modern era, one boat that was specifically built to beat her is also racing in Transpac 2025—Bill Lee's Merlin.

“It's super exciting to be facing off against Merlin this year,” said owner and skipper Tina Roberts, who feels that Ragtime's history with this race is what sets Transpac apart from the other regattas in their busy schedule back on the water. “As a sailor, my goal is to provide stewardship for Ragtime,” said Roberts. “There are so many memories of this boat and this race, and I feel a dedication to bring her to Transpac.”

Designed by John Spencer and built in Auckland, New Zealand, in 1963 Ragtime launched under the name Infidel and almost instantly started making headlines. Considered the first ultra light displacement boat (ULDB), her early racing years were marked by controversy, as she was barred from the Sydney Hobart Race because of the relative thinness of her plywood hull, which was considered unserious construction for an ocean-going racer.

However, she proved to be strong in hull, fierce in competition and a legend in the making—the Santa Cruz 50s, 70s and other downwind sleds, such as Merlin, that we see today are based on her design. In 1969, she was brought to the United States, rechristened Ragtime and sailed for decades under various owners and with varying levels of care. By 2003, she was languishing in Southern California and put up for sale at a county auction. Chris Welsh, Jon Richards, Alan



Tina Roberts at the helm of Ragtime



Wishing all competitors a  
great race in 2025!

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Photo: Geri Conser

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Ragtime is back and in her classic gloss black hull. Unknown photographer

Peterson and Scott Zimmer were among the few bidders and won Ragtime for \$125,000. The group fixed up the boat in time for the 2005 Transpac, after which Welsh took sole ownership, racing her for several years, often to first place and podium finishes, in Transpac, the LA-Tahiti Transpac, Rolex Sydney Hobart, Rolex Big Boat Series and many other races on the West Coast circuit.

The fame of her boat is not lost on Roberts. “When I tell people I own her, I often get the response ‘you mean THE Ragtime?!’”

Though the boat is no stranger to the race to Hawaii, this will be Roberts’ first time sailing in Transpac. When asked what beyond the history of the boat attracted her to Transpac, Roberts said, “I am a big adventurer—a pilot, a cave diver, and I’ve motorcycled solo across Central America. So, this is one more adventure for me to take on.”

Roberts took ownership of this illustrious sailing yacht following the unexpected passing of her partner, Chris Welsh, in 2021. Ragtime had been on the hard since 2018 and relaunched in October of 2024 following an extensive refit to modernize the boat’s systems, while preserving some of her most important historical features. Updates include the performance enhancements of carbon fiber rigging, three layers of carbon fiber wrapping on the hull to reinforce her original plywood construction, the latest electronics and a larger mainsail, but amidst the new gear and polish, classic elements, such as the Kauri wood cabin top and her low lines, have been preserved. Overall, the goal of the refit was to enhance the design elements that made Ragtime a trendsetter 62 years ago, while upgrading key elements to make her competitive against newer models and designs out on the racecourse today.

When it comes to preparing for the race, Roberts says that putting together a crew that gets along and works well together is crucially important. “This race is about fun and creating lasting memories, so it’s really important to build a team that is going out with a smile on our face.” Getting that team comfortable working well, not only with the boat but also with each other, is Roberts’ top priority leading up to this summer’s start.

The crew that will be sailing Ragtime to Diamond Head in July is still coming together. Experienced ocean racers Doug McLean and Ernie Richau will serve as captain and navigator, respectively. Other sailors already on board with the Ragtime crew have logged over half a million miles of ocean racing experience, however, there is still space to join this dynamic team—and Roberts invites anyone who is interested in sailing with them to get in touch!

Practice is the other major preparation for the Ragtime crew. The boat’s recent refurbishment has essentially transformed her into a new vessel. Roberts and her team are entering five regattas in the lead up to Transpac to acclimate to the new sails, rigging and systems.

For sailors still on the fence about taking part in this year’s Transpac, Roberts’ advice is to “come out and sail with Ragtime!” She notes that this race is built on camaraderie and the inclusion of new sailors. All are welcome to join in on the experience and that’s an opportunity not to pass up. Roberts also highlighted the work that the Transpacific Yacht Club does to keep the race exciting, inviting and fun.

Roberts hopes that her and her crew’s commitment to Transpac and what it represents shines through. “We want to bring the boat back to the race for young sailors to be inspired, and for more experienced sailors to relive memories of seeing Ragtime in past races.”



The finish line Diamond Head Light House - Photo: Phil Uhl

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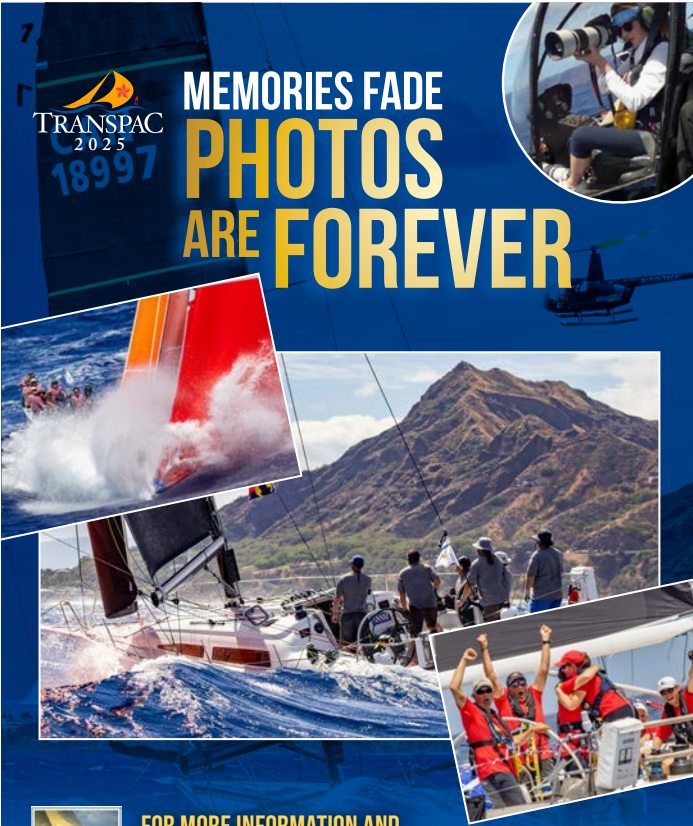
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# TROPHIES

## 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

## MULTIHULL DIVISION

First to Finish  
 First 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

LAYC Glass Boat  
 TPYC Cup  
 TPYC Cup

Kenwood Platter  
 TPYC Cup  
 TPYC Cup

Rudy Choy Trophy  
 WYC Chalice

## SPECIALTY CLASSES

First Santa Cruz 52 Corrected  
 First Cal 40 Corrected  
 Shortest elapsed time under 60'  
 First racer/cruiser elapsed time under 49'

## ALOHA CLASS

First Corrected  
 Second Corrected  
 Third Corrected

## OTHER TROPHIES

Nash Family Corinthian Sailor  
 Storm Trysail Club Team  
 Best on the Water Media  
 First Hawaii Yacht Corrected  
 First Double Handed  
 First Foreign Yacht Elapsed Time  
 First Foreign Yacht Corrected Time  
 Farthest North  
 Last to Finish  
 Outstanding Crew Member 1st Corrected  
 Oldest Average Age  
 Outstanding Honolulu Committee Volunteer

## 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  
 First Corrected - Division VI Navigator  
 First Corrected - Division VII Navigator  
 First Corrected - Division VIII Navigator  
 First Corrected - Multihull Division Navigator  
 Best Traditional Navigation

## PERPETUAL TROPHY

Jensen-Lapworth Trophy  
 Makani Hula Trophy  
 Don Clothier Trophy

Eugene Overton Trophy  
 Hawaii Prince Trophy  
 TPYC Cup

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

Clare Lang Trophy

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 2023

## Transpac Honolulu Race

### Div 1 - Cal Maritime

	Yacht Name	Yacht Design	Owner/Skipper	Status	Rating	Finish Time	Elapsed Time	Corrected	Class	Fleet
1	USA 55555	Peligroso	Dencho/Kernan 68		1.1725	07/10/2023 @ 06:59:54 (GMT-11:00)	8:20:59:54	10:09:44:26	1	31
2	USA 88856	BadPak	Botin 56		1.228	07/10/2023 @ 00:17:26 (GMT-11:00)	8:14:17:26	10:13:19:29	2	37
3	AUS 33	Zeus	i52		1.1789	07/10/2023 @ 14:18:56 (GMT-11:00)	9:04:18:56	10:19:43:48	3	41
4	USA 60010	GoodEnergy	R/P 63		1.2877	07/09/2023 @ 20:17:18 (GMT-11:00)	8:10:17:18	10:20:29:12	4	42
5	USA 61305	Artemis	Botin 65		1.1822	07/10/2023 @ 14:56:40 (GMT-11:00)	9:04:56:40	10:21:12:02	5	43
6	USA 2121	Rio100	Bakewell White 100		1.4869	07/08/2023 @ 23:16:38 (GMT-11:00)	7:13:16:38	11:05:32:28	6	45
7	USA 7779	T/S Cal Maritime	Andrews 77		1.2566	07/10/2023 @ 13:44:22 (GMT-11:00)	9:03:44:22	11:12:07:29	7	46

### Div 2 - SD Boatworks

1	USA 77751	Zero Gravity 51	RP 51	Ivan Batanov / Lawrence Andrews	1.096	07/11/2023 @ 05:28:25 (GMT-11:00)	9:19:28:25	10:18:04:45	1	39
2	USA 51007	Fast Exit II	Ker 52	John Rayment	1.161	07/10/2023 @ 16:34:42 (GMT-11:00)	9:06:34:42	10:18:24:48	2	40
3	USA 61469	Saga	TP 52	John Brynjolfsson	1.1472	07/11/2023 @ 04:27:51 (GMT-11:00)	9:18:27:51	11:04:58:38	3	44

### Div 3 - Whittier Trust

1	USA 678	Pyewacket	Andrews 68	Roy P. Disney	1.0594	07/10/2023 @ 17:58:56 (GMT-11:00)	9:07:58:56	9:21:17:12	1	20
2	USA 97	Grand Illusion	Santa Cruz 70	David H. Clark	1.0456	07/11/2023 @ 00:15:25 (GMT-11:00)	9:14:15:25	10:00:45:24	2	24
3	USA 97656	Pied Piper	Santa Cruz 70	Jack Jennings	1.0578	07/11/2023 @ 00:33:10 (GMT-11:00)	9:14:33:10	10:03:52:43	3	26
4	USA 41104	Buona Sera	Santa Cruz 70	Edward Marez	1.0462	07/11/2023 @ 06:02:59 (GMT-11:00)	9:20:02:59	10:06:57:19	4	29
5	USA 97363	Bolt	Nelson Marek 70	Craig L Reynolds	1.061	07/11/2023 @ 06:33:55 (GMT-11:00)	9:20:33:55	10:10:59:45	5	32
6	USA 8955	Merlin	Bill Lee 68 Custom	Chip Merlin	1.0931	07/11/2023 @ 00:07:57 (GMT-11:00)	9:14:07:57	10:11:33:28	6	33
7	USA 28115	Mirage	Santa Cruz 70	Marchetta Furey	1.0328	07/11/2023 @ 14:18:17 (GMT-11:00)	10:04:18:17	10:12:19:05	7	34
8	USA 88	Rock n' Roll	Andrews 68	John Sangmeister	1.096	07/11/2023 @ 00:45:50 (GMT-11:00)	9:14:45:50	10:12:55:02	8	35
9	CAN 18997	Westerly	Santa Cruz 70	Stuart Dahlgren	1.0506	07/11/2023 @ 11:16:17 (GMT-11:00)	10:01:16:17	10:13:28:47	9	38
10	USA 35111	Trader	Andrews 70	Doug Pasnik	1.0634	07/12/2023 @ 23:43:16 (GMT-11:00)	11:13:43:16	12:07:19:43	10	49

### Div 4 - Ocean Navigator

1	USA 7065	Nereid	J/125	Standish Fleming	0.9167	07/09/2023 @ 04:52:17 (GMT-11:00)	9:18:52:17	8:23:18:24	1	2
2	USA 52125	Arsenal	J/125	Andrew Picel	0.904	07/09/2023 @ 13:09:05 (GMT-11:00)	10:03:09:05	9:03:48:32	2	6
3	USA 84003	Denali 3	Ker 46+	William McKinley	1.0589	07/08/2023 @ 02:12:17 (GMT-11:00)	8:16:12:17	9:04:28:05	3	7
4	USA 51517	Velvet Hammer (Corinthian)	J/125	James Nichols	0.9094	07/09/2023 @ 13:23:57 (GMT-11:00)	10:03:23:57	9:05:20:50	4	8
5	USA 83940	Reinrag2	J/125	Thomas Garnier	0.9209	07/09/2023 @ 12:11:22 (GMT-11:00)	10:02:11:22	9:07:01:56	5	10
6	USA 50030	Groundhog Day	Rogers 46	Rich Festa	0.9884	07/09/2023 @ 13:03:21 (GMT-11:00)	10:03:03:21	10:00:14:11	6	22
7	USA 55544	Volpe	Dencho/Kernan	Les Linkogle	0.9781	07/11/2023 @ 11:54:12 (GMT-11:00)	12:01:54:12	11:19:33:16	7	47

### Div 5 - Cabrillo Boat Shop

1	USA 28520	Westerly	Santa Cruz 52	Dave Moore	0.9555	07/08/2023 @ 15:06:02 (GMT-11:00)	9:05:06:02	8:19:15:42	1	1
2	USA 97263	Deception	Santa Cruz 50	Chris Messano / Bill Durant	0.93	07/09/2023 @ 04:56:43 (GMT-11:00)	9:18:56:43	9:02:29:57	2	3
3	USA 51520	Triumph	Santa Cruz 52	Steve Sellinger	0.94	07/09/2023 @ 03:40:17 (GMT-11:00)	9:17:40:17	9:03:39:04	3	5
4	USA 28729	Pinball Wizard	Santa Cruz 52	Bill & Lisa Dana	0.9188	07/09/2023 @ 17:55:06 (GMT-11:00)	10:07:55:06	9:11:47:15	4	15
5	USA 8927	Oaxaca	Santa Cruz 50	Michael Moradzadeh	0.9085	07/10/2023 @ 10:57:29 (GMT-11:00)	10:00:57:29	10:00:42:52	5	23
6	USA 77285	J Worlds Hula Girl	Santa Cruz 50 Mod	Wayne Zittel	0.929	07/10/2023 @ 11:46:46 (GMT-11:00)	11:01:46:46	10:06:54:33	6	28

### Div 6 - Pasha Hawaii

1	USA 97301	Ho'okolohe	Farr 57	Cecil & Alyson Rossi	0.8828	07/10/2023 @ 06:55:41 (GMT-11:00)	10:20:55:41	9:14:20:50	1	17
2	USA 7447	Spin Doctor	Andrews 40	Paul Farrell	0.8826	07/10/2023 @ 15:42:22 (GMT-11:00)	11:05:42:22	9:22:02:33	2	21
3	USA 61046	Cazan	DK46	Wayne Zittel	0.8916	07/10/2023 @ 16:08:19 (GMT-11:00)	11:06:08:19	10:00:51:20	3	25
4	USA 56203	Aimant de Fille	J/145	Steven Ernest	0.8992	07/10/2023 @ 18:19:40 (GMT-11:00)	11:08:19:40	10:04:52:38	4	27
5	USA 87868	Good Trouble	Andrews 56	Marie Rogers	0.9219	07/10/2023 @ 20:32:32 (GMT-11:00)	11:10:32:32	10:13:06:02	5	36
6	USA 60716	Blue Moon	Jeaneau 52.2	Russ Johnson	0.7528	07/15/2023 @ 19:26:22 (GMT-11:00)	16:09:26:22	12:08:10:52	6	50

### Div 7 - Boatswains Locker

1	USA 52304	Macondo	Beneteau First 47.7	Mike Sudo	0.802	07/08/2023 @ 19:28:08 (GMT-11:00)	11:09:28:08	9:03:19:19	1	4
2	USA 44444	Lenny	Beneteau First 44	Charles Devanneaux	0.8264	07/08/2023 @ 15:44:47 (GMT-11:00)	11:05:44:47	9:06:55:06	2	9
3	USA 50252	Night's Watch	J/130	Dean Stanec	0.8479	07/08/2023 @ 10:59:41 (GMT-11:00)	11:00:59:41	9:08:41:20	3	11
4	USA 38125	Favonius	Dehler 46	Greg Dorn	0.8628	07/08/2023 @ 06:38:22 (GMT-11:00)	10:20:38:22	9:08:52:47	4	12
5	AUS 07	Wings (Corinthian)	Dehler 46	Ian Edwards	0.8484	07/08/2023 @ 11:06:53 (GMT-11:00)	11:01:06:53	9:08:55:24	5	13
6	USA 28369	Pegasus	Newland 368	Stephen Lewis	0.8427	07/08/2023 @ 21:00:48 (GMT-11:00)	11:11:00:48	9:15:45:13	6	18
7	USA 103	Creative	J/111	Ed Sanford	0.8313	07/09/2023 @ 07:00:17 (GMT-11:00)	11:21:00:17	9:20:55:28	7	19
8	USA 35045	Black Marlin	1D35	Herwig Baumgartner	0.8287	07/09/2023 @ 23:03:44 (GMT-11:00)	12:13:03:44	10:09:29:25	8	30
9	USA 60449	Sam	Carbon 32	Jerome Sammarcelli	0.8765	06/29/2023 @ 12:41:56 (GMT-11:00)	1:23:41:56		10	

### Div 8 - smithREgroup

1	USA 33819	Juno	Express 37	Dan Merino	0.7428	07/10/2023 @ 02:38:07 (GMT-11:00)	12:16:38:07	9:10:16:59	1	14
2	USA 29000	Sweet Okole	Farr 36	Dean Treadway	0.7552	07/10/2023 @ 00:44:23 (GMT-11:00)	12:14:44:23	9:12:37:45	2	16
3	USA 7156	Imagine Too	Catalina 445	Larry Goshorn	0.7141	07/14/2023 @ 09:59:34 (GMT-11:00)	16:23:59:34	12:03:20:52	3	48
4	USA 56986	Insoumise	Dufour 50	Michael Marion	RET	06/28/2023 @ 06:00:35 (GMT-11:00)	0:17:00:35		7	
5	USA 63001	Mallia	Hylas 63	Nick Green	RET	06/28/2023 @ 06:00:35 (GMT-11:00)	0:17:00:35		7	
6	USA 7187	Shadowfax	Jeanneau 43	Steven George	RET	06/30/2023 @ 14:19:10 (GMT-11:00)	3:01:19:10		7	

### Div 9 - Epic Insurance

1	USA 02	Orion	MOD 70	Justin Shaffer	1.891	07/06/2023 @ 02:48:01 (GMT-11:00)	4:17:48:01	8:23:11:47	1	1
2	ITA 55	Maserati Multi 70	MOD 70	Giovanni Soldini	1.894	07/06/2023 @ 08:55:49 (GMT-11:00)	4:23:55:49	9:11:08:53	2	2
3	USA 128	Argo	MOD 70	Jason Carroll	RET	07/11/2023 @ 06:03:20 (GMT-11:00)	9:21:03:20		4	



## 8 Bells – Andrew (Sandy) Robert Martin 1943-2023

The Transpacific Yacht Club mourns the passing of Andrew Robert Martin, also known

by his preferred name Sandy, in Newport Beach, California. He was 80 years old. Born in La Habra, California on January 2, 1943, Sandy was the beloved son of Andrew M. Martin and Patty Martin Yale.

Sandy is survived by his first wife and partner, Nancy Martin, his daughter Jane Martin-LaCroix, his son Andrew “Drew” Martin, his daughter-in-law Lynnette Garnier Martin, and his grandsons Trey LaCroix, Christopher LaCroix, and Michael Martin-Swing. He was preceded in death by his second wife, Christina “Tina” Martin, his father Andrew M. Martin, and his mother Patty Martin Yale.

Sandy attended La Habra High School, graduating in 1961. He then went on to pursue higher education at UCLA.

Throughout his career, Sandy was involved in various ventures. He dedicated his time and efforts to the Andrew M. Martin

Company, Martin West Yachts, and Western Pacific Packaging. Sandy’s dedication and hard work were evident in his professional accomplishments.

Sandy had a vibrant personality and was loved by all who knew him. He had a passion for sailing and spending time with his family and friends. Sandy was an outgoing and lovable individual, always bringing joy to those around him. His presence will be deeply missed.

Sailing was not just a hobby for Sandy; it was a way of life. He had a deep passion for the sport and was highly involved in the sailing community.

One of Sandy’s boats was the Peterson 48 BRISA, built locally by Dennis Choate and an entry in the 1981 Transpac. This design had many sisterships that included ANNABELLE LEE, AMANTE, PLAN B and several others on the IOR racing circuits of the 1980’s.

Sandy also served the sport as Commodore of the Los Angeles Yacht Club in 1993 and the Transpacific Yacht Club in 2001. His love for sailing extended beyond just racing sailboats; it was a source of joy and fulfillment for him.



Sandy’s Peterson 48 Brisa heading to Hawaii.  
Unknown photographer

In addition to sailing, Sandy enjoyed a variety of hobbies. He loved skiing, horseback riding, hunting, and fishing. These activities allowed him to connect with nature and find solace in the great outdoors. Fair winds and following seas Sandy.



Macondo, First Division 7, Beneteau First 477, Mike Sudoowner, CT: 9:03:19:19 - Photo: © Stephen Cloutier/Ultimate Sailing, Inset photo: Nicole Patterson

# BARN DOOR WINNERS

Year	Boat	Owner/Skipper	Elapsed 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 Moshayedi	7:05:34:07
2017	Rio 100	Manouch Moshayedi	6:17:09:09
2019	Comanche	Jim Cooney & Samantha Grant	5:11:14:05*
2021	Pyewacket 70	Roy P. Disney	5:16:53:20
2023	Rio 100	Sebastian Moshayedi	7:13:16:38

# OVERALL WINNERS

Year	Boat	Owner/Skipper	Corrected 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 Slooman	8:03:01:28
2019	Hamachi	Shawn Dougherty & Jason Andrews	8:00:52:37
2021	Warrior Won	Chris Sheehan	7:17:19:38
2023	Westerly 52	Dave Moore	8:19:15:42

# MERLIN TROPHY

YEAR	BOAT	OWNER/SKIPPER	Elapsed Time
2023	Rio 100	Sebastian Moshayedi	7 days 13:16:38
2021	Warrior Won	Chris Sheehan	6 days 16:18:14
2019	Rio 100	Manouch Moshayedi	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

\* New course record

\*\* Corrected Time includes penalty(s) for failure to comply with one or more Sailing Instruction



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