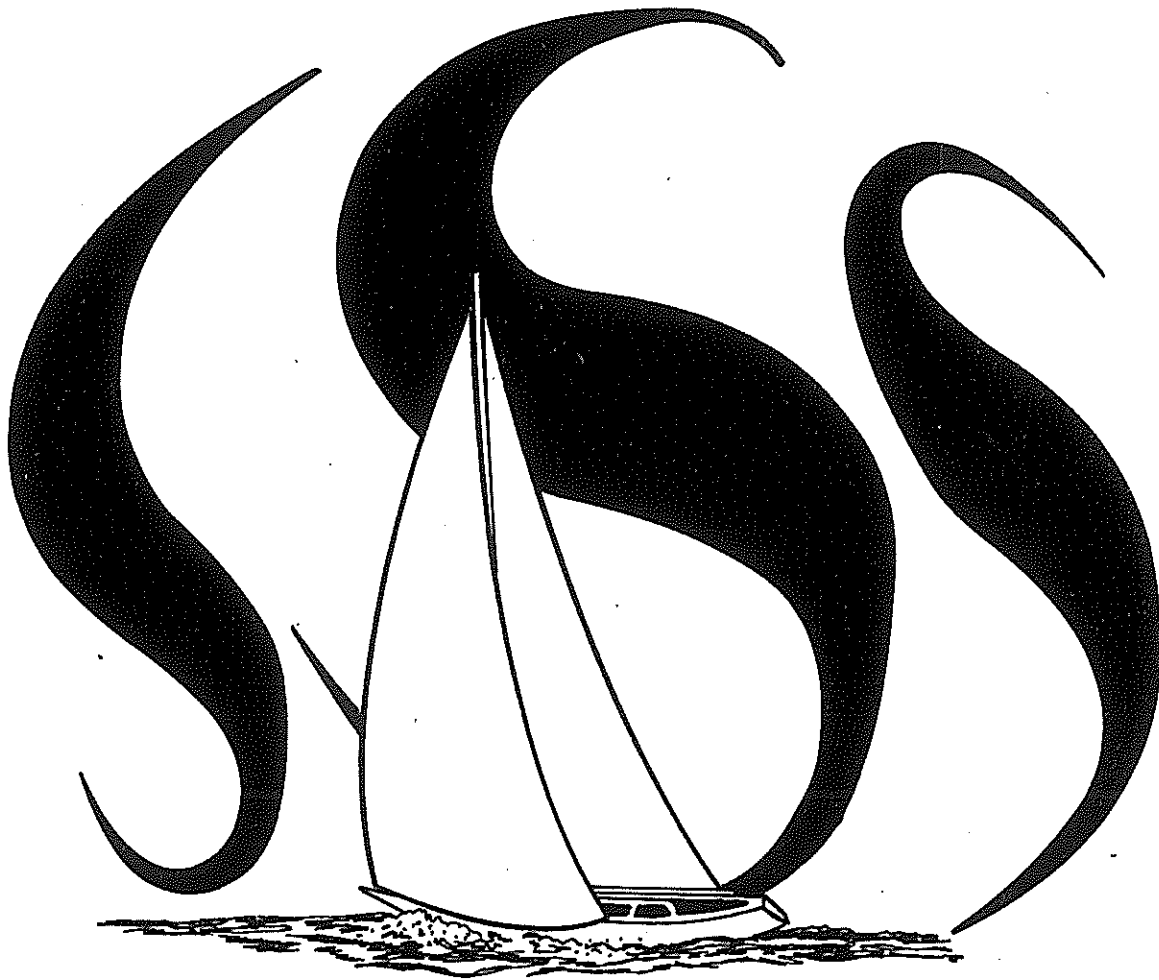


OFFICIAL PROGRAM
1978
SINGLEHANDED TRANSPACIFIC
YACHT RACE



SAN FRANCISCO, CALIFORNIA
TO
KAUAI, HAWAII

CO-SPONSORED BY
SINGLEHANDED SAILING SOCIETY, SAN FRANCISCO, CA.
PACIFIC SKIPPER MAGAZINE, NEWPORT BEACH, CA.
CLUB MEDITERRANEE, KAUAI, HAWAII

Program Produced by Pacific
Skipper Magazine

ALONE

Michael Dobrin

□ This, make no mistake, is a yacht race. It is, however, a yacht race with some distinctive differences. The first of these, of course, is the concept of the single sailor, a lonely competitor on a long ride. It is also a yacht race that might borrow more from the cruising fraternity than from those weekend warriors who go booming about the buoys.

The concept of singlehanded racing is not new. It has been given flash and stature by the Observer Singlehanded Transatlantic Race, the OSTAR. Since 1960, when Col. Blondie Hasler of Her Majesty's Marines challenged some of his British coasting cronies to a solo race from Plymouth to Newport, R.I., the OSTAR has garnered much of the world's attention. It might be interesting to note that Col. Hasler made that crossing in his own modified Folkboat, one equipped with a lug rig and his own steering vane. Today the self-steering device is a mandatory phantom hand on all singlehanded racing boats, indeed,

on nearly all bluewater cruising yachts.

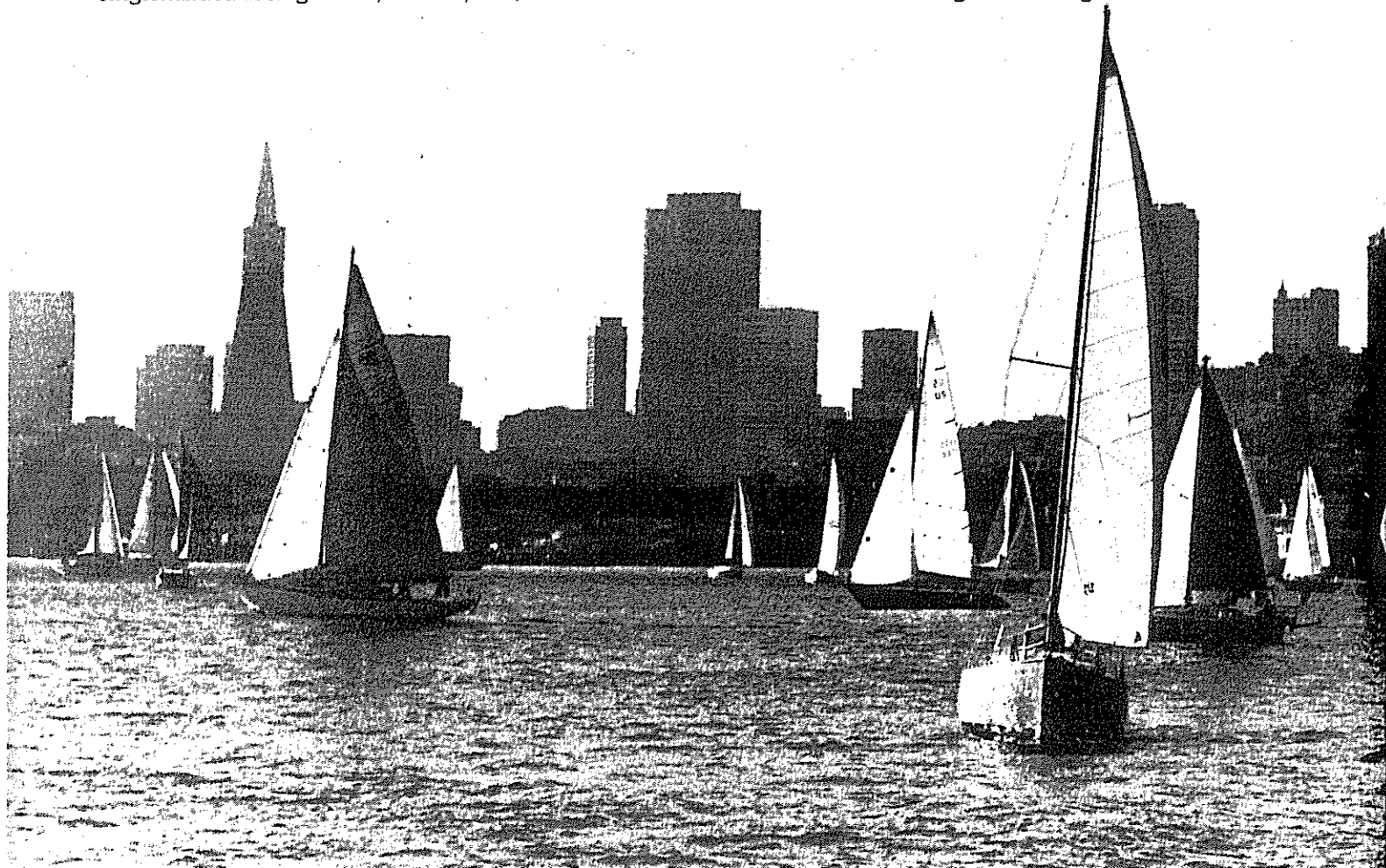
Technically, Transpac '78 has enough details and innovations to intrigue the most jaded dock walker. Every craft, in its own form, uses a combination of cruising gear and techniques with racing know-how, to strike a fine balance against the always uncompromising race medium, the sea. Except for one boat, a Columbia 26, owned by Stanford, CA, engineer Gene Haynes, all these yachts are equipped with vane and/or electric autopilot systems. Haynes has taken a page from John Letcher, Jr., and rigged **Pretz I** with a sheet-to-tiller steering system. Sail inventories are intriguing. An experienced skipper like Skip Allan of Capitola, CA, one who has racked up 75,000 miles of transoceanic racing, will lay in only five sails on his Wylie custom **Wildflower**. Other skippers in production boats may come to the line with a much more complicated inventory.

There is a single schooner (Lawrence Stewart's **Thales** out of

San Francisco Bay), two trimarans and several cutter conversions. Among the latter is the smallest vessel in the fleet, Phil Cushing's modified (Gary Mull's design) **Santana 22, Able Sugar**. Cushing has even experimented with the little Schock's hydrodynamic qualities by adding a shallow skeg between the fin keel and skeg. And the largest yacht, Karl Burton's **Magic**, an elegantly outfitted Columbia 57 with a proud racing heritage. Burton is a perfectionist with a keen edge for competition.

Age disparity between vessels entered is about 30 years. There are several new production yachts, like **Reinrag**, a Bahama 25 entered by Portland, OR, contractor Thomas Garnier. And the oldest yacht, Mel Richards' Kettenburg PCC sloop **Gossip**. In 1948 Kettenburg turned out 25 of this easy riding, seakindly sloops. Of the 25, 24 are still plowing along.

To most sailors, the strategy is to catch the edge of the clockwise spinning Pacific high and ride down-



AND EQUAL

wind into Kauai. A few, like San Francisco's Noel Rosen, might drop lower and aim to catch the trades west. Rosen admits this would be a wiser course for his heavier boat, **Kiwi II**, a British-built Baltic Sea cruiser/racer. Weight plays an interesting role. Here the focus of attention swings to the lightweights. The very fast planing hulls represented in Bill Cannon's 2,000 pound Moore 24, **Flyer**, Norton Smith's 3,000 pound Santa Cruz 27, **Solitaire**, Brian Heller's 3,100 pound custom racing sloop **Radical**. How will they fare against possibly heavy, northwesterly weather out the Golden Gate? Will they just streak out to the Pacific high, turn the corner, hang out dacron to dry and steam right into the yacht club bar? There are other overriding factors, the weather, skipper fatigue and mental readiness, shipping traffic and the omnipresent matter of danger. To Alameda, CA's, Doug Akerson that danger might best be called a deadhead, a floating log, all that debris out there. For others,

shipping presents the biggest danger. To counter, they have fallen back on technology and a handy little device, a Ra-Alert, that alerts the skipper when a vessel carrying radar transmission equipment is in its vicinity.

The factors keep boiling down, and it becomes clearer that the human element assumes the single largest role in this race. Statistically, it is interesting to compare some of those parameters. Age, for instance. Oldest entrant, Robert Coleman, a retired U.S. Army colonel, 63, and youngest, Brian Heller, 21, a college student and sailing instructor. There are, unfortunately, no women entrants. Geographically, the greatest preponderance of skippers are from the San Francisco Bay region, with 22 entries in the 35 yacht fleet. There are two Pacific Northwest sailors. James Grey is representing New York and the European continent. The rest are from Southern California. Of yachts entered, 21 are over 30 feet.

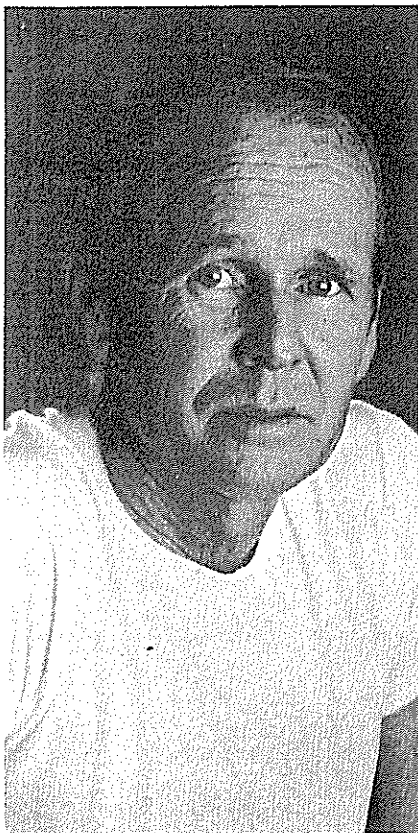
Finally, there is one great differ-

ence between this race and others like the OSTAR. It is most decidedly an American event, and as such, possibly the closest thing to yachting's egalitarian hour we'll ever see. In what other yacht race in the world would one find these circumstances? A 50-year-old man with but 18 months concerted sailing time pitting his wits and skills in a 12-year-old production sloop against professional skippers who have hired out to the hottest hands on any circuit from the Thames to the Tasman Sea? From various backgrounds, they have found their way to a new form of freedom and adventure. Among fleet entrants are pilots, doctors, boat builders, executives, contractors, art teachers, bus drivers, gardeners, chemists and engineers—a slice of American society. For these competitors, there is but one common, unifying theme, they will be alone, equal in their quest for the Hawaii finish. ■

Photo & research credits to: Bruce Davies, Susan Vaughn, Carol Pen-singer and Debby Pyzel.



Doug Akerson



"Turning 51 is the greatest thing that ever happened to me. I can now do some of the things I've always wanted to do." And for Akerson, a tall, wiry sailmaker and canvas cover specialist from Alameda, CA, making this crossing is something he has always wanted to do. He has already made four attempts, once getting beaten back after the halfway point by severe weather, a few years back.

Akerson has been building and sailing vessels up and down the Pacific Coast for 30 years. He has owned nine boats, and like his entry in this event, the 25 foot Seafarer Meridian sloop, they all bear the name **Svenska**. That is the name of his business, too. Designed by Philip Rhodes and built at Seafarer Yachts' Long Island yard in 1965, the stiff little sloop has had minor modifications, including a double headsail rig, short bowsprit, Akerson's custom dodger. Below, two forward berths have been removed, a dresser and fixed table added as well as a cabin-top to sole grab bar. Self-steering is handled via both Tillermaster electrical unit and Akerson's custom RVG-type vane, one with separate rudder trim tab. Simple sail inventory of Lee

main and Akerson headsails includes 150 genoa, jib, staysail, 110 roller furling jib, all of which perform nicely when flown together. Going dead downwind, he uses furling jib and 150, quartering off slightly.

Singlehanding's sleep problem bothers him little. "Once on the ocean, I can sleep anytime."

He attributes the 1939 book, *The Cruising Manual*, by Gary Mefford, for clear explanation of celestial navigation.

Using H.O. 229 or 211, he will augment sun shots with star ("Don't know them well, but by the end of the trip I will"), planet and moon sights.

Admittedly "not a racing freak," Akerson will shoot for a good start and try and find the Pacific high, just aiming to skirt it. This winter he plans to meet friends in the Marquesas and cruise their Offshore 40 to the Societies.

YACHT: Svenska
TYPE: Seafarer Meridian sloop
LOA: 25'6"
LWL: 20'0"
DISPL: 6,500

Skip Allan



When Skip Allan says he has been sailing all his life, he means just that. For 32 of his 33 years, this Capitola, CA, boatbuilder has been sailing somewhere — usually in a hurry. Both by vocation and avocation, he can truly qualify as a professional sailor. From sailmaking, building, designing, to his master helmsmanship, Allan is deeply involved in the science and technology of modern sailcraft. He is also one among a group of iconoclastic builders and sailboat racers who have located in the Santa Cruz area. That group, of course, includes Bill Lee (**Merlin**, Santa Cruz 27, **Panache**, etc.) and the Moore Brothers and their super-light, super hot Moore 24.

Allan will drive **Wildflower** in this race. The craft is a Wylie 28' custom cruiser, almost a prototype of Wylie's widely heralded Hawkfarm series. The Alameda, CA, designer/builder has produced some exceptionally fast yachts, like the quarter tonner **Hawkfarm**, **Moonshadow** and Bill Erkelen's cold-molded 42-footer **Lois Lane**. For 16 of his 32 years, at sea, Skip Allan has been sailing in international competition. He has logged more than 75,000

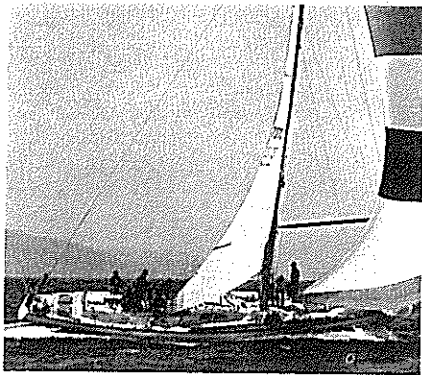
miles under sail in racing conditions, almost all of it transoceanic. There are seven Honolulu Transpac races, two Bermuda races, three trips out to howling Fastnet Rock and back, 11 go-rounds in the Southern Ocean Racing Circuit, one Sidney to Hobart and one Hobart to Auckland race. In the '67 Transpac, Allan was the overall winning skipper, aboard **Holiday Too**. He drove David Allen's sloop **Improbable** during her 1973 passage from San Francisco to Australia and New Zealand. And finally, his great performances as skipper of David Allen's **Imp** in the '77 SORC and Admiral's Cup high point score.

Wildflower has a five-sail inventory; main by Baxter and Cicero, #1 genoa (4.5 ounce) by DeWitt & Peters, #2 jib (7.25 ounce), working staysail (7.25 ounce) and 3/4-ounce tri-radial spinnaker, all latter sails by Scott Allan. There is a Ham Ferris water generator aboard and self-steering is handled via vertical axis vane and Tillermaster autopilot.

Allan is a member of Stillwater Yacht Club and the Society.

YACHT: Wildflower
TYPE: Wylie 28 custom

Karl Burton



"Singlehanded racing is the pinnacle as far as sailing is concerned." That's Karl Burton talking, a man who admits to a strong competitive streak. He fully intends to make a race of it — and in one of the most elegantly appointed, plush, yet sea-kindly and fast yachts in this event: his Columbia 57, **Magic**.

The 50-year-old senior cargo consultant for Lufthansa is a resident of Hollywood, CA and belongs to both Los Angeles and Cabrillo Beach Yacht Clubs. He's been sailing since his youth in Brazil. That 35 year experience span includes racing and cruising, mainly offshore and in larger yachts. Burton's nautical destinations have included Mexico and the Pacific Coast to British Columbia, the Mediterranean to the Caribbean, and the South Pacific. In 1966, he and Mel Baldwin, Los Angeles KNX radio personality, and their wives crewed a K-38 sloop from the Pacific Coast to New Zealand. He's also raced the midwest's challenging Chicago-Mackinac series.

For the past three years, Burton and his wife Jolene have been converting and updating **Magic** into a comfortable, seagoing home. She is the former **Concerto** out of San

Francisco Bay, a widely campaigned, successful ocean racer. The yacht's navigation center is fully equipped with electronics ranging from radar detection devices to an off-course alarm system. She is outfitted with a Chrono Marine self-steering vane. All winches are Bariant self-tailing units. Staysail and jib top are on roller furling systems. The sail inventory includes a storm trysail, storm jib and two mains. Chutes include 1/2-ounce to 2.2-ounce star cuts and a blooper.

Burton, who in March completed a round trip solo tune-up to Mexico's Guadalupe Island and back (1200 miles total), is ready to go: "I am in this to win. My time aboard will be devoted to accurate navigation and trimming sails . . . the person who eats the best and is the most rested will win."

This race is preparation for more cruising by the Burtons.

YACHT: **Magic**
TYPE: Columbia 57
LOA: 56'6"
LWL: 40'6"
BEAM: 13'
DISPL: 45,000 lbs.

Bill Cannon



It is, of course, the question that will be asked of every solo competitor in this race: Why are you doing it? For Cannon, a Santa Cruz, CA, commercial fisherman, yacht deliverer and rigger, the answer is simple. "I want to be alone with my thoughts — and to do it because I have never done it before. I love the solitude, plus I won't be really alone. There's a special feeling knowing that, somewhere out there on the Pacific, there are others just like me." The 27-year-old professional skipper has entered an ultra-light challenger for the Kauai run, his Moore 24 **Flyer**. Designed and built by Santa Cruz' Moore brothers, the 2000-pound sloop has cut an enviable record in offshore and round-the-buoy bay races in the past three years. This will be the first race for both **Flyer** and Cannon. He is, however, no stranger to offshore work, having delivered yachts between South America and Pacific Coast destinations north to Seattle — as well as his fishing work and time aboard merchant vessels.

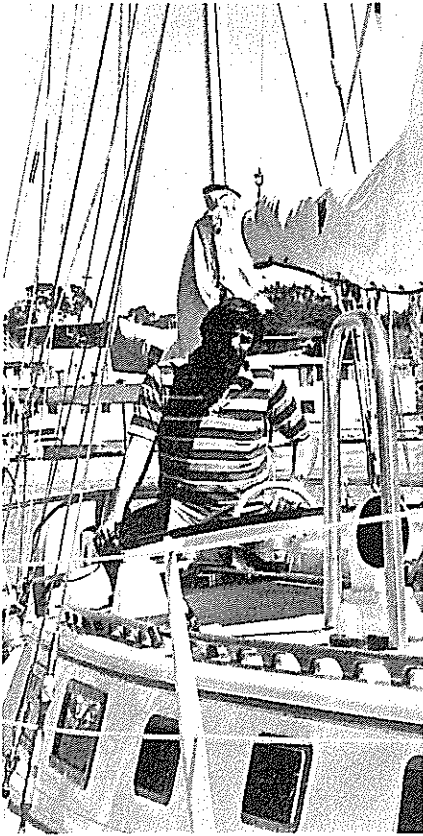
While **Flyer's** rig remains essentially stock, Cannon has had Dee Smith of Richmond, California's DeWitt loft cut his special sails for the

race. These include a main with a drooping shelf, a reefable 95% jib, a 125% genoa and a relatively high-clew 150 lapper of hard-finish 3.8-ounce cloth, one allowing hard driving to weather (if needed). There are also two chutes, one a full-sized tri-radial. Cannon will use a French-made Navec self-steering vane, one operating on both mechanical and electrically-actuated modes.

His sailing strategy? "I will sail mostly a broad reach, 160 to the apparent wind. It is hard to say, though, as all depends on the ocean and weather. **Flyer** has incredible control planing when going downwind. Hopefully, it will be a simple, clean-cut thing. There is not much room for comfort, so I will go just as fast as **Flyer** will take me. If all goes well, I will be the first to arrive."

YACHT: **Flyer**
TYPE: Moore 24
LOA: 24'
LWL: 21'9"
BEAM: 7'2"
DISPL: 2000 lbs.

John Carson



For anyone who ever contemplated owning a boat, the dream is always there: kick the traces, leave job and the encumbrances of modern life on the far shore and sail off, unfettered, across the ocean to the fabled Spanish Main, the South Pacific, the Mediterranean. It's a dream that few ever see materialize; the years roll by, the vessel either sits dockside or never leaves the harbor of the dreamer's mind. John Carson, however, is one who did kick the work habit and go. In some 10 years, he has logged 40,000 offshore miles. The big, burly, red-bearded Carson, an attorney and yacht salesman from Newport Beach, CA, got cruising fever in 1972. Then a practicing lawyer and district attorney with Los Angeles County, he decided to voyage to the South Pacific in a newly-purchased Westsail 32. "I am a fadist," says the articulate adventurer, "and when I get into something, I truly get into it." Some 18,000 miles and a year and a half later, he was back home, cruising fever still uncured. Another trip to Hawaii, then cruising the Northwest. And now, he will make this crossing in his new Creaklock 37, **Taylor's Landing**.

The production yacht will carry 11 sails by Vector, including numerous headsails, storm jibs, mizzen staysail, and a tri-radial. "Knowing Carson's law," he chuckles, "I should carry eight genoas, because I know I am going to have it on the nose." At press time, he was still experimenting with either Aries or Say's vane — or one being designed by Cruising Consultants. Carson, who admits to a hefty appetite, will carry canned goods and fresh foods that might last two weeks. He has two onboard rules that are law on his vessel: harness snapped on any place outside the companionway and get up every 15 minutes to look around. He says he lives by an egg timer at sea. Carson will take sun sights (H.O. 229) about every other day.

He is a member of the Hawaii Yacht Club.

YACHT: Taylor's Landing
TYPE: Creaklock 37
LOA: 36'8"
LWL: 27'7"
BEAM: 10'9½"
DISPL: 16,500 lbs.

Robert Coleman



Retirement, for most folks, means a time for garden puttering and sitting back and contemplating the meaning of a life well spent in long endeavors. For Robert Coleman, however, retirement means the opportunity to put to sea, to point the bow of his Fantasia 35 sloop **Shivoo** first to Hawaii on this solo race and then later, with wife and family, to set a cruising course that will take him through the Panama Canal, the Caribbean and on to Europe. If statistics mean anything — and this is a race of statistics — the 63-year-old retired U.S. Army colonel is the oldest skipper in Transpac '78. A fairly recent devotee of the sailing arts, Coleman has made good use of his offshore and coasting time since taking over the helm in early 1976. During the summer of '76, he and his wife sailed from Los Angeles to the Puget Sound-Seattle area in a Newport 27. In June of '77, he sailed downcoast from Portland to Los Angeles in his then-new Fantasia. Later last summer he came back up the coast to San Francisco Bay, then repeated the trip again in February of this year. In that short time he has logged 2800 miles off the

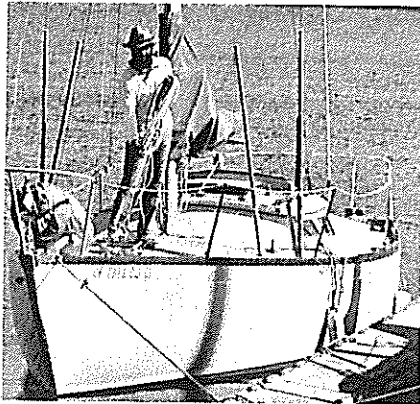
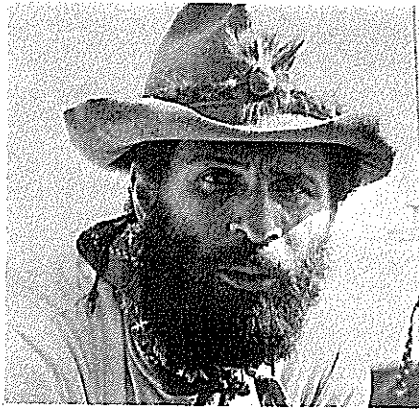
Pacific Coast. Highest winds reported were 50 knots off the Oregon coast and for five days they battled a storm off Pt. Conception.

Coleman's **Shivoo** is built in Taiwan. The name, incidentally, means a boisterous social gathering in Aussie slang. He will rely on seven sail combinations to drive the heavy-displacement sloop toward the Hanalei Bay — Club Med finish. The main, working jib, 135 genoa, spiffire storm jib and trysail are all cut by A. Lam of Hong Kong. The twin headsails and light air-drifter are out of Pacific Sailmakers' loft in Southern California. In addition to stipulated Singlehanded Sailing Society gear, Coleman carries an FM stereo hook-up, an Atlas 215 ham radio and a RA-Alert radar detector on board. There are twin self-steering devices on **Shivoo**. The vane is a Sail-O-Mat unit made in Sweden and that is backed up by a Wesmar Autopilot.

By his own admission, Coleman does not expect to break any crossing records, but considers this more experience for future cruising plans.

YACHT: Shivoo LOA: 34'6"
TYPE: Fantasia 35 LWL: 27'6"
DISPL: 20,000 lbs. BEAM: 11'

Bill Collins



"I am trying to make a life on the water. If you are serious about a lifestyle on water, singlehanded sailing is the only way to learn it. I don't really like solitude, but I want this experience — and a chance to deal with that lifestyle." For mariner Collins, this is but the first leg in an extended, open-ended cruising adventure, for after he returns from Hawaii, he will sail his own 30-year-old restored 41' classical Alden staysail cutter **Susurro** east to the Caribbean and beyond.

His yacht for Transpac '78 is **Lively Lady**, a 30' strip-planked sloop designed 10 years ago by Gary Mull as a forerunner to today's ultralights. She was built by American Marine in Hong Kong and is presently owned by Dr. Josh Carter of Fairfax, CA. She campaigned successfully on the Southern Ocean Racing Circuit for a number of years.

The affable, free-spirited Collins is a 34-year-old Berkeley, CA, live-aboard who "retired" as an education administrator with the Berkeley School District a year ago. Originally from Austin, TX, Collins has been sailing seriously for five years and has cruised the California coast as well as

competing in both Master Mariner and organized YRA races on San Francisco Bay.

Lively Lady carries 16 sailbags by North and Eclipse, including a big starcut chute, two mains (in 8 and 5-ounce cloths), jib top, 120 and 135 genoas and a big lapper. For downwind wing and wing work, Collins may experiment with short, twin stays brought from the mast to the foredeck about halfway forward to the sternhead. A Sailomat wind vane will be added for self-steering. Provisions? Collins laughs, "For a junk food freak I will be trying some new ideas — sprouts, dry foods, stuff that is easy to prepare."

Collins lists among his sponsors the Richmond Boat Works and Player magazine, for whom he will write articles.

YACHT: Lively Lady
TYPE: Mull custom sloop
LOA: 30'
LWL: 25'6"
BEAM: 9'6"
DISPL: 10,500 lbs.

Phil Cushing



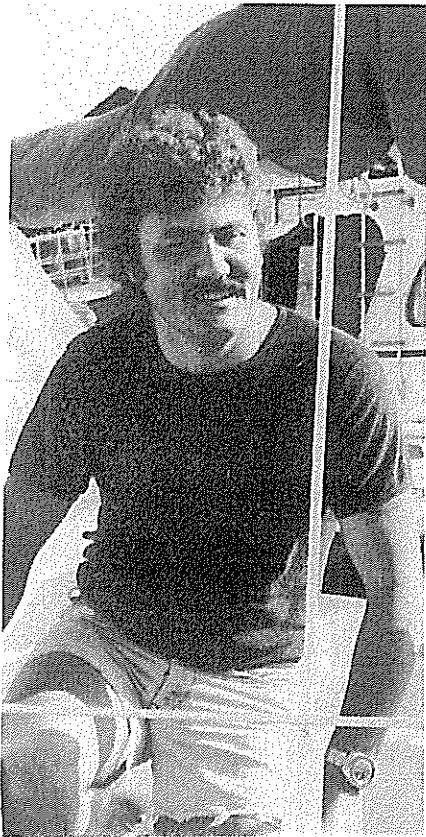
The literature of singlehanded sailing is replete with tales of the purist, the mariner who goes to sea without engine, without exotic equipment — one who uses a simple bucket for relief at sea. One probably closest to fitting the purist label in this fleet is Santa Barbara, CA's, Phil Cushing. To some, it might seem somewhat incongruous that he's also an airline pilot for Continental Airlines. But there is nothing incongruous about the 40-year-old pilot's approach to this race and his boat. He means to make an all-out competitive dash in his **Able Sugar**, a Santana 22 that has been converted to a stiff, sound pocket cruiser. Cushing's been sailing for 25 years, crewing and piloting various boats from Int'l 14s to his 32' engineless PC sloop. He has sailed the Southern California coast and Channel Islands and has offshore experience in a Valiant 40 in the Pacific Northwest.

Able Sugar was purchased in December to be modified for this race. The 10-year-old Schock design carries some innovative ideas for speedy, if somewhat cramped, racing/cruising. The aft end of the cockpit has been glassed to make a

small storage cabin. Vee-berths forward have been removed for sail stowage. Directional stability has been improved with a long, shallow skeg extending from keel to spade rudder. A Cal 28 rudder has been added for its stiffer post. The original rig has been converted from sloop to cutter by adding an inner baby stay. All halyards are internal, all lines leading back to the cockpit. There is also single line reefing. Sail inventory includes double-reef main, staysail which doubles as a storm jib, yankee, chute and spinnaker staysail, some by Bern Remmers. A QME-type vane, one designed by fellow competitor Mike Pyzel, provides self-steering. Spartan below, the grey cutter sails without engine — or head. In addition to required communications gear, Cushing will rely on a Radio Shack time cube to get WWV. The galley is a single-burner propane Optimus. Water will be carried in lashed jugs.

YACHT: Able Sugar
TYPE: Modified Santana 22
LOA: 22'
LWL: 18'8"
BEAM: 7'10"
DISPL: 2600 lbs.

Darrell Davey



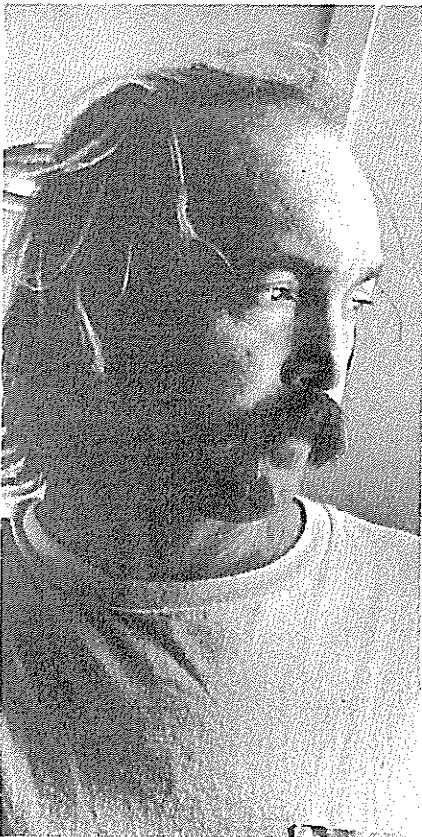
One of the most beautiful and challenging coastal cruising areas between Alaska and Baja and beyond is, of course, the Channel Island group. It is probably for that reason, too, that significant entries (Mike Pyzel, Dick Flint, Phil Cushing, Dr. Davey) from the harbors and vistas beneath Pt. Conception to Ventura find this their own shake-down grounds. The Channel Islands create their own weather patterns and wind slots: passages to windward are likely to take the whole bite and sting of the prevailing Pacific northwesterlies. Anchoring and navigation skills are a must. Although he is an emergency physician at an inland hospital, Davey lives in Oxnard, CA, far the closer to sail his Pearson Vanguard, **Uhuru**. The 40-year-old sailor has extensive offshore cruising experience in Southern California waters the past seven years, most of it singlehandedly. He has also sailed the Pacific Northwest and along the Eastern Seaboard. His 12-year-old sloop carries five sails, a 150 genoa, working and storm jibs, spinnaker and double-reef main. Davey is a licensed ham radio operator and will maintain a regular communication schedule with shoreside

friends. His inventory considerations at press time included a Ra-Alert radar detection device, one that he had tried out in the busy shipping traffic of the Santa Barbara Channel. A tri-color masthead running light has been added to meet offshore rules. **Uhuru's** self-steering is guided by an Aries vane, one which works well under spinnaker — a definite advantage in this downwind run. Dr. Davey is a vegetarian and plans to carry as much fresh food as possible, augmenting his provisions with freeze dried goods.

Acknowledging his preference for cruising, he looks upon this as primarily a race for experience. His plans for the summer include a cruising sabbatical in the islands, with a September return to the coast. Dr. Davey is a liveaboard and a member of the Pacific Corinthian Yacht Club.

YACHT: **Uhuru**
TYPE: Pearson Vanguard sloop
LOA: 32'6"
LWL: 24'2"
BEAM: 9'4"
DISPL: 10,500 lbs.

Richard Flint



For sheer beauty and power under sail, Flint's entry in Transpac '78, his custom-built trimaran **Running Cloud**, easily promises to be the most spectacular. A vessel that he has designed and built himself, **Running Cloud** is a 55', cutter-rigged white tri.

The 35-year-old professional boat designer and builder took three years to build **Running Cloud**, which he calls his "ultimate boat." That construction took place at Flint's own operation, the Front Street Boat Works in Ventura, CA, where he produces fiberglass boats in various sizes. An experienced and avid yachtsman, Flint has compiled 15 years sailing experience in waters from Southern California to San Francisco Bay and throughout the Hawaiian archipelago. In addition to building and finishing **Running Cloud** in 1973, Flint has cut all her sails himself. That inventory includes a main with triple reef points (although to this point he has not yet had occasion to have to reef down), a 150 genoa, a working jib and a storm jib. For this race, he is planning to take at least one spinnaker and possibly a pair of twin downwind jibs.

Prior to entering Transpac '78, Flint began working with self-steering vanes for the graceful multihull. On a boat that accelerates as rapidly as **Running Cloud**, however, the relative wind changes so rapidly that a conventional vane was not able to keep the vessel under control. So, for this bluewater challenge, he is adding a Tillermaster steering unit, one which he will probably affix to the permanent trim tab he has mounted on the rudder. In a late pre-start modification, Flint has extended the main hull three feet to compensate for some excess lift when reaching offwind at high speeds. The vessel will carry a minimum of electronics and special gear, with a probable addition of a Ra-Alert radar detector unit. He'll also carry a shortwave receiver to pick up WWV and marine weather reports.

A vegetarian, Flint will bring an abundance of fresh fruit which will be preserved via propane refrigeration.

YACHT: **Running Cloud**
TYPE: Flint custom trimaran
LOA: 55'
LWL: 48'
BEAM: 31'9"
DISPL: 12,000 lbs.

Jim Gannon



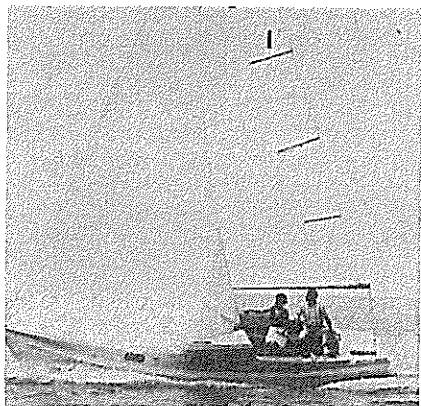
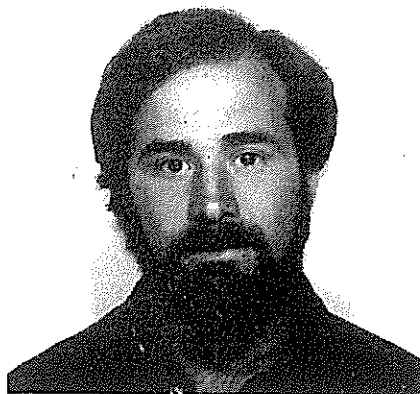
Returning to Hawaii in competition will present no problems for Jim Gannon. The 32-year-old professional boatbuilder and skipper from Petaluma, CA, has already logged in two very successful coast to Honolulu crossings. In '73 and '75, Gannon was a crewman aboard **Chutzpah**, Stuart Cowan's tiny 35-foot Bill Lee-designed sloop that corrected out as victor both times. The Australian-born Gannon operates one of Northern California's largest boat-building yards, Gannon Yachts, where he turns out the Freya 39. And not surprisingly, he'll be in **Golden Egg**, one of the three Freya 39s entered in this race. The other two, of course, are being sailed by Orangevale, CA, chemist Robert Wohleb (in **Espial**), and the Singlehanded Sailing Society's own entry, **Freya**, which will be skippered by New York yachtsman James Grey. Gannon has been sailing some 20 years, competing in a variety of Australian boats and races, including the famed Sydney to Hobart race across the treacherous Tasman Sea. He delivered the first Freya, a wooden version, from Australia to San Francisco and has been active in San Francisco

Bay and coastal events ever since. The **Freya**, incidentally, has an enviable track record 'down under' where three years running, she won her division in the Sydney-Hobart event. Gannon's most recent competitive outing was the Singlehanded Sailing Society's second annual Farallon Islands race in late March. In unusually light weather, Gannon drove Wohleb's **Espial** to a second in Division 4, just behind Fred Feied's venerable Cheoy Lee Lion, **Dithyramb**.

The **Freya** will be outfitted with sails by the DeWitt loft for Hawaii. These include a main with three reef sets, a 150 high clewed genoa, a 155 jib top, a 120 genoa with reef points, a tri-radial chute in $\frac{3}{4}$ -ounce cloth and a 90% reaching tri-radial in $1\frac{1}{2}$ -ounce cloth, a blooper and a heavy-duty, 9-ounce storm staysail. Gannon uses an Aries vane.

YACHT: Golden Egg
TYPE: Freya 39
LOA: 39'3"
LWL: 33'9"
BEAM: 11'3"
DISPL: 23,000 lbs.

Thomas Garnier



One of the best training grounds for offshore wind, weather, and just plain willies, is the Oregon coast. Sailors who can master the waters from the treacherous Columbia River bar to the California border are almost always assured liberal Pacific doses of offshore green water, sometimes mixed in with fog, cold and biting rain. A handful of intrepid Northwest yachtsmen have dared to challenge the rugged coast, its big, breaking bars and wild winds to enter quiet little river harbors. And there's the upriver winds and tricky currents of the wide Columbia itself. These are cruising and racing grounds for Thomas Garnier, a 28-year-old Portland, OR, carpenter-contractor who has entered this race with a new black Bahama 25, **Reinrag**.

Garnier has been sailing since he was nine, starting out with scows and other lake racing boats back in Indiana. Since coming to the coast five years ago, he has taken up serious ocean racing and cruising. He has made several downcoast passages from Portland to Los Angeles. He has extensively cruised Southern California waters and has taken excellent advantage of cruising waters further north in Puget Sound

and around Vancouver Island. In 1975, he crewed aboard a Portland entry in the Transpac race, a Cascade 42, **Nimble**. In getting his new Bahama ready for this first-ever solo race between the Coast and the Hawaiian Islands, Garnier has turned to a local sailmaker, Bob Smith of Portland, to put his inventory in shape. Those sails include a main with two reef points, a jib and storm jib, a 150 genoa with one reef point, a lightweight 150 reacher and a $\frac{3}{4}$ -ounce tri-radial spinnaker. In addition to stipulated equipment outlined by the Singlehanded Sailing Society, Garnier is carrying a small Honda gas generator for auxiliary power. Self-steering on **Reinrag** is accomplished with an RVG vane, one manufactured in Florida by Madeira Marine & Mfg., Inc. The vessel has no engine. Garnier is a member of the Transpacific Yacht Club and lists his sponsor as Smith Sailmakers.

YACHT: Reinrag
TYPE: Bahama 25
LOA: 25'
LWL: 20'
BEAM: 8'
DISPL: 6000 lbs.

James Grey



Of skippers making the San Francisco-Hanalei Bay crossing, one truly qualifies as an international entrant. Grey is a native of Paris, France, and a resident of both New York City and Geneva, Switzerland. He will be at the helm of a new Freya 39, **Freya**, one of three of the deep-keel, double-ended sloops in the Transpac event. The 41-year-old international marketing consultant has for the last six years made his home in Geneva. A lifelong sailor, he has honed his experience on the waters of the Med, the Atlantic and the Caribbean. Owner of a 34' open-cockpit racing sloop, **Toucan**, he won last year's 80-mile Geneva Trans-Lake single-handed race.

The **Freya**, official entry of the Singlehanded Sailing Society, is a production vessel. Her sail inventory includes 11 sails, all cut by DeWitt. There's two spinnakers, a roller furling staysail, three headsails (ranging from 150% down to 90% genoas) and a triple-reefed main. All halyards are internal. The vessel is equipped with Safety & Survival gear and has an Autohelm windvane set-up.

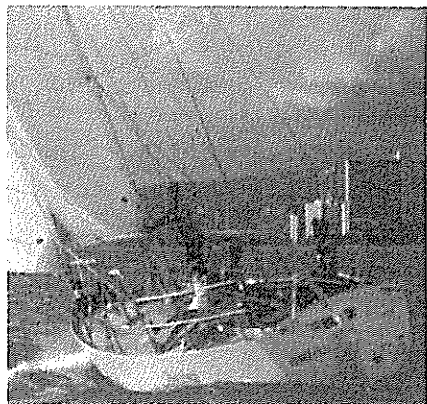
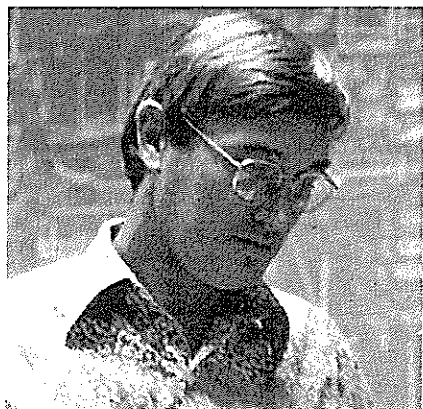
What drew European-based Grey to the West Coast and a single-

handed race to Hawaii? "It is a new angle in racing," says the tall, distinguished bachelor, "and although I don't care much for solitude, I have found over the years that I do my best sailing when alone. It is an interesting experiment in survival, a fantastic way to learn sailing by the seat of one's pants. This is a supreme exercise in mental and physical discipline — one that will truly put your act together." His strategy in coping with the Pacific high? "I will probably head to the trades or run the great circle route, depending on late weather bulletins. I prefer to sail the boat at night and let the vane take over during the day." Provisions? "Oh, I plan to take along a lot of beer, wine and spaghetti. Spaghetti is easy to make and I never tire of it."

Grey is a member of the Geneva Yacht Club and the Singlehanded Sailing Society.

YACHT: Freya
TYPE: Freya 39
LOA: 39'3"
LWL: 33'9"
BEAM: 11'3"
DISPL: 23,000 lbs.

Mike Harting



Harting, a 38-year-old Honolulu computer service executive, brings to the line one of the most interesting yachts in the Transpac fleet. His **Challenge**, a 38 foot sloop, was designed and built for a non-stop singlehanded circumnavigation. She was designed by Norm Dawley, who had modified the old PCC **UNDINE** into a Transpac performer. She finished 3rd in class in the last Los Angeles-Honolulu race. The 6'3" Harting wanted both flush deck and standing headroom. Eventual construction material selected was #5086 aluminum. Frames and deck beams join to form an egg-shaped form to which hull and deck were welded. The yacht was built in Honolulu by Jim Cling and Don Anderson. **Challenge** has two watertight compartments, one aft, one forward, that can be foam filled for flotation. The boat can carry 220 gallons of water in three tanks and 125 gallons of diesel. Quoting Harting: "All equipment was selected for simplicity, durability and reputation. All sails were made by Watts and are cruising, not racing (sails). I have a #1, 2 and 3 genoa, storm jib and trysail and storm running jib in addition to (a) batten-

less main. Self-steering is the whole key to singlehanded sailing. I have a trim tab on the rudder that can be driven by a vertical axis vane. I have an Aires and a TillerMate. The TillerMate will be hooked up to the tab or tiller for downwind light air and the Aires is used when there is wind. Electronically, **Challenge** carries a Yaesu FT101E ham radio with which Harting will contact a Honolulu friend during the race. Performance data is fed through twin IMI Combi VI sailing data centers.

Harting has been sailing since he was 10. After coming to Hawaii in 1964, he has owned several sailboats. They have included a catamaran, Thunderbird, Alden 42 ketch, Islander 29 and **Challenge**. He's crewed a Morgan 54 from Honolulu to Long Beach and has put in extensive hours about the Hawaiian group singlehanded often between islands.

Harting is a member of Honolulu's La Mariana Sailing Club.

YACHT: Challenge
TYPE: Custom Dawley sloop
LOA: 37'8"
LWL: 33'
BEAM: 10'2"
DISPL: 12,000 lbs.

Gene Haynes



For some, challenges slip away with every year. It becomes easy to do it the easy way. For others, though, individuals like 50-year-old medical instrumentation engineer Gene Haynes from Varian, CA, challenges never end — especially the opportunity to tackle the formidable task of a singlehanded crossing of some 2200 miles. With just a couple years of San Francisco Bay and offshore sailing behind him, Haynes will go to Hawaii aboard his white Columbia 26 Mk1 sloop, **Pretz 1**. His most recent competition was the Singlehanded Sailing Society's Farallon Islands race.

The spirited Haynes says he has learned everything aboard **Pretz 1** sailing "by the seat of his pants." For the short time he has been at it, Haynes credits modern sailing magazines and the array of books out on sailing for his knowledge. He is also of the opinion that sailing is best learned in small boats like dinghies and daysailers. Modifications to the 11-year-old sloop have been minimal: double life lines, twin headstays for wing-on-wing downwind sailing — plus, of course, all required safety gear. Sail inventory is simple: twin

130% genoas for downwind work, a couple of new Lee genoas and two mains, one a high aspect cut, the other, a lower aspect ratio. Haynes is the only entrant to employ use of sheet to tiller steering for his yacht. Cockpit controls are set up according to details outlined in John S. Letcher, Jr.'s book, *Self-Steering for Sailing Craft*. An avid walker (he ticks off several miles each day), outdoorsman and hiking/backpacking enthusiast, Haynes will provision with dehydrated foods and canned goods. He has altered the vee-berth area forward as a general storage area. For simplicity, breakfasts go to port bins, dinners on the starboard side.

He lists his sponsors as "one hell of a lot of good friends" who have donated to success of the voyage. Haynes will meet his 21-year-old son Stephen at Hanalei Bay and the two will make the return sail to San Francisco Bay.

YACHT: Pretz 1
TYPE: Columbia 26 Mk1
LOA: 26'
LWL: 23'
BEAM: 8'
DISPL: 5500 lbs.

Brian Heller



At 21, Heller is the youngest sailor in the Transpac '78 fleet — but that in no way reflects on his experience afloat. He has already logged offshore cruising and racing miles that would put many a salty mariner in good stead with his mates. Heller has, in fact, been sailing seriously for the past seven years in everything from hot racing dinghies to 90' schooners. Last summer he logged over 2500 miles aboard the classic schooner **Queen Mab** as the vessel's navigator on a voyage from Southern California to Victoria, British Columbia. He has also crewed aboard several local racing yachts. A resident of Irvine, CA, he is a student at Long Beach State University where he is a junior studying industrial arts. He has also been teaching the sailing arts and offshore navigation in the Newport Beach, CA, area for the past few years. His mount for the Hawaii race is a custom ULDB sloop, **Radical**. This is, incidentally, his third boat, the other two, a Teak Lady and a Pearson Arrow.

Radical, designed and built of C-Flex in Long Beach, CA, boat-builder Joe Walsh, is a prototype for several offshore racing designs. The

vessel features a hard chine design, with an outboard rudder and fixed fin keel. The skeg tapers to 5" and there are two trim tabs at the transom. Sails by Pattison include the main, storm jib, 120 and 150 light and heavy genoas, a spinnaker, streeker and twin 130 running jibs. **Radical** was designed for running and reaching on MORC circuit races.

Among his sponsors for **Radical's** Kauai quest Heller lists Pattison Sail Design, Newport Supply Company and Bartell Electronics. His plans after Hawaii and graduation? "I'd like to keep on teaching sailing and navigating — at least on a part-time basis," he says, "then possibly start my own delivery business."

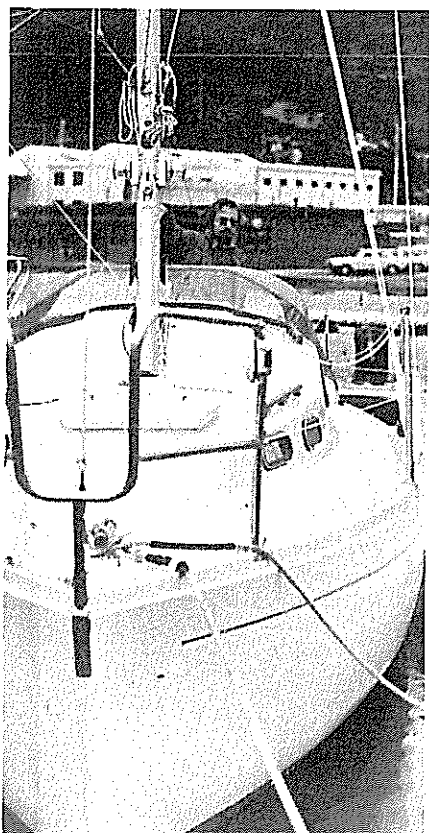
YACHT: Radical
TYPE: Walsh custom sloop
LOA: 24'3"
LWL: 20'
BEAM: 10'
DISPL: 3100 lbs.

SKIPPER	BOAT NAME	SAIL #	DIV.	BUILDER	HOME PORT	LOA	LWL	DIS
DOUG AKERSON	Svenska	N/A*	II	Seafarer	Alameda, CA	25'6"	20'0"	6,500
SKIP ALLAN	Wild Flower	222	II	Wylie	Capitola, CA	28'0"	21'6"	6,000
KARL BURTON	Magic	7070	VI	Columbia	Hollywood, CA	56'6"	40'6"	45,000
BILL CANNON	Flyer	N/A*	I	Moore	Santa Cruz, CA	24'0"	21'9"	2,000
JOHN CARSON	Taylor's Landing	16	IV	Cruising Consultants	Newport Beach, CA	36'8"	27'7"	16,500
ROBERT COLEMAN	Shivoo	CT	IV	Fantasia	Portland, OR	34'6"	27'6"	20,000
BILL COLLINS	Lively Lady	8781	III	American Marine	Berkeley CA	30'0"	25'6"	10,500
PHIL CUSHING	Able Sugar	N/A*	I	Schock	Santa Barbara CA	22'0"	18'8"	2,600
DARRELL DAVEY	Uhuru	321	III	Pearson	Channel Islands, CA	32'6"	24'2"	10,500
RICHARD FLINT	Running Cloud	N/A*	VII	Flint	Channel Islands, CA	55'0"	48'0"	12,000
JIM GANNON	Golden Egg	15	IV	Gannon	Petaluma, CA	39'3"	33'9"	23,000
THOMAS GARNIER	Reinrag	N/A*	II	Klickitat	Portland, OR	25'0"	20'0"	6,000
JAMES GREY	Freya	N/A*	IV	Gannon	Switzerland	39'3"	33'9"	23000
MIKE HARTING	Challenge	1	IV	Cling & Anderson	Honolulu, HI	37'8"	33'0"	12,000
GENE HAYNES	Pretz I	287	II	Columbia	Alameda, CA	26'0"	23'0"	5,200
BRIAN HELLER	Radical	47996	I	Walsh	Long Beach, CA	24'3"	20'0"	31,000
DON KEENAN	Lani Kai	28	II	Albin	Santa Cruz, CA	27'0"	23'0"	50800
THOMAS LINDHOLM	Driftwood	17734	V	Ericson	Channel Islands, CA	41'4"	29'2"	17,800
MICHAEL LINTNER	My Star	611	III	Westail	Coronado Cays, CA	32'0"	27'6"	20,000
MIKE PYZEL	Caballo Blanco	142	II	Cal	Santa Barbara, CA	28'0"	22'5"	6,000
MEL RICHARDS	Gossip	17109	V	Kettenburg	Ballena Bay, CA	46'0"	31'6"	18,500
NOEL ROSEN	Kiwi II	2712	II	Amnesty	Bruno's Delta, CA	31'6"	26'1"	11,960
KENT RUPP	Nereid	254	II	Pearson	Sausalito, CA	28'6"	21'6"	8,000
ALAN RUTHERFORD	Quest	27628	IV	Cal	Seattle, WA	39'4"	31'0"	16,000
NORTON SMITH	Solitaire	18765	II	Lee	Richmond, CA	27'0"	24'0"	3,000
BRUCE STEVENS	Triessence	37	VII	Cal Custom	Redwood City, CA	37'0"	35'0"	8,000
LAWRENCE STEWART	Thales	3	IV	Schock	Sausalito, CA	36'6"	29'0"	24,000
ROGER TOWNSEND	Si Bon	1	I	CNSO	Oakland, CA	24'0"	19'6"	4,200
HAROLD UPHAM	Joshua H.	102	II	Columbia	San Leandro, CA	28'7"	23'2"	8500
SAM VAHEY	Odysseus	N/A*	IV	Ranger	San Rafael, CA	37'0"	28'4"	15,200
JAY VARNER	Tatoed Lady	N/A*	IV	Halberg Rassey	Alameda, CA	35'0"	31'6"	13,400
HANS VIELHAUSER	Mach Schnell	8869	II	Scampi	San Francisco, CA	29'4"	22'9"	6,600
DAVID WHITE	Intention	N/A*	IV	Cruising Consultants	San Francisco, CA	36'11"	27'5"	16,000
ROBERT WHITNEY	Gypsy	239	II	Ranger	Treasure Island, CA	28'7"	23'0"	7,000
ROBERT WOHLB	Espial	K838	IV	Gannon	Tiburon, CA	39'3"	33'9"	23,000

*Not Available

DISP.	KEEL	DESIGNER	RIG	YACHT CLUB	STEERING SYSTEM	SPONSOR
6,500	Full	Rhodes	Sloop	None	Tillermaster/RVG	None
6,000	Fin	Wylie	Sloop	Stillwater	Tillermstr/Vert. Axis	None
45,000	Fin	Tripp	Sloop	Los Angeles	Chrono Marine	None
2,000	Fin	Moore	Sloop	None	Navec	O'Neil's Yacht Center
16,500	Full	Crealock	Yawl	Hawaii	Aries	None
20,000	Full	Bruce Bingham	Sloop	None	Sailomat/Wesmar	None
10,500	Fin	Mull	Sloop	None	Sailomat	Richmond Boat Works/Player Magazine
2,600	Fin	Mull	Cutter	None	Pyzel/QME	None
10,500	Full	Shaw	Sloop	Pacific Corinthian	Aries	None
12,000	Trimaran	Flint	Cutter	None	Tillermaster	None
23,000	Fin	Halvorson	Cutter	None	Aries	None
6,000	Full	McGlasson	Sloop	Transpacific	RVG	Smith Sailmakers
23000	Fin	Halvorson	Cutter	Geneva	Auto Helm	Singlehanded Sailing Society
2,000	Fin	Dawley	Sloop	Hawaii	Tillermate/Aries	None
5,200	Full	Tripp	Sloop	None	Sheet to Tiller	Friends
11,000	Fin	Walsh	Sloop	None	None	Pattison/Bartell/Newport Supply
5080	Full	Brohal	Sloop	Santa Cruz	Monitor	West Coast Products
7,800	Fin	King	Sloop	Anacapa	Aries	None
10,000	Full	Archer-Crealock	Cutter	Ballena Bay	Aries	None
6,000	Fin	Lapworth	Cutter	None	Pyzel	Coast Navigation School
8,500	Full	Kettenburg	Sloop	None	Monitor/Tillermaster	None
1,960	Full	Holman	Sloop	None	QME	None
8,000	Full	Shaw	Sloop	Aeolian	Monitor	None
6,000	Fin	Lapworth	Cutter	Seattle	Larwyck/Monitor	None
3,000	Fin	Lee	Sloop	Richmond	Orinda Controls	None
8,000	Trimaran	Brown	Cutter	None	Auto Helm	None
14,000	Full	Peterson	Schooner	None	Reibandt	None
4,200	Fin	Bigoin	Sloop	None	Vertical Axis/Monitor	None
8500	Full	Payne	Sloop	San Leandro	Monitor/Orinda	None
5,200	Fin	Mull	Sloop	None	Monitor	None
3,400	Full	Enderlein	Sloop	None	AMS/Aries	S.F. Sailing School
3,600	Fin	Norlin	Sloop	Sausalito	Orinda Controls	None
6,000	Full	Crealock	Yawl	None	Hydrovane	None
7,000	Fin	Mull	Sloop	Island	Monitor/Tillermaster	None
13,000	Fin	Halvorson	Sloop	Corinthian	Aries/Tillermaster	J&W Scientific

Don Keenan



For engineer Keenan, the experience and the sum total of the whole solo crossing, is what will count more than any other parts of this race. The 34-year-old consulting semiconductor engineer from Mountain View and Santa Cruz, CA, will be at the helm of his Swedish-built Vega sloop, **Lani Kai**. Again, it is the experience of sailing alone — although he has an extensive racing/cruising background — that will count the most. “I enjoy the isolation and perspective of silence versus noise. I have sailed in many races and like sailing with other people, but I have always been curious as to what a person really experiences and feels when he is alone with the ocean.” His preparation for the long haul include jogging and some solo hiking and camping. His strategy: “I don’t plan on being competitive. I will pick a daily pace and stick to it; I don’t want to be changing sails all day. There is always the danger of becoming exhausted and falling overboard. I will use a safety harness and it will be hooked on before I even leave the confines of the cabin.”

Keenan’s sailing experience goes back to 1965. He has compiled racing

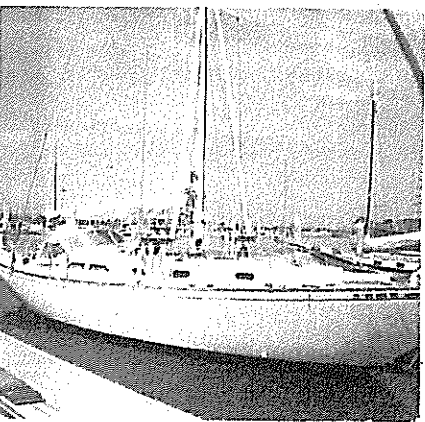
and offshore experience on dinghies, Santana 22’s and Cal 20’s. He has served as a deckhand aboard a commercial fishing boat in Kona, Hawaii and in 1975 was navigator aboard a Hinckley Pilot 35, **Alethea** on a Santa Cruz, CA, to Hawaii crossing. In 1976, he was third overall on his **Orange Peel** in the 32-boat NorCal, Santana 22 fleet. He has also raced aboard ULDBs like a Moore 24 and Santana 27. A student of Transpac navigator Les Long, Keenan can reduce sights from first principles Bowditch A.P.N.

Keenan’s **Lani Kai** is basically stock, but he has added larger shrouds and stays and will brace the cabintop mast step. Sail inventory includes a tri-radial chute and lightweight drifter; foresails include both working and 150% genoa. The 12-year-old Vega is equipped with a Monitor self-steering vane.

Keenan is a member of the Santa Cruz Yacht Club and the Single-handed Sailing Society and is sponsored by West Coast Products.

YACHT: Lani Kai LWL: 23’
TYPE: Vega 27 BEAM: 8’
LOA: 27’ DISPL: 5080 lbs.

Thomas Lindholm



Lindholm is another in this fleet of singlehand skippers who has excellent local knowledge when it comes to Hawaiian waters. In 1971, he sailed his 40 foot Seawolf ketch to Hawaii from Southern California and capped off that 16-day crossing with a four-month cruise through the islands.

The 53-year-old attorney and City Councilman for his hometown of Hidden Hills, CA, has been sailing offshore for more than 20 years. For the past two years, he has been singlehanded the Channel Islands out of his Oxnard, CA, berth. He has also cruised the Tuamotus in the South Pacific and the Bahamas in the Caribbean. His boating has also included power cruising in the Sea of Cortez.

His Ericson 41, **Driftwood**, is the fourth boat; predecessors included 30’ Luders sloop, Cheoy Lee 35 and the Seawolf. Sailpower for the 9-year-old sloop comes from an extensive inventory including working jib, mule, 150 genoa, 180 genoa, one drifter and one sneaker, storm try-sail, spitfire, spinnaker and twin downwind furling jibs. Sails aboard are made by a variety of lofts. **Driftwood** is equipped with stereo. Galley stove is three-burner butane with

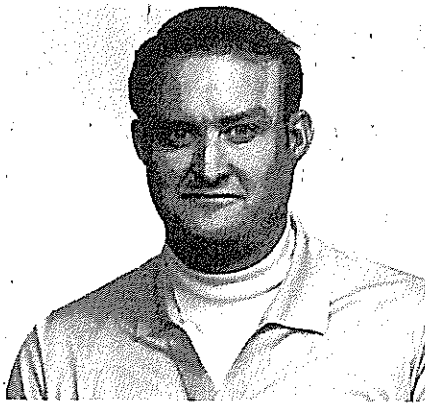
oven (Lindholm plans to bake plenty of bread during this race). For navigation, he relies primarily on a Plath sextant, with backup by a Japanese metal model and a plastic one for emergency use. Self-steering is via two systems: an Aries-type vane and an electrical autopilot system.

Married and the father of three children (two of whom joined him in the ’71 Hawaii voyage), Lindholm gave up running for re-election this year to race in Transpac ’78. He has been a City Councilman in Hidden Hills for the past six years. The challenge of this race also helped him decide against purchasing a new boat.

Lindholm is a member of the Anacapa Yacht Club and the Single-handed Sailing Society.

YACHT: Driftwood
TYPE: Ericson 41
LOA: 41’4”
LWL: 29’2”
BEAM: 10’8”
DISPL: 17,800 lbs.

Michael Lintner



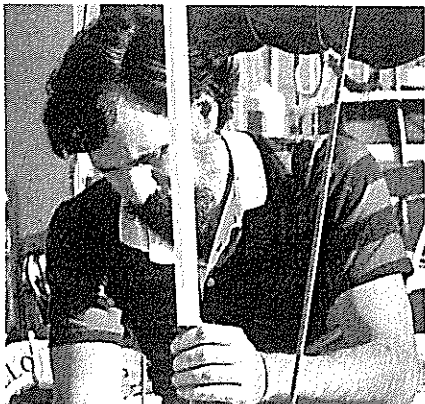
It is interesting how closely sailing paths cross and how tightly knit the offshore cruising fraternity actually is. Take the case of Michael Lintner. The 41-year-old investor from Reno, NV, showed up at Santa Barbara's Coast Navigation School in December, 1975, to learn offshore and coastal cruising techniques. His instructor was Mike Pyzel, now also a competitor in this race. It was time aboard Pyzel's **Caballo Blanco** that enticed Lintner to go to sea. Lintner sold his Reno ranch and ordered a Westsail 32, **My Star**, his entry in Transpac '78. Hailing now out of Coronado, CA, Lintner has in the past year logged several hundred miles of Southern California coastal cruising. He has covered all the Channel Islands and made a dozen Catalina crossings. His longest solo passage was 250 miles from Newport Beach out past San Nicolas Island and back to Avalon. At that time he was on a planned trip north to San Francisco Bay, but ran head on into a gale and busted some gear, hence the "prudent" turnaround. Prior to his contact with the Pyzels, Lintner had no sailing experience but had logged in some 15 years with the

Navy's submarine service. He has outfitted the Westsail extensively, adding an Aries windvane and a Tiller-master steering unit. (He has a backup Tillermaster, too, plus parts for both.) Sails are by Kern Ferguson of the Westsail loft. His inventory includes main, staysail, working jib, genoa, reacher, drifter, storm trysail and a storm jib. Special gear aboard **My Star** includes both Atlas and Heathkit amateur radio gear (advance class license WB7NYK) and a Micro Marine 7100 Loran C navigation unit. Lintner has installed three extra 105 amp/hour batteries and he has added a solar panel to charge the electrical system while underway. There is a Decca VHF, Morrow fathometer and Telcor wind instrumentation gauges/electronics. He credits his navigation skills to Pyzel's training.

Lintner is a member of Ballena Bay Yacht Club.

YACHT: My Star
TYPE: Westsail 32
LOA: 32'
LWL: 27'6"
BEAM: 11'
DISPL: 20,000 lbs.

Mike Pyzel



Ingenuity and simplicity are keys to Mike Pyzel's offshore sailing philosophy, a philosophy that extends to just about every facet of his daily life. The 36-year-old Santa Barbara, CA, resident is another in this fleet who can seriously claim to be a professional mariner. He is a former Director of Education at Santa Barbara's prestigious Coast Navigation School, and now serves as a consultant there. He is a respected author on nautical affairs, particularly as they pertain to cruising (see his "Navigation Equipment for a Small Cruiser," May PACIFIC SKIPPER), a charter skipper and an offshore cruising instructor. His classroom is his boat, the same vessel he has entered in this race, his modified Cal 28 **Caballo Blanco**.

Pyzel has shown the way in what can be done to structurally prepare, rig and outfit a basically substantial small yacht into fully-found, very stiff offshore cruising vessel — all at minimal costs. Beginning five years ago with the sparsely-equipped production Lapworth-designed Cal, he started right at the keel in beefing her up for long bluewater crossings. Strengthened floor timbers have been glassed in at the keel. The

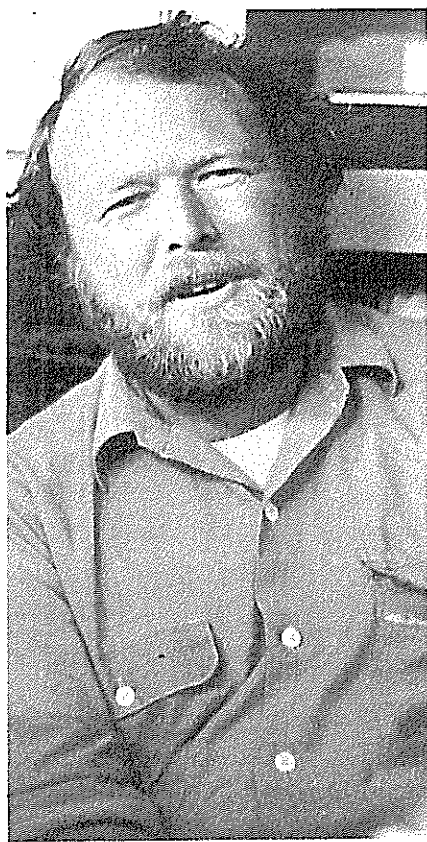
vessel has been re-bulkheaded aft of the main cabin and special knees cut and glassed in along the cabin top and sides. A special ventilation system has been added forward in the hull, one using a Dorade principle.

Pyzel and then-to-be-wife Debby sailed **Caballo** to Hawaii and back in '75, taking 3½ months to cruise the islands. **Caballo** will carry a specially-designed Pyzel vane, a lightweight unit made from PVC, wood and cast aluminum. A Cal 35 rudder has been added for its stronger rudder post. The yacht has been rigged with 1x19 stainless and the single lowers have been moved aft and an inner baby stay added to cut mast pump. Sail inventory includes stiff, reefable jibs, a 150 genoa, a lightweight drifter-reacher and twin headsails for downwind work. Leech lines are added to two mains and the jibs "to relieve the anxiety level."

Pyzel is sponsored by Coast Navigation School.

YACHT: Caballo Blanco
TYPE: Cal 28
LOA: 28'
LWL: 22'5"
BEAM: 9'
DISPL: 6000 lbs.

Mel Richards



By the very nature of their pursuit, every singlehanded entry here carries with him a strong streak of individualism. But for individualism of a more traditional school it would be a long hitch before anyone topped Mel Richards' enthusiasm for this race. His attitude combines a healthy sense of fun with the seriousness that has to go with any venture of this dimension. That sense of verve and spirit applies, of course, to Richards' vessel, the 30-year-old Kettenburg PCC sloop **Gossip**. Built in the fabled Kettenburg yard in San Diego back in '48, the sweet and dependable 46-footer is one of 23 of the original 25 made still ploughing along. Richards, who has lived aboard in her Ballena Bay, Alameda, CA, berth — along with his wife Linda and their 4-month-old daughter and 6-year-old son — is a 36-year-old marine hardware salesman. Two years ago Richards bought **Gossip** in Los Angeles and took a meandering 9-month upcoast cruise to the San Francisco area. Before the Kettenburg, Richards owned a Cal 34, which he raced two seasons on San Francisco Bay. His first solo race outing was the Farallons single-

handed race, where he placed third in the five-boat Division 5. Very little has been done to the $\frac{3}{4}$ rigged wooden sloop. Richards has restayed her and thoroughly gone over hull and decking — all of which is sound. **Gossip's** sail inventory includes a cotton main, a 150 genoa, a lapper, storm jib, two drifters, a chute and a blooper. Most of the sails are by Watts. "The $\frac{3}{4}$ headsails are not as big as most," says Richards, "and she sails best with a 150 genoa with one tuck in the main." Richards uses a Monitor vane and Tillermaster self-steering units.

After his arrival in Hawaii, Richards and family will start an open-ended, long-distance Pacific cruise, "to see if it is the kind of life we enjoy."

YACHT: **Gossip**
TYPE: Kettenburg PCC sloop
LOA: 46'
LWL: 31'6"
BEAM: 9'6"
DISPL: 18,500 lbs.

Noel Rosen



For many of the experienced yachtsmen in Transpac '78, the idea of a solo race over long bluewater distances is an entirely new venture. San Francisco real estate broker, Rosen, was intrigued by the uniqueness of the idea. "I have never taken such a long trip and it should prove to be a nice vacation." The 40-year-old bachelor has been sailing for some 14 years, including competition in the San Francisco offshore Danforth series and a number of YRA round the buoys races. He has had several downcoast cruises to Southern California and back. His entry in the dash for honors at the Hanalei Bay finish is an interesting one, a vessel not seen often in Pacific waters. She is a 32' fiberglass Rustler, **Kiwi II**. The vessel is a Baltic Sea cruise/race design built in Poole, England, by Amnesty Yachts. The craft is a Holman design. Under a previous owner, **Kiwi II** has logged extensive South Pacific cruising miles, including hops between the Societies, Tuamotus, Cooks and the Marshalls. The English sloop is equipped with a Quartermaster wind vane for self-steering and skipper relief. She carries sail inventory by both Sutter and Mitchell, including two spinnakers, main, stormsail and

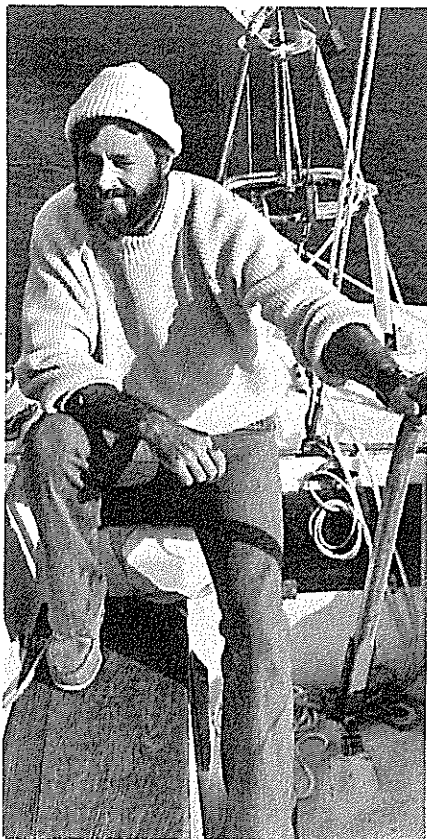
lapper. No special rigging modifications are planned aboard the sloop.

Rosen's strategy for the 2196-mile crossing: "To get **Kiwi** up and moving, I will have to play it by the wind. Because she is so heavy — 5.8 tons — I may have to go further south than most of the boats and shoot for the trades." How will he handle the solitude, the spare moments at sea? "I don't plan on much spare time. I should be busy every day. Staying busy should keep away the feeling of loneliness."

Rosen will provision for the crossing with canned and dehydrated goods, however, he feels the latter uses up too much water in their preparation.

YACHT: **Kiwi II**
TYPE: Rustler 26
LOA: 31.51'
LWL: 26.05'
BEAM: 9'
DISPL: 11,960 lbs.

Kent Rupp



"I have had about 27 years of round-the-mark racing and I have never done a Transpacific race. I am 41 years old and I think it is about time I did it. It is something I have always wanted to do and I realize that if I don't do it now, I am probably just kidding myself about it in the long run." Rupp looks forward to the Hawaii race as an adventure to augment his years of sailing on San Francisco Bay and on the California coast. He is a painter and art instructor at Indian Valley College in Novato, CA, also his home city. His entry is the 17-year-old Pearson Triton sloop, **Nereid**.

Rupp has compiled an extensive and impressive Bay racing record, one including five years as crew and skipper aboard a Caranita sloop. In seven years as skipper of **Nereid**, he has taken a 4th two years and a season's 3rd place twice in San Francisco's ODCA series. In the 1977 PHRF offshore series he was first in Division II and first overall. Most recently, Rupp took a first in Division 3 and a second overall on corrected time in the Singlehanded Sailing Society's Farallon Islands solo race.

The essentially production Pearson carries a sail inventory by Mitchell, including a genoa and small jib, a main with two reef points, a 3/4-ounce tri-radial chute and a 1 1/2-ounce radial head spinnaker. He is having a small storm trysail cut "in case it gets sloppy out there." The cabin top mast step has been braced with a header below and much of the heavier doors and wooden tables have been replaced by lighter gear, including a large 1/8" laminated ply chart table. Self-steering is accomplished via a Monitor vane.

Rupp, a member of Aeolian Yacht Club, anticipates few problems: "The chances of anything happening out there are less than on land. The most worrisome thing is the possibility of a collision with a freighter."

YACHT: **Nereid**
TYPE: Pearson Triton
LOA: 28'6"
LWL: 21'6"
BEAM: 8'
DISPL: 8000 lbs.

Alan Rutherford



Seattle, the greater Puget Sound and the enticing cruising waters of the Pacific Northwest have been Alan Rutherford's sailing grounds since 1967. Again, another of the professionals who makes boats and sailing his life, this 38-year-old Seattle resident is a certified IOR yacht measurer on the Sound. He has been sailing since he was 12 and has entered his Cal 40 **Quest** in this 2200-mile race to Hanalei Bay.

Rutherford's racing experience extends to a number of boats and events, ranging from local activities in the Northwest to transoceanic racing on two oceans. He has sailed the Los Angeles-Hawaii Transpac as crew, the Victoria-Maui event as a navigator and served as a navigator on the Bermuda to Newport traditional.

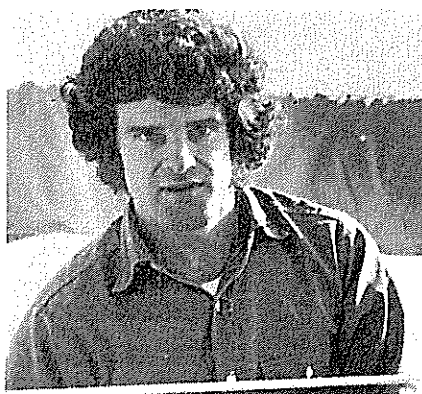
Rutherford's Cal 40 has an interesting history. She is the former **Sayula I** and was owned by Mexican washing machine magnate, Ramon Carlin, who raced her in the Transpac and then made world history with his big Swan **Sayula II** to win the 1976 Whitbread's Round the World Race. **Quest** carries mostly Watts sails in her inventory. The

basic rig is a 165% double-head rig using topsail and staysail. When running downwind, Rutherford can boom out a second 165% topsail and can also carry four spinnaker combinations. There are various smaller jibsails and he has added a "storm main" a shorty recut from the mizzen sail of another boat. The cutter-rigged sloop has some special equipment. Rutherford has made his own twin 23' long spinnaker poles that are reinforced with carbon-fiber to wing out the 165% topsails. He has also devised his own magazines to hold open jib clips and keep them in line for easier headsail changes. Communications are extended via an amateur radio set-up. Self-steering is accomplished through a Larwyck Monitor wind vane. The Cal 40, of course, has an enviable Transoceanic racing record — one Rutherford will be pushing on this run.

Rutherford is a member of Seattle Yacht Club.
YACHT: **Quest**
TYPE: Cal 40
LOA: 39'4"
LWL: 31'
BEAM: 10'8"
DISPL: 16,000 lbs.



Norton Smith



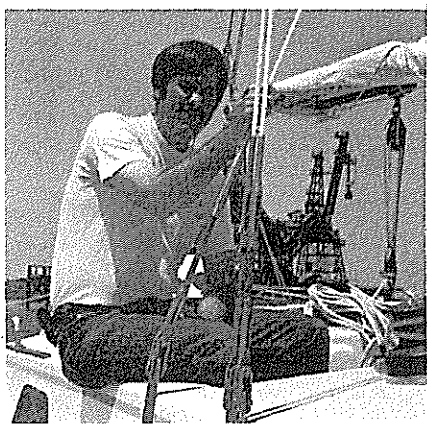
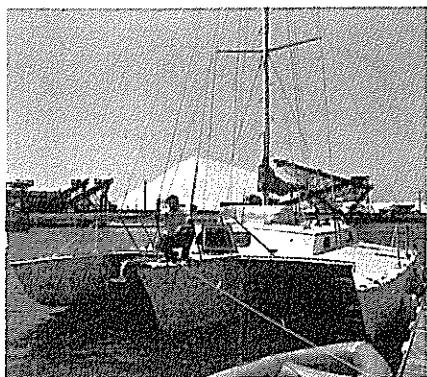
By virtue of his sailing experience and his selection of vessel for the San Francisco-Hanalei Bay crossing, the Santa Cruz 27 **Solitaire**, Norton Smith will be a serious challenger for line honors. Smith, a 32-year-old investor from Mill Valley, CA, has compiled extensive racing experience on everything from windsurfers and 505s to a Baltic cruiser and his own Ericson 41. He won last fall's Drake's Bay singlehanded race and placed first in class, sixth overall in the grueling '77 Farallon Islands race, an event in which only 15 of the 64 starters made the finish line. In this year's Farallon race — one marked by mild weather — Smith garnered a second in Division 2. His dark blue Bill Lee designed sloop has earned a formidable reputation as a rapid downwind performer and Smith has planned extensive sailpower to take advantage of the run to Kauai after turning the Pacific high. He will rely on four chutes (two $\frac{3}{4}$ -ounce tri-radials, a $1\frac{1}{2}$ -ounce tri-radial and a $\frac{1}{2}$ -ounce radial), three headsails (162%, 140% and 99% genoas, the last one reefable), a 120% high-clewed jibtop and main with two reef points. **Solitaire's** sails have been cut by North.

For offwatch and sleep time, Smith will rely upon an Orinda Controls electronic autopilot to take over steering chores. It is his opinion that vanes can get blanketed in the trough of following seas. Electrical generation aboard will be accomplished by a Honda generator and solar panel.

Realizing that the solo sailing challenge is as much physical and psychological as actual helmsmanship, Smith has made some definite efforts to alter his sleep patterns before the race start. His strategy? "To get there first! I will go as fast as I can. There are 2000 miles of ocean to deal with and I will spend one-half my time sailing . . . there will be no free time. Competition makes the danger interesting. There is no one to share the experience with, no one to help, no one to blame. Finally, there is a point of feeling incredibly clear."

YACHT: Solitaire
TYPE: Santa Cruz 27
LOA: 27'
LWL: 24'
BEAM: 8'
DISPL: 3000 lbs.

Bruce Stevens



Stevens may be modest about his sailing accomplishments (by his own admission that time represents a month's total time at sea) but he has already scored a few marks with his entry in this race. He is one of two multihull competitors to make the Pacific crossing. His yacht is a Brown 37 Searunner trimaran, one built by Southern California's Cal Custom Yachts in 1975. Stevens' **Triessence** will be running against Richard Flint's 52' custom-built **Running Cloud** of Santa Barbara.

The 35-year-old bus driver for Santa Clara County, CA, is a live-aboard with his wife and 12-year-old daughter, mooring the tri in Redwood City, CA. His sailing experience includes crew on a Cal 34 and Columbia 26 in and about the San Francisco area. He brought the cutter-rigged **Triessence** north from Los Angeles just this spring. His first taste of competition was the Singlehanded Sailing Society's Farallon Islands race in late March, where he placed third overall in an exciting race between Bill Erkelen's custom Wylie **Lois Lane** and Paul Mazza's tiny Tremolino tri, **Rush**.

The tri's sail inventory, by TNA, includes a 125 genoa, 105 lapper, a

high-clewed yankee, a mule, a stay-sail and storm staysail. There is roller furling on the forestay and slab reefing on the main. Running twin poles forward, Stevens can wing out 1450 square feet of sail area for downwind work on the sturdy Brown. He also carries a $1\frac{1}{2}$ -ounce tri-radial chute. His vane is an Autohelm unit. At press time, he was experimenting with an Orinda Controls autopilot as backup self-steering. Electronics include speedometer and depth sounder. Galley accommodations include propane stove backed up by a kerosene unit.

Stevens is a devotee of singlehanded sailing as a method to hone sailing skills: "You do things out there and if you make a mistake, you have nobody to blame but yourself."

YACHT: Triessence
TYPE: Brown 37 Searunner
LOA: 37'
LWL: 35'
BEAM: 22'
DISPL: 8000 lbs.

Lawrence Stewart



Like a few of his competitors in this race, among them possibly David White, John Carson, Mike Pyzel from Santa Barbara, or Hollywood's Karl Burton, this sailor has a cruising background, but also a bent for the thinner edge of competition. Another of the predominant contingent of San Francisco Bay sailors entered (22 skippers out of 37 probable starters), Stewart hails from Mill Valley, CA, and sails out of Sausalito in **Thales**, a 12-ton, 36' Peterson Coastal schooner. He is 42 years old and teaches English at the College of San Mateo.

Thales has the distinction of being the only schooner rig in this fleet. And for Stewart and this vessel, the affiliation has been long and comfortable. His summary of sailing experience is succinct: "Over the past 15 years I have sailed some 35,000 ocean miles in various boats, as a paid delivery skipper on some occasions. With one other person, I sailed **Thales** 10,000 miles through the South Pacific and home again. On that trip, because of circumstances, I sailed alone from Fatu Hiva in the Marquesas to Tahiti, some 800 miles." Taking full advantage to show her classic lines and keep her tuned

for the Kauai finish, Stewart raced the yacht this May in the Bay's Master Mariner's regatta.

The dark green schooner carries sails cut by Pete Sutter. They are a 250 square foot genoa, a 100 square foot jib, a 300 square foot main, a 220 square foot gaff foresail. There's also a fisherman 150 square foot staysail, and finally, a 500 square foot chute. Nothing will be changed below on the 12-year-old schooner. Roller furling gear has been added topside for the main staysail. Twin spinnaker poles will be carried upright and deployed for simplified jibing. **Thales** trims off neatly under sail and Riebandt vane.

After his arrival in Hawaii, Stewart will do some short cruising then pick up crew for the return home.

YACHT: **Thales**
TYPE: Peterson coastal schooner
LOA: 36'6"
LWL: 29'
BEAM: 11'
DISPL: 24,000 lbs.

Roger Townsend



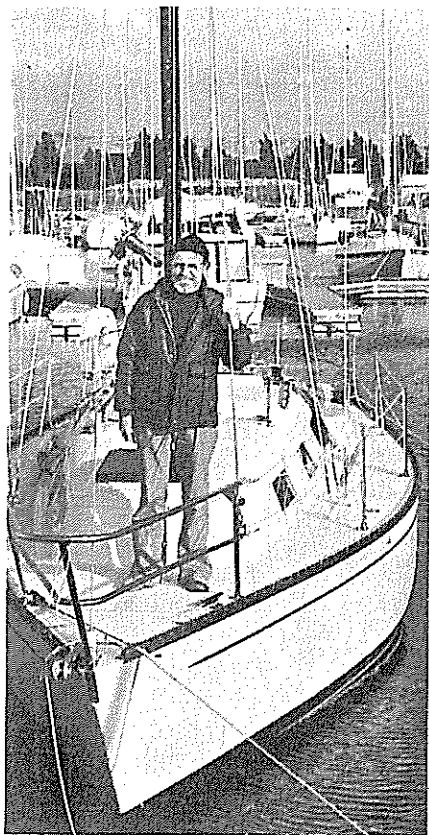
English-born Townsend got his first boat when he was eight, and has been sailing (with a short hiatus to tour the backcountry of the USA) into this, his 26th year. A boat repairman for the Embarcadero Boat Works on Oakland's Estuary, he has been in the states three years and this voyage will represent his first long distance transoceanic run in some five years. Townsend's cruising experience includes time aboard his own 31' gaff cutter, one built in 1901, which he sailed in the early '70's around Spain, Portugal and the Canaries. He has also served as hired crew aboard Mediterranean yachts.

His entry in this race, the French-built CNSO Samourai **Si Bon**, has been purchased for Transpac '78. An avid singlehander, he has hopes of competing in more transoceanic races in the future, possibly the 1980 OSTAR. The eight-year-old sloop is designed and built by Bigoin of France, creator of Eric Tabarly's **Pen Duick V**. A predecessor to today's ULDB types, it sports some unusual design features that make it an excellent upwind performer. Among these is a long keel to the skeg and a trim tab on the aft plane of

the fin keel. This is actuated by a short tiller on the forward end of the cockpit. "Provided you are sensible with the sails," says the lean, blond mariner, "one can easily trim out any weather helm." Sail inventory aboard **Si Bon** includes four jibs (by Richards and van Heeckeren and Tascas) from a 70% to a 165 lapper, three chutes in cloths from 1/2-ounce to 1 1/2-ounce (again power by Pineapples and Johnson & Joseph) and a main with triple reef points. Townsend intends to carry a chute as much as possible. "I will push as hard as I can," he says, "but then I don't aim to be a fool, either." He will provision with dehydrated foods and canned goods. For safety watches at sea, he plans to set an alarm clock to go off once every hour. A self-designed vertical axis vane will be backed by either an Orinda Controls or Tiller-master electrical self-steering device.

YACHT: **Si Bon**
TYPE: CNSO Samourai
LOA: 24'
LWL: 19'6"
BEAM: 8'
DISPL: 4200 lbs.

Harold Upham



What does a normally active 53-year-old man do after he has had two heart bypass operations, had to give up his hobby of flying, and is retired? For Upham, a resident of San Leandro, CA, there was only one way to solve this dilemma — long distance sailing. It has been just two short years since he has taken up sailing, but this event marks the seriousness of his intentions. Graduating from a Columbia 26, Upham continues to gain first-hand nautical knowledge with his new Columbia 8.7, **Joshua H**. He competes regularly in San Francisco Bay yacht racing events, spends some weekends in offshore coastal cruising and has been active in all of the Singlehanded Sailing Society's solo races.

Upham has made some minor modifications to the production vessel. He has installed cabintop turning blocks and leads to bring sheet, halyard and reefing lines to the cockpit. Water capacity will be increased 30 gallons by use of a bladder tank. A charcoal heater has been added in the interior. Original ports have been replaced by 5/32" smoked acrylic ports. For safety topsides, he has added a bow to

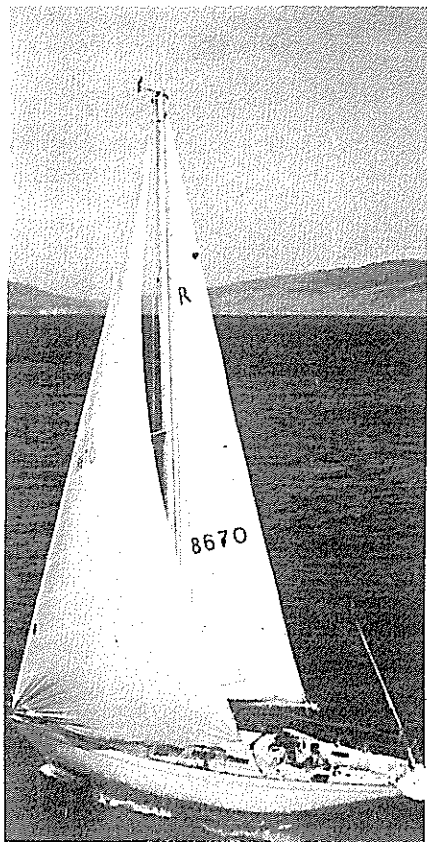
stern jack line for his safety harness shackle. Underway, he'll trail a 75-foot length of polypropylene line with braided foot and hand loops. There are two self-steering devices aboard, a Monitor self-steering vane and an Orinda Controls autopilot which is hooked to **Joshua H's** pedestal steering unit. Sail inventory is basically stock, with three headsails, a 150% lapper, 110 genoa with reef points and a 65% storm jib. The main has two reef points.

Upham plans to sail a great circle route. He has taken a studied, conservative approach to the solo challenge. "I want to be on my feet and able to think when I get there. Safety is number one," says the wiry, whiskered former telephone installer. He will provision with rice ("It cooks up well with anything"), beans, dried fruit, smoked and canned fish.

Upham is a member of the San Leandro Yacht Club and Singlehanded Sailing Society.

YACHT: Joshua H
TYPE: Columbia 8.7
LOA: 28'7"
LWL: 23'2"
BEAM: 10'
DISPL: 8500 lbs.

Sam Vahey



"I have worked hard for the last 14 years," says contractor-engineer Sam Vahey, "and now it is time for me to take a sabbatical." Transpac '78 came along at the right time for the 42-year-old resident of Mill Valley, CA, as he had already planned to sail to Hawaii this summer. "But now it is much better. I like the idea of having other boats out there in case something goes wrong." He will be competing in Division 4 against other craft 35-40 feet long in his Ranger 37, **Odysseus**.

Vahey began sailing about four years ago. His first boat was an Ericson 23. His time aboard **Odysseus** has been taken up in some coastal and San Francisco Bay cruising. He is an active performer in Singlehanded Sailing Society solo races, where he finished third in division and third overall in last fall's Drake's Bay solo event. In the latest Farallons races, Vahey didn't fare so well, taking a ninth in division.

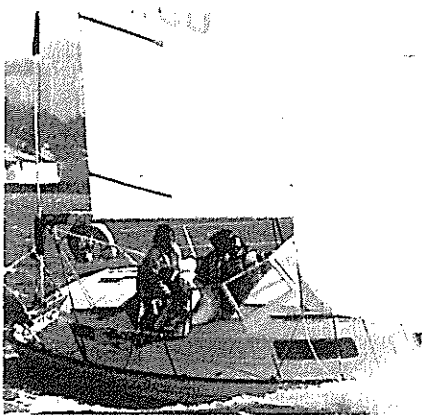
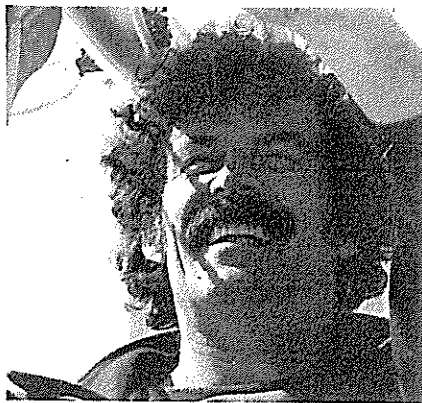
The Gary Mull-designed sloop, originally off the boards as a One Ton offshore vessel, will cross to Hawaii in basically stock condition. Rigging is aerodynamically shaped to minimize windage. Main and jib halyards are spliced to dacron tails. "Below, I

have left her the way she came," says the tall Vahey. He has added canvas lee boards for sleeping comfort in main salon berths. **Odysseus'** sail inventory, by Mitchell and Sutter, includes a single main, a stiff storm jib, four genoa headsails ranging in size from 100 to 150%. For light airs, there is a 3/4-ounce drifter. Vane is by Sailomat. Vahey will provision on the organic light side: juices, fresh fruit, hard tack and canned fish for protein.

Strategy? "I will try for a good night's sleep the first night out, because the following nights there is likely to be heavy shipping traffic." Vahey says of all the entrants in Transpac '78, he had put his money on Norton Smith or Skip Allan to cop line honors. After this event, he plans to stay in Hawaii, soak up some sun and casually look for work in the islands.

YACHT: Odysseus
TYPE: Ranger 37
LOA: 37'
LWL: 28'4"
BEAM: 11'4"
DISPL: 15,200 lbs.

Jay Varner



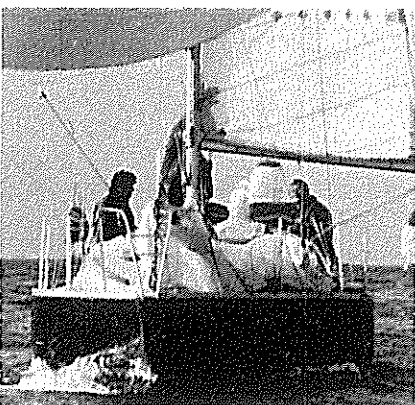
"The feeling is unique. You have a 360° horizon that is not at all unlike outer space. The horizon becomes surrealistic, taking the mind into new dimensions. The solitude allows the mind complete freedom; put your face to the sun and you are there." For Varner, the 41-year-old director of the San Francisco Sailing School, the idea of singlehanded still remains, after many thousands of oceanic miles, a romantic adventure. Varner, a resident of Alameda, CA, will be at the helm of **Tattooed Lady** for this race. The Halberg-Rassey 35 is used as an instructional vessel in his sailing school. In addition to his teaching, Varner has been a professional skipper for much of the last two decades. He has skippered private vessels from New York to the Caribbean, having made a couple of Bermuda passages. He has also spent several years in the San Juan Islands sailing his own 20' **Jennifer**, a wooden-hulled Seagull. "The key to winning this race," he says, "is to keep an eye on the barometer, watch your navigation and know when to swing south." He's lightened the normally heavier Halberg by removing all gear that doesn't pertain to

this race. **Tattooed Lady's** sail inventory is by Bob Hogan and includes a 135 reefable to 110 headsails, an 800 square foot chute, a 150 genoa. Varner will carry two mains, one that is old and baggy ("She has a nice shape for trapping light airs") and a new one that will go on when and if the old one blows out. Self-steering is accomplished via an AMS electronic gyro compass backed up with an Aries vane. The self-steering equipment is on loan from John Martin. Varner has some feelings about vanes: "Those who sail under vane alone have a rough time of it because the vane has a 10° swing of arc as opposed to only a 6° swing with an electronic autopilot. A 10° variation over a long period of time can put you way off course."

Varner is rekindling a contest between his **Tattooed Lady** and the Crealock 37 entered by his former student Dave White.

YACHT: Tattooed Lady
TYPE: Halberg Rassey 35 sloop
LOA: 35'
LWL: 28'
BEAM: 10'4"
DISPL: 13,400 lbs.

Hans Vielhauer



Another in this fleet with both a strong competitive urge and a solid cruising background, Vielhauer brings to the line in Division 2 a well established record of bluewater attainments. His entry is **Mach Schnell**, a 6-year-old Swedish-built Scampi 29 that he has owned and raced/cruised over long Pacific distances. Last summer, with three other men, Vielhauer cruised from San Francisco Bay to Oahu on the stiff little sloop. His crossing time was 15 days, with 32 days made on the return. For three years 1974 to 1976, he was a successful offshore competitor in MORA racing, competing in San Diego, Ensenada and Catalina races. He was second overall across the line in the '75 Ensenada event.

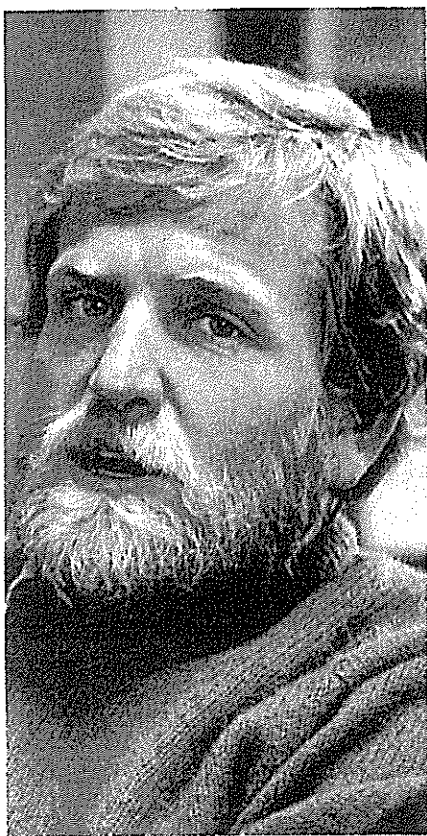
Vielhauer, a 49-year-old landscaping contractor from Penngrove (near Petaluma, CA), started out racing Enterprise dinghies in 1962. He graduated to a Cal 20, **Kalimnos**, with which he competed on San Francisco Bay every weekend for five years, taking YRA championships several times. With **Mach Schnell**, he's also raced in the Danforth and Gulf of the Farallones series.

The essentially production white sloop has had few modifications. Vielhauer has rigged her to bring all sheets and halyards back to the cockpit. Below, he removed the original stove and oven and added a mini-galley. His sail inventory includes a main by Richards & van Heeckeren, six jibs by Mitchell and two spinnakers, also by Mitchell. No special gear other than that stipulated in the Society's rules has been added. Vielhauer uses an Orinda Controls autopilot for self-steering chores. He will provision for the Hawaii race with both fresh and dried fruit, salami and cheese, nuts, bread, a few pre-cooked and frozen dinners for the first few nights out past the Golden Gate, then canned goods for the rest of the way.

Vielhauer, a member of the Sausalito Yacht Club, plans to sell **Mach Schnell** in Hawaii and return to dinghies for a while. Ultimately, he'll get another cruising yacht.

YACHT: Mach Schnell
TYPE: Scampi 29 sloop
LOA: 29'4"
LWL: 22'9"
BEAM: 9'9"
DISPL: 6600 lbs.

David White



For some of the skippers in this Transpac '78, the idea of sailing alone across vast expanses of blue water will be a novel experience, a new challenge. But for David White, a 32-year-old native of San Francisco, soloing across any ocean is more on the order of daily business. Like a few other helmsmen in this fleet, he can truly call himself a professional sailor. Since 1973, he has either been at sea, or preparing for another voyage. Often it is a delivery; usually, it is a race of some stature. White has compiled an impressive single-handed racing record. He is the first American to compete on two oceans, the Observer Singlehanded Transatlantic Race (35th overall in '76) and the San Francisco-Okinawa Transpacific solo event of August-September, 1975. That 6800-mile grind, which he completed in 52 days aboard his Westsail 32 *Catapha*, came to an unexpected and frustrating temporary halt just five miles from the finish. He hit an uncovered and unlit reef and had to take a sixth — all after a head to head duel the entire distance with Japanese mariner, Uko Tata.

White's start at sea is interesting. He was a successful sales engineer

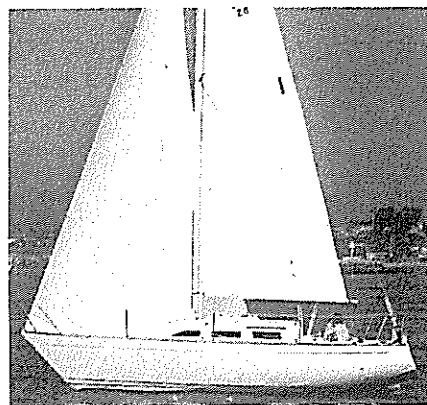
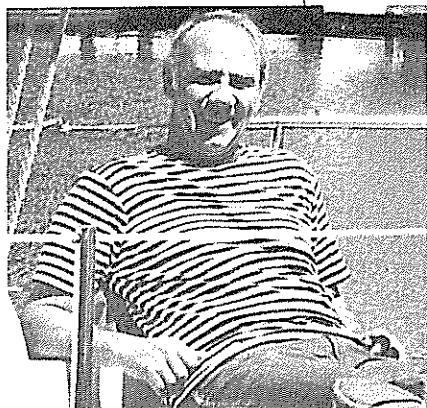
when a cruising article in *Time* caught his fancy during a long business flight. Five weeks later he owned a Westsail 32 and was off for the South Pacific. Capping off a year's cruising in *Les Isles sur le Vent*, he soloed non-stop Tahiti to San Francisco in 41 days.

For this event he is driving the other new Crealock 37 entered, **Intention**. Again, essentially stock, White lists this "simple" sail inventory: 1200 square foot radial chute, smaller radial chute and a storm spinnaker (800 square foot 1½-ounce cloth), 140 reefable genoa, working jib, 150 jib and 115 overlapping staysail.

For professional bachelor White, this singlehanded race to Hawaii is but a short hitch in long-range plans. He will soon enter the "singlehanded business" and has plans to race in the 1980 OSTAR, possibly in a Gulfstar 40. After 20,000 miles, what was White's hairiest experience? "Wind wise, Hatteras has it beat all to hell. I got caught there in a storm, dragged my CQR and warps — and could not slow down under 7 knots."

YACHT: Intention
TYPE: Crealock 37
LOA: 36'11" LWL: 27'9"

Robert Whitney



Whitney is no stranger to the Transpacific crossing, having made the round-trip aboard his Ranger 29 *Gypsy* in 1976. That was, of course, a crewed crossing, but for Whitney, a professor of Physical Science at Northern California's Cal State University at Hayward, a sail of any distance would be nothing unusual. Sailing since he was 12, Whitney started out with Flatties, Geary 18s. Through the years he has campaigned the Ranger, a Carinita sloop and a Coronado 25 (a vessel with which he made an eight-day down-coast passage from Seattle to San Francisco, staying some 200 miles offshore to avoid shipping lanes). He recently finished mid-fleet in the extremely competitive Division 2 (yachts 25-30 feet) in the Singlehanded Sailing Society's March Farallon Islands race.

In making ready for the solo challenge, Whitney has replaced the original ports with smaller opening ports, cutting possibility of wave damage against the house and increasing ventilation aboard during light conditions. In addition to standard required offshore safety gear and inventory, he has added a tri-

color masthead light. Below, the ballast to hull bond has been beefed up and a foul weather gear wet locker added adjacent to the companionway ladder. Restraining battens, lee boards and shock cords have been used below extensively to secure all loose gear. Whitney has thoroughly checked every exposed area in the the cabin, rounding off all sharp or square corners. *Gypsy's* sail inventory includes a Jotz main and 140% genoa by Jotz, as well as low luff lapper by Johnson & Joseph and a ¾-ounce spinnaker by J&J. The other chute is a 1¼-ounce radial by Jotz, storm jib by Bill Goring and a big, reaching 165% genny fills out the sail plan. For easier spinnaker handling, Whitney will use an idea from the racing set — an umbilical cord to collapse the chute when the wind kicks up too much. Two self-steering systems will be employed. The main unit is a Monitor vane. It will be backed up by a Tillermaster electronic unit.

YACHT: Gypsy TYPE: Ranger 29
LOA: 28'7" DISPL: 7000 lbs.
LWL: 23' BEAM: 9'4"

Robert Wohleb



One of the most interesting races within a race will be the showdown between the three Freya 39's entered in Transpac '78. Of yacht types competing, these double-ended, cutter-rigged cruiser/racers represent the single most prevalent make in the fleet. Wohleb's **Espial** is one of them; the others are the Single-handed Sailing Society's **Freya** (driven by James Grey of New York City) and an unnamed version with Freya builder Jim Gannon at the helm. Sailing Wohleb's craft, Gannon placed second in 11-boat Division 4 in the recent singlehanded race to the Farallons and back.

The 34-year-old Wohleb, a chemist who deals in such exotic pursuits as high resolution gas chromatography, is a resident of Orangevale, CA. Before **Espial** he had a Cal 2-34 and has logged cruising time in both offshore and inland waters from Canada to the California coast. His plans for this race included a tune-up solo run between San Francisco Bay and Morro Bay downcoast. And after some cruising the islands once this passage is completed, Wohleb will strike west across the Pacific. Eventual destination: Singapore.

Taking advantage of the yacht's

sail plan, he has put together a tight, seven sail inventory. Headsails from the DeWitt loft include a 155 jibtop, a 125 blast reacher and a 140 lightweight drifter. Mainsail and working jib and staysail have been cut by Sutter. And from the loft of Joe Pierce in Sydney, Australia, there is a 140 genoa and a reaching spinnaker.

Because his long-range plans have included the Singapore destination — with the eventual shipping lane traffic — Wohleb has equipped **Espial** with a RA-Alert radar detection device. He has also installed ham radio and has wired the boat with cassette stereo. Self-steering is accomplished by an Aries vane, one backed up by a Tillermaster autopilot.

Wohleb is a member of Corinthian Yacht Club in Tiburon and lists J&W Scientific, Inc., as his sponsor.

YACHT: **Espial**
TYPE: Freya 39
LOA: 39'3"
LWL: 33'9"
BEAM: 11'3"
DISPL: 23,000 lbs.

Singlehanded Transpacific Yacht Race Headquarters, Club Med, Kauai, Hawaii.



RACE CONDITIONS AND RULES

OPEN by formal application to all single and multi-hulled sailing yachts over eighteen feet in waterline length and twenty feet overall.

GENERAL CONDITIONS

Yachts entering the race must be of sound seaworthy construction, capable of safe extended ocean passages. Yachts over ten years old must be surveyed by an approved marine surveyor not more than twelve months prior to the starting date.

Yachts under eighteen feet waterline length and twenty feet overall length are ineligible for entry.

Mono-hulled yachts shall be of self-righting designs with weather tight, enclosed accommodations.

Multi-hulled yachts shall also require weather tight enclosed accommodations for the crew.

In general, yachts are to be of a design suitable for comfortable ocean cruising and provided with living accommodations as typically found on such vessels.

It is the responsibility of each entrant to thoroughly familiarize himself with all the rules and conditions of the race.

SKIPPER QUALIFICATIONS

Entrants must satisfactorily indicate to the Race Committee their competency in offshore sailing thru affidavit, references, reputation, or demonstration prior to being accepted for enrollment.

STARTING TIMES AND DATES

Two starts will be made. The first, on Thursday, June 15, 1978, will be for boats 20' to 30' in length. The second start will be on Monday, June 19, 1978 for boats 30' and up. Both starts will be at 1300 hours PDST.

COURSE

Two thousand one hundred ninety six straight line nautical miles. Start on a line between the innermost tip of Alcatraz Island and the outermost tip of the Aquatic Park Pier in San Francisco Bay, across the Pacific Ocean to Kauai, Hawaii.

CLASSES

The fleet will be divided into seven divisions as follows:

Division 1 - Yachts 20 to 25 feet length overall.

Division 2 - Yachts 25 to 30 feet length overall.

Division 3 - Yachts 30 to 35 feet length overall.

Division 4 - Yachts 35 to 40 feet length overall.

Division 5 - Yachts 40 to 50 feet length overall.

Division 6 - Yachts 50 to unlimited length overall.

Division 7 - Yachts with multi-hulls of all sizes.

RIGHT OF WAY

For the purpose of determining right of way between contestants, the Racing Rules of the U.S.Y.R.U. shall govern until the expiration of eight hours after the yachts shall have started. Thereafter, the International Rules of the Road at Sea shall apply, until four miles outside the finish line, when the Racing Rules of the U.S.Y.R.U. shall again apply.

MEASUREMENT

Ratings for this event shall be based on the latest version of the P.H.R.F. handicapping system. Yachts not

currently listed will be measured.

TIME ALLOWANCE

Adjusted time winner will be computed from the P.H.R.F. Ocean Handicap List.

REQUIRED EQUIPMENT

1. Fresh water in the amount of at least 15 gallons; at least two-thirds must be in suitable, properly installed tanks.
2. Stores sufficient for four weeks.
3. One fire extinguisher.
4. Bilge pumps must have min. capacity of 10 GPM.
5. One flash light, one strobe light, one fog horn.
6. One compass, charts.
7. Depth finder.
8. Navigation lights.
9. One safety harness and life jacket with whistle.
10. Yacht must be equipped with VHF radio transceiver of at least 10 watts power with channels 16 & 68.
11. An emergency location beacon capable of transmitting the emergency signal on 121.5 and 243.0.
12. Two red parachute flares and two red hand held flares.
13. One anchor.
14. One radar reflector.
15. One 2-man or larger inflatable life raft with canopy aboard. Raft must be stored in an accessible position. Raft must have been inspected within 12 months of the start of the race. Emergency rations with life raft must include four pints of water in sealed cans or suitable plastic containers.
16. Wire rope lifelines.
17. One solar still.
18. Yacht must be equipped with radio transceiver as follows:

Required Frequencies: VHF-FM Channel 68.

Suggested Frequencies (but not required): VHF-FM - Channels 12 & 22.

19. Emergency boarding ladder or some other means whereby the pilot may easily return aboard if required in an accidental overboard situation. Said device or contrivance must be in place at all times during the race.
20. Complete first aid kit.
21. Yacht name shall be displayed thruout the race in large block letters on both sides of the vessel, applied to sails, canvas spray dodgers or panels tied to the hull abaft the beam.
22. Towing bridle.

TIME LIMIT

The race shall be considered to be officially finished at 2400, Friday, July 14, 1978. Vessels still at sea after this time will be listed as "Did not Finish".

FINISH LINE

The finish line shall be a line from the mouth of Hanalei River to Makahoa Point.

TROPHIES

Trophies shall be issued to the first boat to finish, first boat overall on corrected time and the first boat in each division on corrected time and first to finish.