



The key to corrected-time fleet honors in July's 44th TransPac, the 2,225-mile classic from Los Angeles to Honolulu, was simple. You didn't have to spend \$2 million on a boat, hire world class crew, or even buy a new sail inventory. All you had to do was be one of the 28 boats in the second of three starts — Thursday, July 12, to be specific. If you just did that, you were almost assured of finishing near the top of the 74-boat fleet. Indeed, all of the top ten corrected time boats were Thursday's children. If, on the other hand, you started three days earlier on Monday, or three days later on Sunday, you almost certainly were condemned to light air, the likes of which hasn't been seen in a TransPac since the crawl of '79 when even the mighty *Merlin* took 11 days to get there.

As a result of being blessed by consistent winds, and despite having to sail hundreds of additional miles to stay in those winds, top honors went to Tom Garnier's Portland-based J/125 *Reinrag 2*, followed by two Bay Area boats, Bob and Rob Barton's San Francisco-based Andrews 56 *Cipango*, and Chip Megeath's chartered SC52 turbo, *Kokopelli*. The three elements they all shared: none of the boats were even close to being new, they were overwhelmingly amateur efforts — and they all started on Thursday.

This year's TransPac shaped up as anything but a classic, thanks to an unusually diverse fleet.

Winging it — Spread, 'Pyewacket' blasts down the Molokai Channel. Above, a slice of the 'Pye' crew — (back, l to r) Roy Disney, Stan Honey, Robbie Haines, Dean Barker. (front, l-r), Roy P. Disney, Steve Mason, Rick Brent.

Stealing all the thunder — and being the source of some controversy — was Roy Disney's heavily-modified 94-ft *Pyewacket*, which he'd chartered back from the Orange Coast College. You may remember that after the last TransPac in '05, Disney 'retired' from ocean racing and donated the then 86-ft boat to the school's Sailing and Seamanship program. To make a long story short, about 18 months ago he decided that, at age 77, he had at least one more TransPac in him and 'unretired'. As ever, he was most interested in another go at the barn door, a new record and possibly the legacy of going out on the high note which had eluded him in '05.

Thanks to what was reported to be a million-plus investment for this race, *Pyewacket* sported a 30-ft taller mast, an entirely new hull forward of the chain-plates, twin daggerboards instead of a forward canard rudder, cockpit wings for more advantageous sail stacking, and a severe weight loss program. As a result, she had no serious competition for the Barn Door Trophy that goes to the first boat to finish.

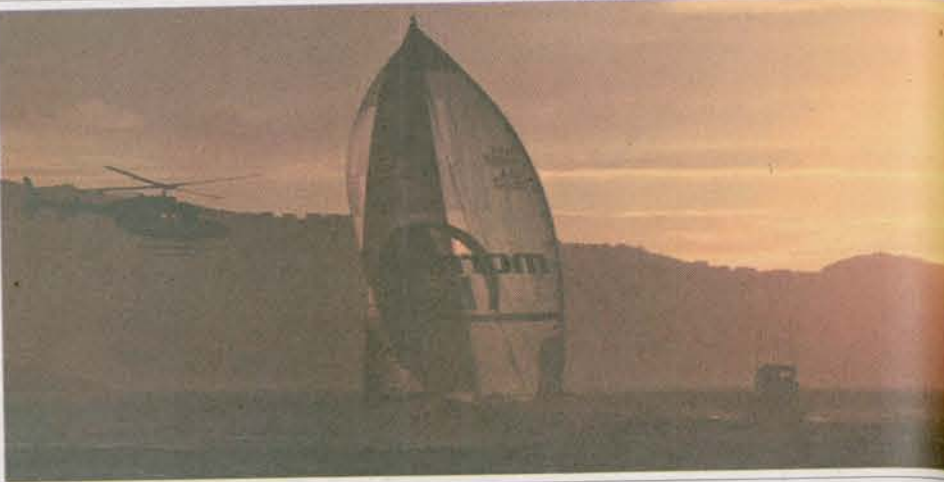
As long as *Pyewacket* didn't sink, most experts felt that there was almost no way that she couldn't eclipse the old TransPac monohull record. That mark of 6 days, 16 hours had been established during the last TransPac in '05 by Hasso Plattner, when his *Morning Glory* and *Pyewacket* were MaxZ86 sisterships.



SHARON GREEN/COURTESY PEGASUS

Horsing around — Philippe Kahn called double-handing *Pegasus 101* 'the hardest sailing he's ever done. They placed seventh in class but won 'most beautiful graphics' hands-down.

Some criticized Disney for blowing the Barn Door competition out of the water prior to the start. Others viewed



it as befitting a person who had done so much to support the TransPac, in good times as well as bad. Still others felt that his spare-no-expense effort would make the TransPac a more prestigious event in the world of international yacht racing.

Another TransPac headliner was the *Morning Light* project. It started out when Disney, who at the time had no intention of doing this year's race, acquired Philippe Kahn's old TP52 *Pegasus 52*, renamed her *Morning Light*, and had hundreds of high school and college-age kids try out for positions on the boat. The intention was to create the youngest — but best trained — TransPac crew ever. Inspired early on by the enthusiasm of the kids, Disney later decided to: 1) fund a feature length film about the effort and, 2) charter *Pyewacket* and maximize her to set a new course record for himself.

Inspiration begets inspiration, and the ball was rolling. The *Morning Light* youth project inspired another 'kids' entry'. With the Waikiki YC's Dan Doyle having committed himself to race committee duties and therefore interrupting his 10-year Hawaii race streak, he agreed to let his two sons, Sean and Justin, and three friends, Roscoe Fuller, Ted White, and Camerono Biehl — who, combined, had an average age of 19.8 — enter *Two Guys on the Edge*, his 1D-35 renamed *On The Edge of Destiny* for this race.

Dawn's early light — Hollywood could not have scripted a better ending to *Morning Light's* long journey to get to Hawaii.

If that wasn't enough, Bill Myers got inspired and decided to do the TransPac with an all-women-but-him group on his Standfast 40 *Cirrus*, with 22-year old Lindsey Austin of Honolulu, who is about half the age of the boat, as skipper.

Adding to the fractious nature of this year's event, the previously-mentioned Philippe Kahn of Santa Cruz, a previous TransPac Barn Door and corrected-time winner, decided to go for Doublehanded honors. Although the category is somewhat downplayed by the TransPac YC, the existing record was 10 days, 4 hours, set in '01 by Howard Gordon and Jay Crum of Santa Cruz with the Sayer Open 50 *Étranger*. Viewing that mark as something of a creampuff, Kahn acquired *Artforms* — the 2006 Route du Rhum division-winning Open 50 — rechristened her *Pegasus 101*, tricked her out to the nth degree, and signed on Canadian Finn sailor Richard Clarke on as crew.

While there weren't a lot of new boats entered in this year's race, big things were expected of two of them: former Santa Cruzan Roger Sturgeon's new *Rosebud*, the first boat built to the new STP65 box rule, and John Kilroy's Los Angeles-based TP52 *Samba Pa Ti*. Both had been very successful competitors with previous TP52s, and would not be sparing any effort or expense.

Indeed, the only division with any inkling of a one design look was the SC 50/52 fleet, which wasn't one design at all. Unfortunately, the big Cal 40 fleet of the last TransPac failed to even qualify as a class this year.

Making things yet even more disparate were the two very different multihull entries. The larger was the 60-ft *LoeReal*, whose Texan owner H.L. Enloe described

his boat as having "started life as a movie prop for Kevin Costner's *Waterworld*." The smaller was the San Diego-based Catana 52 *Minnow*, which was last seen at the starting line with owner Mike Webster playing a tuba on the foredeck.

Thanks to a highly unusual 'H-bomb' weather pattern — a split Pacific High much further south and west than normal — light winds between Los Angeles and Honolulu, and even well to the south of the rhumb line, made this a navigator's race. The traditional slightly south-of-rhumb line route to Hawaii was not an option for the first two starts.

Let the celebration begin — The 2007 TransPac winning crew of *Reinrag* (clockwise from top left): Tom, Kevin, Lashawna, Darren, Jared and Joby.



LATITUDE/SUTTER

and the question was whether to dive way south after rounding Catalina in search of breeze, or follow the rhumb line anyway and risk light breeze in the name of a shorter course.

By the third start, the High had shifted enough that there was another alternative: do the unthinkable and sail upwind for three days in light breeze to get over the high pressure zone and avoid getting caught when the two Highs converged to the south later in the race.

The end result meant not only record slow times for the modern era, but nearly all the headline acts suffered considerable disappointment. It was the 'other guys' who walked away with most of the honors.

Division I — Magnitude 80

For the Division I glam-boats which started on Sunday — as well as divisions II and III — hopes for record runs were shattered early. The fastest of the fast boats, several of which have the potential to do more than 10 knots in just 5 knots of true wind, took close to four agonizing hours to reach the west end of Catalina. Two hours later, the navigators had to make their final decision to go north or south.

Pyewacket navigator Stan Honey, a veteran of 20 Hawaii races whose resume includes numerous race records and an overall victory in the last Volvo

Ocean Race, said the decision would have been tougher had he not had the VOR experience. Since he did, the decision to take the unusual nearly rhumbline route was obvious.

Ernie Richau, *Magnitude 80's* navigator, confessed that going north was indeed "scary", but the computer models said it would give them a 200-mile advantage over going south. After the race, it was determined that the computers were wrong — going north actually gave them a 400-mile advantage.

Although Honey and Richau have the utmost respect for *Rosebud* navigator Adrienne Callahan, neither could quite understand her decision to take the new STP 65 south. *Rosebud* smelled sweet for a couple of days, but the bloom came off when she ran into the High that Honey and Richau had foreseen. She all but parked for the rest of the race.

"*Rosebud* is very fast," said owner Sturgeon, "as she'll do 10 knots even in 10 knots from aft of the beam, but you can only work with what you've got." As disappointing as this year's TransPac was, she'll be heard from again.

Rosebud's demise pretty much left *Pyewacket* and *Magnitude* to battle it out for Division I corrected-time honors, and they independently sailed similar near-rhumb line courses — even though for a short time they were hard on the wind on port tack — to Hawaii! While the more northerly *Magnitude* never saw less than 6 knots of wind, *Pyewacket's* crew claims they saw goose eggs on the speedo, and even did a few circles.

Once into the weak trades, the longer *Pyewacket* inevitably began to pull away. *Mag 80's* 14-man crew, including eight who have been around since the days of the original *Magnitude*, did all they could to keep the boat motivated. According to Chris Carson, they made at least 100 sail changes — assuming you call furling or unfurling a sail a 'change' — and used 10 of their 11 sails. While it wasn't a physical race in the sense of rough weather, the crew got a real workout because some sails, such as the Code 3, weigh just under 200 pounds. In addition, each time they tacked or jibed, nearly a ton of sails had to be



Mag 80's Eric Richau.



Faces in the crowd — above, 'Stags Leap' skipper Glib Black celebrates with wife Jackie and navigator Mark Maglin. Center, the shady crew of Brian Daniels' Beneteau 50 'French Kiss'. Right, Rob and Bob Barton of 'Cipango.'



moved to the new weather rail. (For their regular dose of exercise, the Pyewacket crew spent 20 minutes restacking 3,500 pounds of sails on the boat's wings for any maneuver.)

Despite the best efforts of Baker's mostly amateur crew, aided by bowman Sean "Doogie" Couvreur, fresh from both the Spanish America's Cup team and the TransAtlantic race, they were up against 19 pros on Pyewacket, five or so who had done the last Volvo and/or America's Cup. Among these were Dean Barker, fresh from helming Emirates Team New Zealand in the America's Cup, and Brad Jackson of the Volvo-winning ABN Amro One, who Honey describes as "the best sailor nobody's heard of."

Pyewacket was able to gain an average of 45 miles a day in the 12 to 15 knot breeze in the middle of the course, says Richau, and then at the very end gained 98 miles in 24 hours because they got to the stronger winds first.

Honey says that Pyewacket covered all but the last 200 miles or so without seeing wind over 20 knots, and (except for one squall packing 28 knots) didn't get a steady 18 to 22 knots until the Molokai Channel. Their top speed was 28.6 knots in a 25-knot gust, and in the last couple of miles from Diamond Head they averaged in the low 20s. That's fast, but below the boat's potential in stronger winds. Honey figures Pyewacket is a perfect boat for moderate wind races to Hawaii, and is capable of a sub six day crossing. However, he thinks she's a little tender and maybe not robust enough for the Southern Ocean.

Magnitude 80 finished 18 hours back, but corrected out first in division

by eight hours over Pyewacket, and 13th overall. Despite the challenging navigation and relatively light winds, these two boats still managed to post the fourth and seventh best elapsed times in TransPac history. Disney, who sat out the race himself at the last minute, said that given the chance he might charter the boat for another race. Magnitude's 69-year old Baker, who is passionate about ocean racing, said he'd do the TransPac once a month if they held them.

As for the somewhat ill feelings that existed between the two camps over Pyewacket's extreme makeover, Magnitude navigator Richau wasn't having any



part of it. "If I was Disney," he said, "I'd have done the exact same thing."

Division II — Samba Pa Ti

If the Pye and Mag80 teams were disappointed by the light winds, imagine how the crews on the Division II boats must have felt. Just as we were writing this early on the 26th, our absolute deadline to get in print and 11 days after the SC70s, TP52s, an Open 50 and a Volvo 60 started, the first of the boats had just started to cross the finish line! Holua, Brack Duker's SC 70 with top crew including Mark Rudiger and Dave Ullman, led for most of the race even Charging 'Reino' — 'Reinrag' was moving right from the start.



though they only averaged 8.5 knots. That's about two knots under the average you'd expect on a windy year, so it's no wonder they — along with everyone else in their division — missed the big party at the Hawaii YC on the 25th. The TP52 Trader was even in danger of missing the awards ceremony on Friday the 27th! The wind was so light early in the race that Philippe Kahn, whose doublehanded entry Pegasus 101 raced in this division, even jumped overboard for a swim. As it stands, the old *Etranger* record looks as safe as milk.

But the real story behind Division II was the tight battle between Holua, Morning Light and Samba Pa Ti. John Kilroy's year-old but recently modified TP52 crewed by a group of mostly Kiwi professional sailors. While Holua held the lead on corrected time for most of the race, Morning Light and Samba sailed side by side for 48 hours. Though both boats steadfastly claim they were sailing their own races and just happened to be at the same spot in the middle of the ocean for 48 hours (in the July 20 position report, they gave the exact same coordinates), there's no doubt they pushed each other hard. "When they were just three boat lengths behind us, I looked over my shoulder and thought, 'These guys are getting paid lots of money to be here right now and they must be really angry to be so close to us,'" joked Morning Light navigator Piet van Os.

The boats finally separated when navigator Nick White saw more wind on the south edge of the course and called for Samba to hook a hard left just before the islands. By the time they turned back toward the finish line, they were at 19 degrees latitude and east of Hilo. The risky move paid off, with Samba crossing the Diamond Head buoy just before 2 a.m. Their elapsed and corrected time victory



in the class was eclipsed by the morning light — the literal sunrise which formed the perfect Hollywood backdrop for Morning Light's finish at 6:09. Duker's oldie but goodie SC70 Holua — which he is rumored to have paid less than \$300,000 for — finished about an hour later, but managed to correct out on Morning Light for second in class.

While the kids on Morning Light happily settled for third in class, they were also eclipsed, for fleet honors, by the five young privateers aboard On the Edge of Destiny. But Disney, Morning Light's producer and patron, was over the moon with how the project had turned out. After collecting a year's worth of footage from team trials, training, and the race itself (filmed from aboard Steve Fossett's old PlayStation — once a mighty sailboat, now a 125-ft motorboat — which trailed Morning Light to Hawaii), he says the end product will be "a story about life-changing transformations" among the kids and not just a sailboat race. "The sailing was just the setting." Look for the movie in a theater near you in 2008.

Division III — Denali

There's no joy in Division III, where at presstime no boats had finished. Denali, William McKinley's Grosse Point, Michigan-based N/M 68, who was about two hours away from the finish as we write this, was the only boat in the division to have averaged over 8 knots, and that includes the new Andrews 50 *It's OK!*, owned by the Tres Gordos syndicate of Newport Beach.



More faces — Left, 'Kokopelli's' Jeff Thorpe and girlfriend. Center, Baba Muller bestows the traditional welcome on K2's Brendan Busch. Above, Gregg Hedrick and 'Big Mike' Howard of 'Pyewacket'.

During the race, McKinley reported that his boat's strategy was to sail the shortest route and minimize the miles covered. While that plan didn't work for anyone else, it was the perfect call for Denali, a boat with a race-winning pedigree as Hal Ward's 1995 Barn Door winner Cheval. "When I bought the boat the plan was to sail a few other races — Newport-Bermuda, Montego Bay and finish off with Transpac, the ultimate



Getting juiced — The average age of 'On the Edge of Destiny's' crew was 19.8. There better not be any vodka in that OJ!

goal. None of the crew is a professional. We're just doing what we talked about doing as kids."

At this writing, Ragtime, the old hard-chined Spencer 65 which once took first to finish honors from Windward Passage back in the '60s, was averaging just 7.4 knots. After the finish, everyone in this group will be asked what they could have done to finish earlier, and they'll

likely echo *Pyewacket's* Stan Honey: "We should have started on Thursday."

As if going slow weren't bad enough, the smallest boat in this class, the Andrews 45 *Locomotion*, faced the sobering predicament of running out of water before they reached Hawaii. Their water maker, installed just before the race, stopped working on day two, and they discovered shortly thereafter that six of the 30 extra gallons of water they had in jury jugs leaked. Starting to see the effects of dehydration and unlucky with squalls (for rain or wind), they broke into their emergency and liferaft supplies, and survived on just over a quart of water per person per day, using sea water to cook their dehydrated food. "We'll be thirsty puppies when we pull into Ala Wai as these last 200 miles are generally the most physical sailing of the event, particularly in terms of hydration requirements," wrote navigator and chief blogger Steve Rossi 250 miles from the finish. They expected to arrive just as their fellow racers were sitting down to dinner at the awards banquet on the 27th, after more than 12 days at sea.

Division IV — *Reinrag*²

When the appointed Thursday starters began crossing the Diamond Head finish line on July 22 — the first of them being *Kokopelli*², less than two hours behind *Pyewacket* — they brought with

them reports of a quick start, good breeze to Catalina, and a dive south that kept them in 12 to 18 knots of wind until they got even stronger stuff in the Molo-kai Channel.

Kokopelli's Chip Megeath.

They might have had to sail "a TransPac and a half" to stay in the good wind, but it was worth it.

Although Tom Garnier's J/125 *Reinrag*², which is stored in a warehouse in Portland when not racing, crossed nine hours after *Kokopelli*, she corrected out first in class and fleet, claiming the King Kalakaua Trophy. Garnier attributed his boat's victory to the fact they had been

hardened by a particularly rough Coastal Cup two weeks before the start, that the J/125 "is a Laser with a spinnaker", and that the crew is tight. Nephews Jared Lathrop, Darren Garnier, Kevin Garnier, Kevin's wife, Lashawna, and Joby Easton (the only one not related by blood or marriage), aren't pro sailors, but have sailed together for years and won their division in both of the last two TransPacs.

Blessed with wind the entire time, the *Reinrag* crew made a sharp left turn after clearing Catalina, and kept to the south of everyone, no matter how much distance it added to their course. It was an odd strategy, but who can argue with success — for them, this time, it worked.

"I think we only went under 10 knots for half an hour," says Garnier, a bit of news sure to give non-Thursday starters fits. As they approached the last third of the race, the *Reinrag*'ers switched from conservative mode to full throttle. "We and our boat excel at surfing," says Garnier, and the numbers prove it. Handicaps aside, *Reinrag*²'s daily mileage logs late in the race surpassed those of almost all other boats except *Pyewacket* and *Magnitude* 80, both of which are twice her size.

The *Reinrag* team usually includes Tom's brother Al, who was predisposed this year — serving as Commodore of the TransPac YC. So it was Al who presented his brother with the big trophy, a first in the race's 103-year history.

Also finishing a little more than nine hours behind *Kokopelli*, but correcting out ahead to second in fleet, was Bob

and son Rob Barton's San Francisco-based Andrews 56 *Cipango*, which was first in class and fifth overall in the last TransPac. Like *Reinrag*, *Cipango* is an older boat that had mostly family and old friends as crew — with the exception of Santa Cruzan Jay Crum, who has done 14 TransPacs and a total of 25 races to Hawaii. Compared with *Reinrag*'s spartan accommodations, *Cipango* was a veritable Range Rover, with two refrigerators, a freezer and a modest cruising interior. None of that extra weight seemed to slow them down.

"*Cipango* is a 10-knot kind of boat," joked Crum. "She goes 10 knots close encounters — '*Rancho Deluxe*' trades jibes with '*Ruahatu*' in mid-ocean."



COURTESY RANCHO DELUXE



Hot Koko — '*Kokopelli*²' screams across the finish line just hours after '*Pyewacket*'.

in 10 knots of breeze, and 10 knots in 20 knots of breeze, too."

"We not only laid the west end of Catalina," said the senior Barton, "but were the first Thursday boat to get there. Then Jay did a great job of directing us down south to keep the wind."

"It was such a great sail," said Crum. "We had 20 knots the first day, 10 to 15 for a week, and the last three days were 18-22. I think we only had one sub-200-mile day, but we never even got water on the deck. What made it really special was that Bob got to sail with his son, Rob, and I got to sail with my 19-year-old son Joe on their first TransPacs."

Santa Cruz 50/52 — *Kokopelli*²

It was a good year to be on a Santa Cruz 50 or 52. Blessed with a Thursday start and enough waterline to keep up with the breeze, the resurgent fleet of nine entries — four 50s and five 52s — took six of the top spots in fleet. Even within the fleet, the competition was tight. The first five corrected out within seven hours of each other. But it was particularly good to be on *Kokopelli*², a turbo'd 52 with a taller rig, deeper rudder and keel, and a bowsprit. Chartered for the race and the months leading up to it by Tiburon-based 61-year-old Chip Megeath, K² finished first in the 50/52 class, and third overall. Much of the credit goes to Bay Area sailmaker Jeff Thorpe, who put the program together and navigated. It's not his first time with success, as he also guided Tom Akin's

'regular' Santa Cruz 52 *Lightning* to first overall in class and fleet in last year's Pacific Cup, with five of the same seven guys he had on *Kokopelli* this year.

Megeath, a Moore 24 and Knarr sailor who also spends time in Incline Village, was understandably thrilled with the results. The kind of guy who enjoys polar bear swimming "among other things" confessed that the other things hadn't consisted of much ocean racing. "This was a big deal for me, and a kick to be



Far Far better things — the crew of the Cal 40 '*Far Far*' (l to r): Peter English, Mark English, Ian Rogers and Don Grind.

with these kids. The race itself was so satisfying. I wanted it to finish, and yet I never wanted it to end. God willing, this won't be my last TransPac."

The Koko 'kids' — the youngest are in their early 30s — included Thorpe, Brendan Busch, Ian Klitza, John Carpenter and Skip McCormack, with Joe Penrod and Robin Jeffers on the bow.

Their successful strategy this time

was to stick to the 1016-mb barometer line and sail in the pressure. Every so often, they headed up to see if they could cut a corner.

"But every time we went right the wind would drop four knots," Thorpe recalled, so they'd head back south. Ultimately, the side trips north may have cost them the race, as they sailed more miles in less pressure compared to *Reinrag*², who had firmly planted themselves in the deep south.

Jack Taylor's Dana Point-based SC50 *Horizon* and the Japanese team on the SC52 *Tachyon III* rounded out the division's podium places.

Underscoring the odd year, at least one boat, Gib Black's Honolulu-based SC50 *Stag's Leap Winery* (known as *Chasch Mer* in its unsponsored mode) claimed they hoisted a spinnaker only 24 hours after the start. That's about half the time it takes in a 'normal' TransPac to get out of headsail mode — and about a quarter of the time it took boats in Divisions I, II and III to do the same thing. "I have never raised a kite that soon," Black said. "Every day was absolutely beautiful. The water was in our direction; the wind was in our direction."

Division V — *Rancho Deluxe*

Division V, the third of the Thursday starting divisions, was claimed by the San Francisco-based Swan 45 *Rancho Deluxe*, which finished 8th overall. Owned by Sacramento's Michael Diep-

penbrock, with his 15-year old son, John, and brother Jim aboard, it was very much a family-oriented effort, as their late father had always wanted to do the TransPac when he owned the Swan 47 *Troubadour* but never got the chance. "We had a great time, and want to do another, as I consider this to be a training platform for my kids," said Michael.

There were also some heavy hitters on the crew, including Carlos Badell, rigger Tye Pryne of Hawaii, Volvo Ocean Race and America's Cup veteran Andrew

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Lewis, sailmaker Seadon Wijsen, and navigator Matt Davis, fresh from his job with the Swedish AC entry *Victory Challenge: Rancho Deluxe*, ex-*Vim*, only arrived on the West Coast on April 15, and Badell had to do a lot of work to get her ready for the start, including pulling the mast, getting a longer spinnaker pole and so forth. Like *Reinrag*, they did the Coastal Cup and thought it was great training for the TransPac.

For Badell, it was the first time in 15 TransPacs he'd gone on a heavy boat. "When she weighs 20,000 pounds, what's another 500 pounds?" So they left the full oven and microwave on board and "ate like kings" during the race. No freeze-dried food here. Pryne, who did all the cooking and cleaning in addition to standing his own watch, used a massive griddle for his 'grand slam breakfasts' and served such luxuries as salad with all dinners.

Past Catalina, they switched to a #4 "because she's a tippy boat", then used the A2 all the way to the finish. Although their top boatspeed was only 13 knots, they never stopped moving, and were comparatively fast in the light air. "Rancho does 7 to 8 knots all the time," said Badell. Everyone took a trick at the wheel, including young John, whose only prior sailing experience was in a J/World program.

Tower, Doug Grant's Lidgard 45 from Los Angeles, finished second in class. "We're a furniture boat," he said. We've got the whole interior, the deep freeze and everything. Grant did the '03 TransPac aboard an iconic Cal 40. So which did he prefer? "It doesn't matter which boat, what matters is that you have great crew, and we had a great crew of six."

Taking third in class and setting a new record in the process were the five high school and college-age guys on *On the Edge of Destiny*, who sailed into the record books based on their young age. Inspired in part by Disney's *Morning Light* project, and in part because it just seemed like a fun thing to do, 19-year-old Sean asked his dad for the keys to the family 1D-35 to race with younger brother Justin and Roscoe Fuller, Cameron Biehl and Tedd White.

Sean says they didn't consider themselves to be racing *Morning Light*, who was in a different division, started on a different day, and had different weather. But he admits they had the other young guns in the back of their mind.

With a fraction of the budget and training that the *Morning Light* kids had, *Destiny's* 14th place finish in the fleet was a remarkable achievement. There

was no questioning how dad Dan 'The Checkbook' Doyle felt about the boys' ride. "This is the only time I'll probably say this, but it was more exciting for me to watch them sail than being out there. But next time, I'll be back!" Guess the kids will have to find another boat by then.

Division VI — *Psyche*

Simon Garland's Hobie 33 *Peregrine* may have been the first Division VI boat to arrive in Hawaii, just after midnight on July 24. But



TransPacific YC Commodore Al Garner ran another great event.

once handicaps were applied, their 22-hour lead was not nearly enough to overcome a pair of Cal 40s that had match raced their way across the Pacific. *Peregrine* finished third in class.

After more than 2,250 miles of racing, the race for class honors came down to 15 minutes, 32 seconds of corrected time. *Psyche*, Steve Calhoun's Los Angeles-based Cal 40 finished 54 minutes 46 seconds behind Don Grind's Alameda-based rival *Far*, but that was close enough to cover

the handicap time owed it by the latter and win Division VI. (Despite being the same design, the various modifications made by some of the Cal 40s over the years mean the boats no longer share the same rating.)

Such a narrow margin left some of *Far*'s crew wondering in hindsight what they could have done to save time and salvage their lead. "In 2005 it was the same boat, same thing," crewman Mark English said. "We match raced them in that race, too. This was a phenomenal experience, a chess match every morning. After we crossed the edge of Catalina we looked back and there they were, right behind us. They saw us, tacked,

we tacked and 'game on'!"

"They're psycho," joked Grind. "They'd come from nowhere and mess with us for a little while and then leave again on their own course. We were always wondering where they'd come from next."

Calhoun had nothing but praise for the *Far* crew. "They're a great team and kept us working. We thought at times we were ahead of them. We lost sight of them on Monday. Tonight, coming through the Molokai Channel we kept looking for their light figuring they were either ahead of us or behind. We had no idea until we crossed the finish line where they were."

It was an emotional race for both

crews, and not just because of the tight competition. During the race, the *Psyche* crew was rocked by news of the unexpected death of crew member Bill Wright's father, Howard Wright Jr., who was Los Angeles YC Commodore in 1962.

Meanwhile, *Far* was sailing for another friend of the TransPac, Wendy Siegal. A longtime Cal 40 cheerleader and the one credited with the 2003 resurrection of a one design fleet for the boats, she unexpectedly passed on days before the start while working on her boat in Long Beach. (As head of the trophy committee for this year's race, she was sitting this one out, but had planned to be in Hawaii to greet the Cal 40s for the finish.) "She was a truly wonderful person," recalled Grind. "Without her, we wouldn't be here. She helped me find this boat when I bought it a few years ago, and before this year's race, she helped us get new sails. So, yes, this race was for her."

There to greet both Cal 40s — as well as the third one in the race, Don and Betty Lessley's *California Girl*, which had yet to finish as we went to press — were the crew of *Shaman*. Steve Waterloo's Cal 40 that dismasted during the Coastal Cup and reluctantly withdrew from the race before the start. All in fine humor despite the disappointing turn of events, the *Shaman* crew and their families, sported new 'race' shirts with a line drawing of the boat and a mast folded over itself. "We're now thinking about next year's Pacific Cup instead," promised Waterloo.

Aloha A — Between the Sheets and Aloha B — *Cirrus*

The race for honors in the two Aloha divisions was all about waterline and wind. If you didn't have the former, you prayed, usually in vain, for the latter.

Proving the point was *Ariadne*, a 73-ft Ladd design in the Aloha A division, that smoked the rest of its heavy-displacement competitors, and most of the entire fleet on elapsed time. The fifth boat to cross the finish line overall, they arrived 24 hours ahead of their nearest competitor and the division winner, Ross Pearlman's Jeanneau 52 *Between the Sheets*, which repeated her 2005 class win.

Those whose prayers for wind went unanswered were slowly crossing the finish as we wrote this. The 'tailend charlie' of the fleet, the Davis family's beautifully restored but painfully slow (under the conditions) Sparkman & Stephens 70-ft *Alsumar* wasn't expected to finish until

2007 TransPac Results

Cl	Fl	Vessel	Type	Skipper	Hailing Port	Corrected
DIVISION I (started Sunday, July 15)						
1	13	Magnitude 80	Andrews 80	Doug Baker	Long Beach	182:35:37
2	17	Pyewacket	Custom 94	Roy Disney	Newport Beach	190:21:09
3	19	Rosebud	STP65	Roger Sturgeon	Hyannis, Mass.	201:25:46
4	23	Peligroso	Kernan 70	Campbell/Williams	Long Beach	203:23:36
5	32	Medicine Man	Andrews 63	Robert Lane	Long Beach	211:38:02
DIVISION II (started Sunday, July 15)						
1	24	Samba Pa Ti	TP 52	John Kilroy, Jr	Dover, DE	203:54:38
2	26	Holua	SC70	Brack Duker	Chicago	205:53:55
3	28	Morning Light	TP 52	Jeremy Wilmot	Honolulu	206:41:54
4	29	Skylark	SC70	Douglas Ayres	Newport Beach	207:49:39*
5	31	Hugo Boss II	Volvo 60	Ross Daniel	UK	209:48:33
6	35	Westerly**	SC70	Timothy Hogan	Newport Harbor	212:53:42
7	37	Pegasus 101**	Open 50	Philippe Kahn	Honolulu	215:39:02*
8	41	Lucky	TP 52	Bryon Ehrhart	Chicago	221:12:12*
9	NA	Trader	TP 52	Fred Detwiler	Ft. Lauderdale	238:40:41*
DIVISION III (started Sunday, July 15)						
1	20	Denali	N/M 70	William McKinley	Grosse Pointe, MI	201:26:58*
2	25	Pendragon IV	Davidson 52	John MacLaurin	Los Angeles	204:02:55*
3	27	It's Ok	Andrews 50	Tom Purcell	Balboa	206:01:26*
4	33	Ragtime	Spencer 65	Chris Welsh	Honolulu	212:35:34*
5	44	Locomotion	Andrews 45	Ed Feo	Long Beach	222:00:11*
6	45	Bengal 7	Ohashi 46	Yoshihiko Murase	Nagoya, JPN	225:03:05*
7	61	Cheetah	Petersen 68	Chris Slagerman	Marina Del Rey	319:34:18*
8	NA	Yumehyotan	N/M 68	Yasuo Sano	Wakayama, JPN	257:56:22*
DIVISION IV (started Thursday, July 12)						
1	1	Reinrag*	J/125	Tom Garnier	Portland, OR	157:31:33
2	2	Cipango	Andrews 56	Bob/Rob Barton	San Francisco	163:26:34
3	10	Verizon Wireless	Perry 56	Timothy Beatty	San Diego	178:15:49
4	16	Ruahatu	Concordia 47	Ricardo Brockmann	Acapulco	184:06:56
5	34	Raincloud	J/145	Lorenzo Berho	Nuevo Vallarta	212:41:03*
6	46	Bolt	N/M 55	Craig Reynolds	Newport Beach	227:07:31
—	—	Delicate Balance	Andrews 56	Hubbard/Baer	Monterey	DNF
—	—	Lucky Dog	J/125	Collin/Bob Shanner	Pt. Loma	DNF
SANTA CRUZ 50/52 (started Thursday, July 12)						
1	3	Kokopelli*	SC 52	Chip Megeath	Tiburon	166:58:21
2	4	Horizon	SC 50	Jack Taylor	Dana Point	169:46:24
3	5	Tachyon III	SC 52	Kazumasa Nishioka	San Diego	171:52:00
4	6	Passion	SC 50	Steve Hastings	Corpus Christi, TX	172:36:57
5	7	Fortaleza	SC 50	Jim Morgan	Los Angeles	173:41:37
6	9	Hula Girl	SC 50	Beau Gayner	Newport Beach	177:09:45
7	12	Stags Leap Winery	SC 50	Gib Black	Honolulu	180:18:10
8	38	Adrenalin	SC 50	David H. Clark	Newport Beach	216:18:47
9	52	Relentless	SC 52	Brizendine/Durant	Long Beach	243:52:13

2007 TransPac Results

Cl	Fl	Vessel	Type	Skipper	Hailing Port	Corrected
DIVISION V (started Thursday, July 12)						
1	8	Rancho Deluxe	Swan 45	M. Diepenbrock	Newport, RI	174:58:37
2	11	Tower	Lidgard 45	Doug Grant	Los Angeles	178:23:19
3	14	On the Edge of Destiny	1D-35	Sean Doyle	Honolulu	183:06:15
4	15	Paddy Wagon	Ross 40	Richard Mainland	Los Angeles	183:27:39
5	18	Recidivist	Schumacher 39	Ken Olcott	Palo Alto	194:01:29
6	36	Tabasco	1D-35	Gary Fanger	Honolulu	215:32:55
7	40	Tango**	J/133	Michael Abraham	Newport Beach	220:35:36*
8	43	Narrow Escape	Fast 40	Allen Lehman, Jr.	Payson, AZ	221:38:24*
9	57	Uncontrollable Urge	Columbia 30	J./C. Gilmore	San Diego	266:38:57*
DIVISION VI (started Monday, July 9)						
1	21	Psyche	Cal 40	Steve Calhoun	Los Angeles	201:41:54
2	22	Far Far	Cal 40	Don Grind	San Francisco	201:57:26
3	30	Peregrine	Hobie 33	Simon Garland	San Diego	209:14:13
4	47	Brilliant	J/100	Tim Fuller	Dana Point	227:36:24
5	48	Inspired Environments	Ben. 40.7	Timothy Ballard	Sausalito	227:44:56
6	51	Brown Sugar	Express 37	Steve Brown	Long Beach	236:34:05
7	53	California Girl	Cal 40	Don/Betty Lessley	Pt. Richmond	246:25:53*
8	54	X-Dream**	X-119	Steen Moller	San Francisco	246:33:39*
9	56	Shanti	Olson 911S	Jon Eberly	San Francisco	252:17:55*
ALOHA A (started Monday, July 9)						
1	39	Between the Sheets	Jeanneau 52	Ross Pearlman	Marina del Rey	217:03:51
2	42	Ariadne	Ladd 73	Frank Easterbook	Newport Beach	221:34:02
3	49	French Kiss	Beneteau 50	Bryan Daniels	San Francisco	231:07:46
4	50	Windswept	Swan 57	Pam/Max Phelps	San Diego	234:17:39
5	59	Enchilado	Jeanneau 54	Cesar de Saracho	La Jolla	292:17:17*
6	60	Ho'okolohe	Choate 58	Alyson/Cecil Rossi	San Francisco	310:02:25*
7	62	Alsumar	S&S 70	Bill Davis	San Diego	383:21:23*
—	—	Anna Katarina	Ben. 47.7	John Otterson	La Jolla	DNF
ALOHA B (started Monday, July 9)						
1	55	Cirrus	Standfast 40	William D. Myers	Kaneohe, HI	250:04:38*
2	58	Lady Liberty	Catalina 36	John Wallner	Oxnard	281:03:50*
3	NA	Traveler	Penna 47	Michael Lawler	Newport Beach	292:40:39*
4	NA	Mystere	Swan 42	Jorge Morales	Dana Point	385:05:10*
—	—	Gaviota	Cal 2-46	Jim Partridge	Los Angeles	DNF
—	—	Ginny	Calkins 50	Calkins/Reynolds	San Diego	DNF
MULTI I (started Monday, July 9)						
1	2	Minnow	52-ft cat	Robert Webster	Pryor, OK	225:24:40*
MULTI II (started Monday, July 9)						
1	1	LoeReal	60-ft tri	H.L. Enloe	El Paso, TX	205:37:12
COMM VESSEL (started Tuesday, July 10)						
1	—	Alaska Eagle	S&S 65	Richard Crowe	Newport Beach	319:39:47

(* = still at sea; projected corrected time) (** = doublehanded entry)

July 30, a full three weeks after they started.

As a class, Aloha B didn't have much more luck. None of the entries had finished by the time we went to press, although one, *Cirrus*, looked set to be the first boat in and to take division honors. A 40-ft Standfast sloop owned by Bill Myers of Kaneohe, the boat is actually under the charge of Lindsey Austin, a licensed captain who is as lovely and poised as she is enthusiastic. The crew — which was all female (except for Myers) and included Lindsay's mom Donna — sounded as though they were having as good a time as they could given the circumstances.

They even managed to have a landmark moment on day 10, when they realized they'd logged more miles on the previous day than the much lighter, much newer, and supposedly much faster *Pegasus 101*. "*Cirrus* is faster than *Pegasus*!" read the email sent out to family and friends by one of the *Cirrus* crew. "*Cirrus* sailed one mile farther than *Pegasus*. You can talk to your grandchildren about this someday. Yep, I guess Stan

Honey wishes he had the *Cirrugator* on his boat." We're not sure that Honey was taking notes on *Cirrus*' track, but we'd bet he's honored by the mention.

Multihulls — Minnow and LoeReal

As might be expected from one-boat divisions, there wasn't much competition in either of the multihull classes. As we go to press, we had yet to hear from *Minnow*, a Catana 52 that started with the Thursday group, although we do hear the faint sound of a tuba blowing in the tradewinds. For the record, it wasn't necessarily the boat as much as it was the lack of wind.

As for H.L. Enloe of *LoeReal*, it had taken him years to get a mast for his one-time movie prop. With the French IRS finally putting the screws to the *Primagaz* project, they were suddenly prompted to sell their spare mast.

Having heard that Enloe had picked the boat up for just \$30,000, we wondered how happy he's been with it. "Just as you have to be careful who you sleep with," said the 71-year old, "you have to be careful what you 'steal'." Then he told

us he'd actually gotten the boat and the rig for 'free'. "It was my kids inheritance," he said with a big laugh.

The early days of his TransPac were slow, but he says they started doing lots of 18s, 20s, and 22s, topping out at 25 knots. The Texas-based Enloe says he'll be taking *LoeReal* to San Francisco next year for some racing, and will be back for the TransPac "if I get my other hip replaced and don't die first."

And that's probably as good a note as any on which to end coverage of the 44th running of the West Coast's most classic ocean race. It wasn't fast, it wasn't easy and it wasn't always fun. But it was still one of the more memorable ones. We're already looking forward to #45 in 2009. And we're not alone. No matter how slow or painful this one might have seemed, the TransPac has an allure that can't be denied. Once you do one, you're hooked. Like Enloe, we have a feeling that most everyone who doesn't die first will be back.

— latitude 38

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