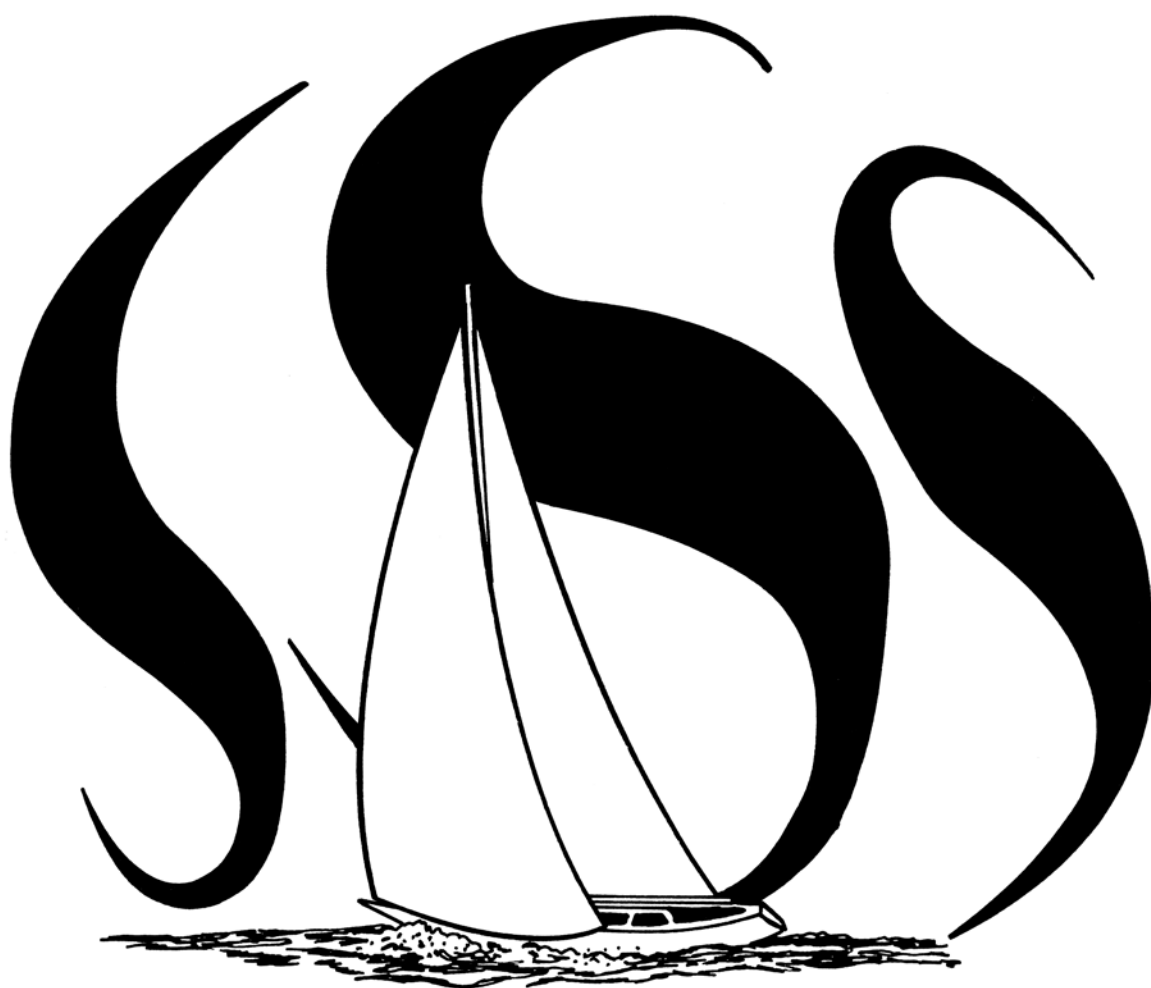


Official Program
2016
SINGLEHANDED TRANSPACIFIC
YACHT RACE



SINGLEHANDED
SAILING SOCIETY

San Francisco, California
to Hanalei Bay, Kauai
July 2-23, 2016

Aloha! Sailors, Families, Friends,

Thirty-eight years ago, as 32 skippers sailed out the Golden Gate in the first Singlehanded TransPacific Yacht Race, the San Francisco *Chronicle* characterized the fleet as a "motley navy of crazies." Being at sea, dealing with nor'westerly gale conditions, we didn't read the dismissive headlines. As Crazies we were too busy dealing with realities: seasickness, broken gear, leaking boats, and uncertainty. Nobody had raced solo across the Pacific before. We were headed to Kauai with only a compass, sextant, the sun, stars, our wits, dreams, and determination. Small boat

liferafts and 406 EPIRBs? Watermakers, GPS and chartplotters? Satellite trackers and sat phones? Not around yet. Families and supporters did not know where 1978 Singlehanders were until we rounded the finish at Puu Poa Point and entered Hanalei Bay.

The first two finishers arriving in 1978 were without all important self-steering. Race winner Norton Smith, aboard his Santa Cruz 27 *Solitaire*, had lost his tiller pilot the first night out. Norton resorted to long hours at the helm and sheet to tiller steering to finish first at Hanalei. On my 27-footer,

Wildflower, the windvane oar broke off on Day 3. Shortly after, the backup tiller pilot washed overboard, briefly water-skiing astern, connected by its electrical cord.

Self-steering success (and failure) is a familiar theme at 'Tree Time' at Hanalei Beach Park. "You can't have too many backups," says Ken 'The General' Roper, 13-time SHTP vet, who keeps 9-10 spare tiller pilots aboard his well-traveled *Harrier*. Mike Jefferson, also a Singlehanded TransPac vet, and 2016 competitor, is rarely at a loss for spares. Mike likes to keep a "golf bag full of tiller pilots and spare parts aboard."

Not just self-steering interests bind SHTP sailors together. The Singlehanded TransPac has a long standing tradition of "bringing what ya got." Big and small, old and new, monohull and multihull, the Pacific is a great equalizer. Older designs, 40-50 years old like the classic Westsail

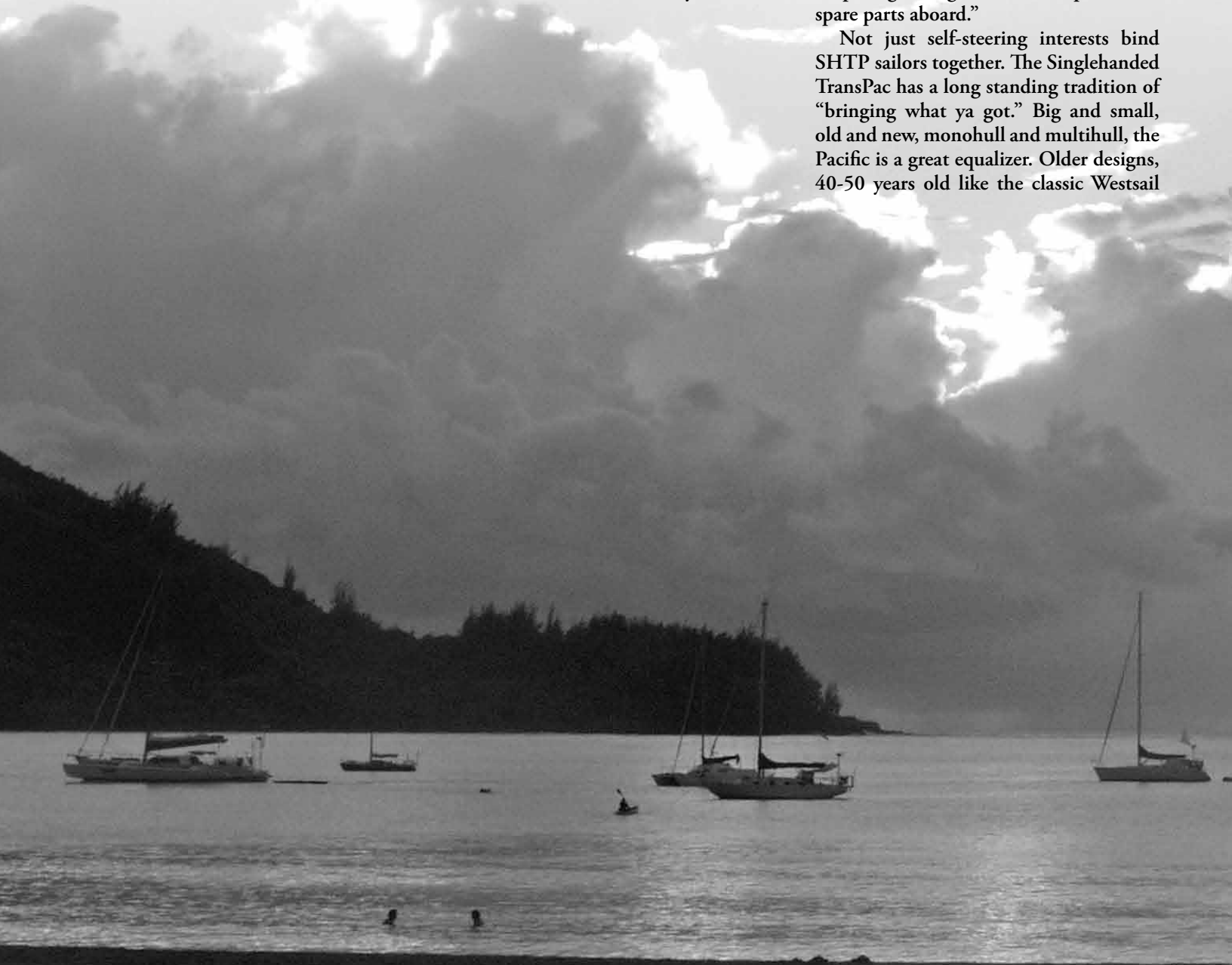


Photo: Singlehanded TransPac boats anchored in Hanalei Bay after finishing the 2008 race. ©2008 www.norcatsailing.com

Photos within these pages are courtesy of *Latitude 38*, www.norcatsailing.com, the racers, and the SSS.

32, Cal 40, Islander 36, or Olson 30, if well sailed, carry as much chance of winning the SHTP as more youthful hulls. Older designs can run directly downwind, surfing swells and sailing fewer miles, often at greater speed made good than planing sprit boats zigzagging downwind.

It may seem, in theory, that sailing downwind is a cakewalk. With the Pacific High astern and to the north, and the butter beginning to melt, it is time to "ease the sheets and go fast" when west of 135 degrees. Nevertheless, with a rhumbline course of 230 magnetic degrees towards Hanalei, it's a good idea to use 'fences' as the northeast tradewinds fill from astern. On the second half of the Singlehanded TransPac, if sailing higher than 275 degrees magnetic, or lower than 200 degrees, it is likely time to "jibe-ho," get on the favored jibe, and save miles.

Ken 'The General' Roper, 13-race

Singlehanded TransPac veteran aboard his beloved *Harrier*, accompanied by his daughter, will be cruising, not racing, to Hanalei this year. As you sail past *Harrier*, with Bali Hai over your starboard shoulder and Mt. Waialeale's waterfalls on the bow, give Ken a salute. The General's steadfast determination, sense of perspective, seamanship, and longtime support of the Singlehanded TransPac is legendary. Ken's continuing presence in Hanalei reminds us of what the Singlehanded TransPacific Yacht Race is all about: home grown from the beginning, run and supported by family and friends.

But for now, the mental, physical, and financial rope burn of race preparation is over. I like to remind that the hardest part of soloing to Hawaii is untying the docklines. This is your moonshot. Loved

ones await at Hanalei, the most beautiful bay in the Pacific. Give it your best. Know that alone, but together, you are experiencing a once-in-a-lifetime fulfillment of a dream and sense of accomplishment. Wear your "Buglighter" moniker and SSS bronze belt buckle with pride. Racing to Hanalei is not only about the satisfaction of winning a trophy. It's a race you do for yourself.

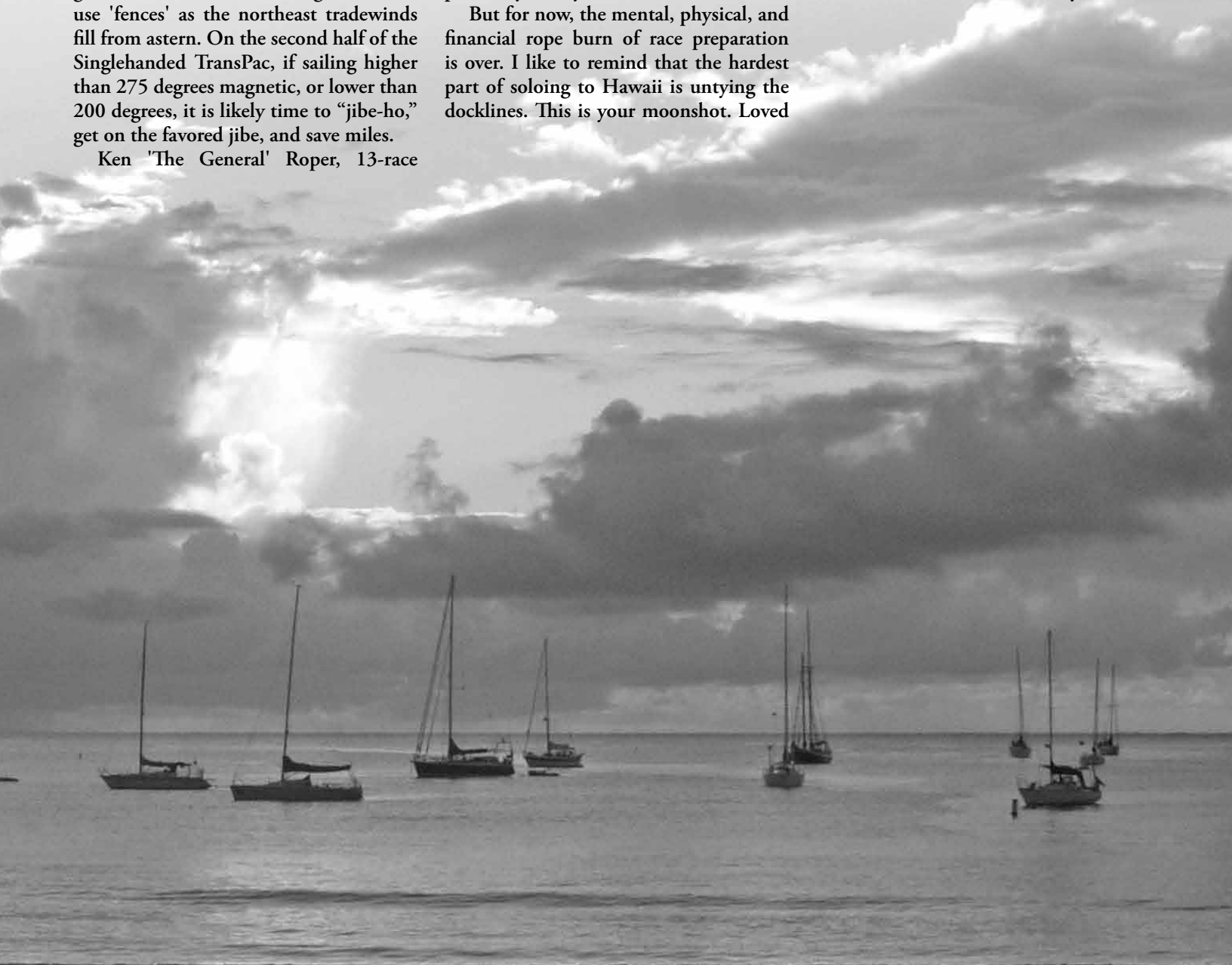
Fair winds to all,

~ Skip Allan, *s/v Wildflower*

Capitola, CA

1978 & 2008 SHTP

May 31, 2016





Joe Barry
Pakala, Express 37
Pacific Singlehanded Sailing Association (PSSA)
Previous SHTPs: none

A television staging supervisor, Joe Barry has wanted to race solo across an ocean since watching OSTAR transatlantic boats arrive in Newport, RI. "I don't live on the East Coast anymore, so the SHTP is the one," he says. He tried to prep for the 1980 SHTP on a Santana 1/4-ton, but ran out of money.

On Pakala, he sailed his qualifier in 20- to 35-knot winds with gusts to 42. He called that the "best sail training I could have gotten."

He's done a total refit on the Express, including a new rudder and standing and running rigging. He sails her as hard and as often as he can, back and forth between Marina del Rey and Dana Point.

Joe's provisions will include freeze-dried food, snacks, fresh fruit ("similar to how Vendée sailors do it"), a minimum of one gallon of water a day, "and, in honor of Sir Robin Knox-Johnston, maybe some wine, but a 'daily tot of rum' of course.

"Pakala and I are promoting the work of Surfers Healing, which takes autistic kids surfing around the world," he adds. The boat is named after a special surf break on Kauai. Joe chose the Express for her size, pedigree, price and reputation.



Barry Bristol

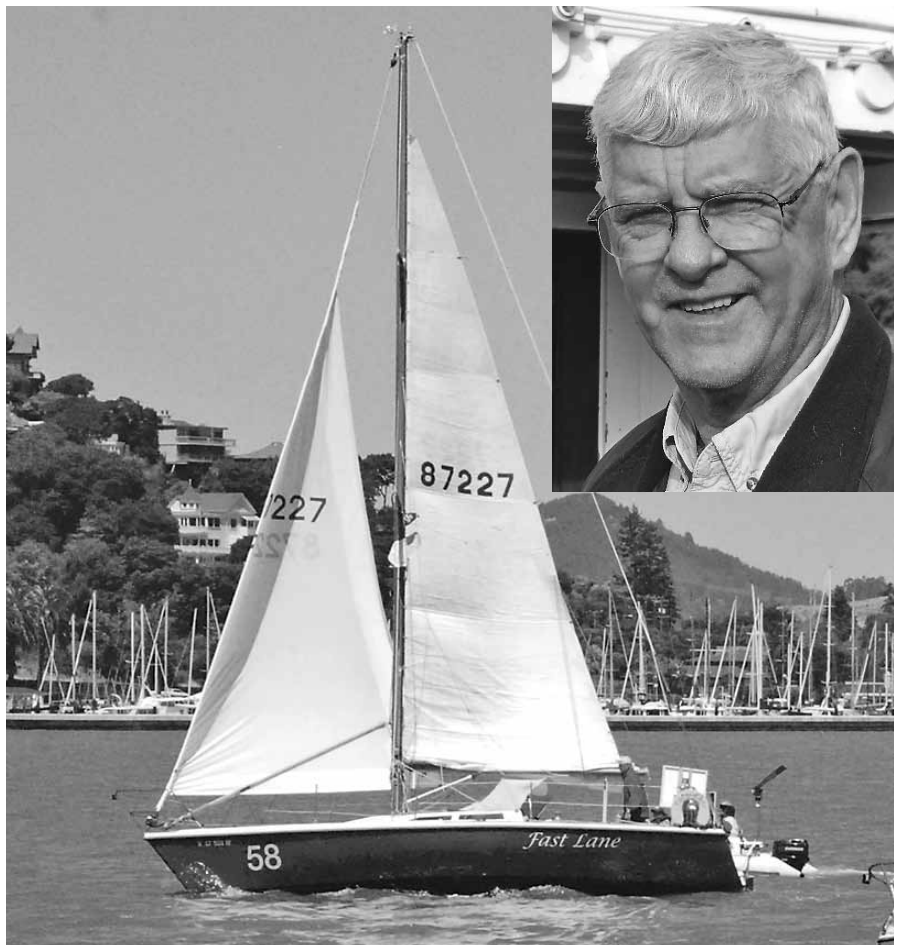
Fast Lane, Catalina Capri 30
Previous SHTPs: 1986, 1988, 1996,
2014

Barry Bristol also hopes to do better than he did in 2014. "In the past, I finished the SHTP faster in a slower boat." Besides his previous Hawaii crossings, he's cruised and raced in the Northwest, sailed to and from Mexico, and raced in Southern California.

"I have tried a number of different regulated sleep patterns," he said, "For me, regulated sleep doesn't work. I tend to sleep for two to three hours without interruption (assuming the boat is doing well), but after that every time I turn over I get up and take a look around."

He takes only food that he likes. "Treats are good. It's nice to know that no matter how bad the day/night went, I know one good thing will happen: I get a treat. Otherwise, I have hot dishes, soups, stews, canned chicken and tuna, eggs, pancakes, Twinkies, apples..."

After each of his four previous SHTPs, he sailed back to the West Coast, and he'll do the same this year.



Tom Burden

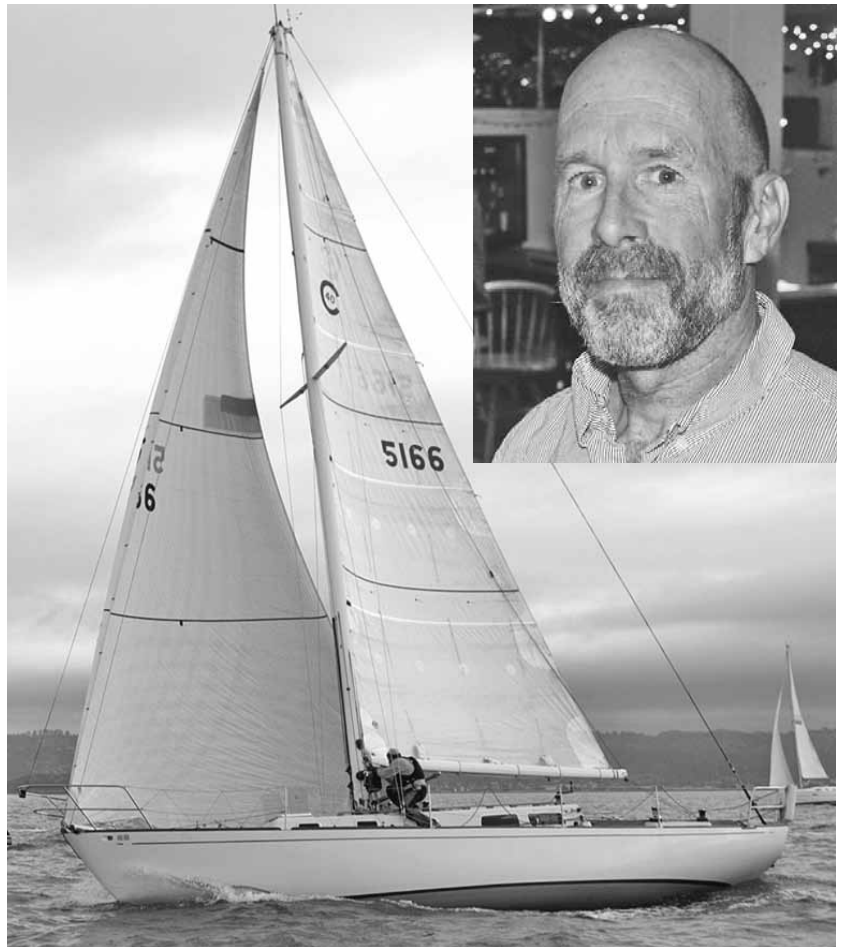
Shaman, Cal 40

**Singlehanded Sailing Society (SSS),
Richmond Yacht Club
Previous SHTPs: none**

An editor for West Marine, Tom Burden says he's watched too many videos about the Vendée Globe. "I love the romance and the purity of singlehanded sailing," he explains, "I think I have a better chance one on one, and I have an unusual sleeping pattern that works for this kind of race." He said he was planning to quit caffeine before the start.

Inspired by Ronnie Simpson's Warriors Wish voyage and Nathalie Criou's work with Beat Sarcoma, Tom will be sailing for Jacob's Heart, which works to improve the quality of life for children with cancer, and WomanCARE, a safe haven for women with cancer. He will be displaying the names of cancer survivors and casualties on his main and jib.

Tom has been a sailing instructor and has 47 years of dinghy and sportboat racing behind him, including ocean races serving as main trimmer on an Antrim 27. He bought the well-equipped Cal 40 last year. "Since March 2015, I have raced as often as possible."



Gary Burton

Elizabeth Ann, Westsail 32

Previous SHTPs: 2014

Gary Burton had such a great time last year, he's going again. "The chance to sail with some of my friends to Hawaii is a big part of why I'm doing the race. And I want to enjoy Hanalei with my family this time." He's singlehandeding for the personal challenge and sense of accomplishment.

This year Gary plans to sail a straighter course and minimize the distance sailed. "Last time my track was pretty erratic." He's stocking the Westsail with lots of varied ingredients because he likes to cook.

After about two weeks in Hawaii with his family, he'll sail Elizabeth Ann back to her homeport of Brookings, OR, either solo or with crew.

Gary is sponsored by GCB Automation and Marine, LLC.



Chris Cartwright

Ventus, J/88

SSS

Previous SHTPs: none

"I turned 50 this year and wanted a new sailing adventure," says Chris Cartwright, a physician. "The prep alone has been an adventure."

His J/88 is a one-design racer, so he's keeping it stock so that he can still race it with the one-design rating. "I added a real bunk to help with naps and I've done a lot of fiddling with the reefing set-up and line management for singlehanding." He feels that Ventus balances nicely in lots of wind.

Though he has sailed since he was a kid and has 3,000 miles of ocean experience, he has no previous experience with offshore racing. Regarding his strategy for this race he says: "I am in it for the fun, and would rather sail a little extra distance to stay in good wind."

Provisioning will consist of "anything that can be eaten with one hand or made into food with the addition of hot water."

For self-steering, he'll have an "NKE through an Octopus (electrical) drive and a completely independent Pelagic Tiller Pilot."

Chris might consider a Pacific Cup in 2018. "I wanted to sort stuff out on my own to start with."



Mike Cunningham

Jacqueline, Freedom 30

SSS

Previous SHTPs: none

"I went to summer school in Kauai when I was 17," said Mike Cunningham. "I always wanted to go back. Now I can do it without paying for an airline ticket and spending an agonizing five hours on an airplane."

Boat prep for the race includes new steering, mast work, gun-mount spinnaker, solar power, e-rudder, storm sails, liferaft, and so on. "I don't want to think about it anymore," he says.

Personal prep includes his usual cardio combined with a minor reduction in beer consumption. "It's not going well."

When provisioning, "I'm going to put some big ice blocks in the cooler to see how long I can keep the beer — I mean water — cold."

The Freedom 30 is "one of the first boats with a carbon, unstayed mast which is built like a tank." Mike calls her a "jewel box," and she is lovely below, with a lot of teak.

Jacqueline's bow number, 1010, is not random. Rather '10' stands for the letter 'J' — his granddaughter's initials are JJ.

After the race, he plans to sail home in time for his daughter's wedding in September.





David Garman
Giant Slayer, Santa Cruz 27
Sloop Tavern YC
Previous SHTPs: none

David Garman of Giant Slayer, a veteran doublehander, was the last racer to enter this year's SHTP. "I was signed up for the Pac Cup, and my crew had an opportunity come his way which he could not pass up. When I dropped out of the Pac Cup, I decided it was time to go across on my own. I had originally bought the boat in 2002 to do the SHTP, but ended up going doublehanded in the Pac Cup four times."

David's father thought he needed a sport that required constant thinking, analysis and physical strength. "He noticed that I did not care about being cold or wet, so he decided to get me into sailing." No one in the family sailed, and they didn't own a boat. "I started sailing on Lake Washington when I was 8; I was the only child in the club. When I was big enough to rig and carry my El Toro, the 'old men' let me race with them."

In addition to his normal Pacific Cup set-up, David has added two extra autopilots, a spare battery, and a spare solar panel. "The last Pac Cup was with asymmetrical sails. That did not work out well, so I'm going with classic SC27 sails this time, except for the A3 and the Code Zero, which I like."

David has been weight lifting and doing core exercises, but he's quit his diet. "I figure crossing the ocean will be the best diet ever."

David Harrigel
Domino, Wilderness 30
SSS
Previous SHTPs: 2014 (DNF)

"Nothing is stock," said David Harrigel about Domino. Glenn Hansen of Hansen Rigging performed a refit and installed floating headsail leads below-decks. "She has a shorter than stock rig," commented David, "which is in fact an early-generation Olson 30 deck-stepped mast."

To prepare for the race, David runs and works out daily. He's lost 20 pounds. He plans to provision with "boil-in-bag Trader Joe's-type food; I'm trying not to shock my system with a radical diet change."

He plans to sleep mostly in spurts for the first night or two, working up to longer sleep periods as he moves into less congested waters, gradually shifting his sleep cycle toward the daytime hours to prepare for the nighttime squalls in the last portion of the course.

David's desire to do the Singlehanded TransPac started back in the '80s, when he read about it while growing up a sailing-obsessed kid in Seattle.

Domino and David started the SHTP in 2014. "I was leading the race when I lost my rudder about 180 miles west of Monterey."

After this race, he plans to ship the boat back home to the Bay Area.



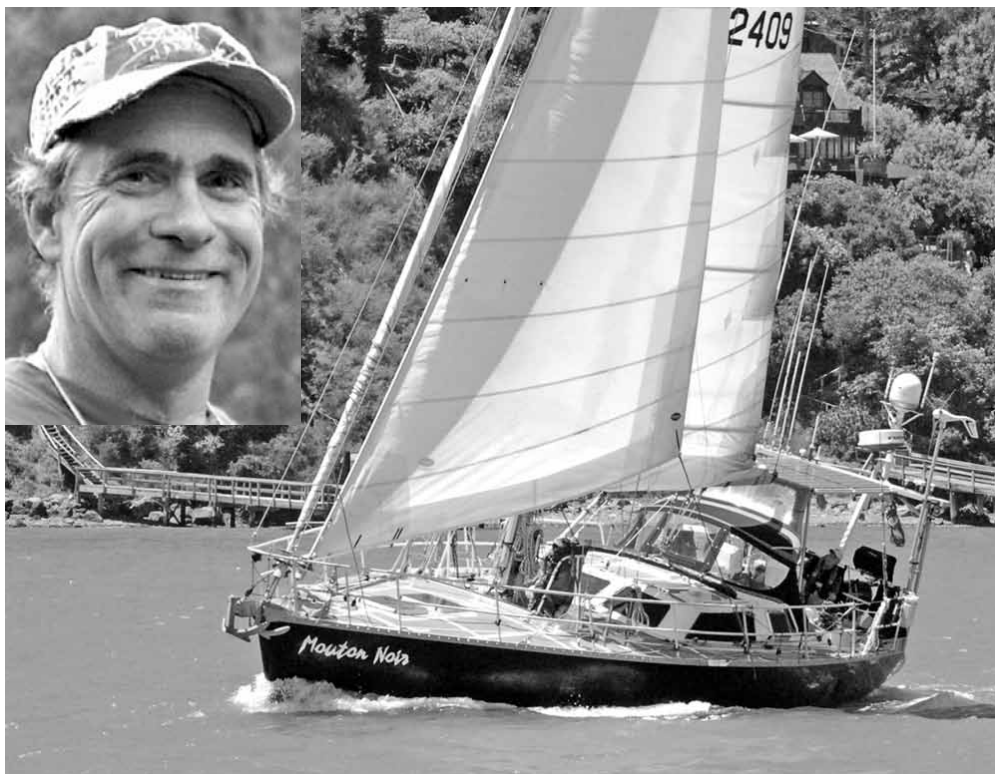
Michael Jefferson
Mouton Noir, Garcia Passoa 47
SSS

Previous SHTPs: 1992, 1996, 2000, 2012

With 30,000 shorthanded blue-water miles and four previous SHTPs under his keel, Michael Jefferson is looking forward to connecting with friends and being alone at sea again. That would sound like a contradiction in any other context.

He's tried to make the French-built Mouton Noir — the largest boat in this year's fleet — as bulletproof as possible. The aluminum expedition boat has internal ballast, a non-ballasted centerboard and a daggerboard aft, and draws 3.5 feet with the boards up. Major mods include a "massive solar farm," wind generator and charging engine.

A retired physicist, Michael plans to sail from Hawaii to the Pacific Northwest and cruise British Columbia before returning to San Francisco Bay in September.



David King
Saraband, Westsail 32
Previous SHTPs: 2010

Besides placing second overall in the 2010 SHTP, David King and Saraband scored first overall in the 1988 Pac Cup and third overall in the 1990 Pac Cup. The semi-retired, self-employed delivery skipper and yacht-repair consultant has sailed 180,000 miles. David says that Saraband "has allowed me to do everything I have wanted to do under sail."

David's strategy for this race is to "steer the minimum distance allowed by the conditions." His provisioning philosophy is "anything and any quantity I want."

He likes the SHTP because of the welcoming nature of the competitors and the high level of camaraderie. After the race he'll return Saraband to a pure cruising boat, "the boat she was designed to be."



Randy Leasure
Tortuga, Westsail 32
SSS
Previous SHTPs: 2012

"It's more about the journey than the destination for me," says Randy Leasure. "There was a real sense of accomplishment the first time I completed it. Hanalei Bay is an incredible destination." Randy thinks that racing to Hawaii singlehanded is more challenging than going with crew. "You are ultimately responsible for every little thing."

He's trying to rest up for the race, but says it's hard trying to finish all the looming project lists. His sail inventory consists of "white ones and some puffy ones with colors."

Chocolate is an important part of his shopping list. "I cook a lot and try to eat well. Nothing freeze-dried on Tortuga."



About the Division Names

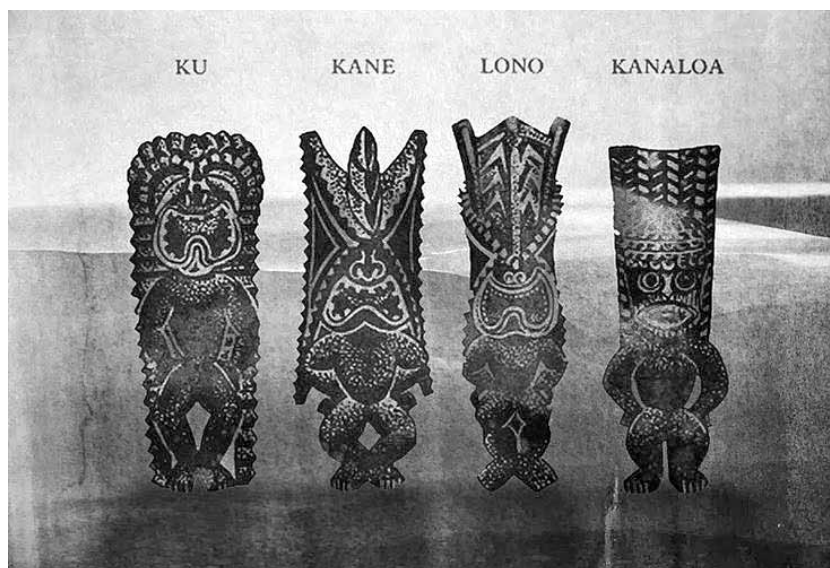
The divisions in the 2016 Singlehanded TransPac are named for the four major Hawaiian gods:

Kanaloa is the god of the sea.

Kāne is the god of creation.

Kū is the god of war.

Lono is the god of agriculture, nature and fertility.



Boat Name	Boat Make/Size	Year	Sail #	Division	PHRF	SHTPR ¹	Rig ²
Althea	Cavalier 39	1980	none	Kū	129	138	MH sloop
Dolfin	Pacific Seacraft 37	1984	87907	Lono	177	172	Cutter
Domino	Wilderness 30	1985	38081	Kāne	126	136	MH sloop
Elizabeth Ann	Westsail 32	1973	none	Kanaloa	199	199	Cutter
Fast Lane	Catalina Capri 30	1985	87227	Kū	114	131	MH sloop
Giant Slayer	Santa Cruz 27	1978	59369	Kāne	141	145	MH sloop
Haunani	Catalina 34	1988	7925	Kū	150	154	MH sloop
Jacqueline	Freedom 30	1986	3	Lono	168	185	Frac sloop
Kato	Olson 30	1981	8344	Kāne	99	99	MH sloop
Libra	Pogo 2	2003	839	Kāne	105	115	Frac sloop
Minibar	Mini Transat 6.50	2012	FRA822	Kāne	105	115	Frac sloop
Mouton Noir	Garcia Passoa 47	1991	1102409	Lono	141	119	Cutter
Nina	Olson 29	1987	27	Kāne	99	99	MH sloop
Owl	Pacific Seacraft 37	1996	C37	Lono	174	170	Cutter
Pakala	Express 37	1986	97090	Kū	69	85	MH sloop
Patience	Westsail 32	1974	175	Kanaloa	225	204	Cutter
Saraband	Westsail 32	1974	28144	Kanaloa	199	199	Cutter
Seazed Asset	Cal 40	1964	7818	Lono	114	130	MH sloop
Shaman	Cal 40	1966	5166	Lono	114	130	MH sloop
Taz!!	Express 27	1982	8100	Kāne	129	130	Frac sloop
Temerity	Olson 34	1986	28134	Kū	99	125	MH sloop
Tortuga	Westsail 32	1974	207	Kanaloa	216	199	Cutter
Ventus	J/88	2015	60	Kāne	81	92	Frac sloop
Watermark	Pacific Seacraft 31	1988	none	Lono	204	203	Cutter

¹ Singlehanded TransPac handicap rating in seconds per mile

² Fractional or masthead sloop

LOA	LWL	Disp. ¹	Keel	Skipper Name	Homeport	Age	Exp ²
29'	29.5'	12,228	fin, skeg	Brett Suwyn	San Francisco	39	0
36'11"	27'9"	16,500	fin	Bill Meanley	San Diego	69	0
30'	27'8"	5,450	fin	David Herrigel	Oakland	49	30
39'	27'5"	19,500	full	Gary Burton	Brookings, OR	49	5
30'	24'	5,000	fin	Barry Bristol	Escondido	72	27
27'	23'	3,400	fin	David Garman	Renton, WA	54	16
34.5'	29.8'	11,950	fin	Margie Woods	Venice	48	20
30'	27'	7,400	fin	Mike Cunningham	Discovery Bay	64	1
30'	27.5'	3,600	fin	Jiří Šenkyřík	San Francisco	27	5
21.3'	21.3'	2,200	fin, bulb	Gregory Saramite	Sausalito	28	6
21.3'	21.3'	2,205	fin, bulb	Yves Vergnolle	Manhattan Beach	47	20
46'9"	40'	35,000	ballast	Michael Jefferson	San Jose	66	37
29.6'	27.5'	3,700	fin	Robert Macdonald	Mill Valley	61	35
37'	27'	16,200	fin	John Woodworth	Richmond	67	1
37'	30.8'	9,800	fin	Joe Barry	Dana Point	63	3
40'	27'6"	19,500	full	Lee Perry	Brookings, OR	65	0
32'	27'6"	19,500	full	David King	Portland, OR	67	28
40'	31'	15,000	fin	Vance Sprock	Cupertino	54	5
39.5'	30.3'	15,500	fin	Tom Burden	Capitola	61	5
27.3'	8.2'	2,450	fin	George Lythcott	Oakland	69.5	40
34'	28'	9,540	fin	David Nabors	Sunnyvale	54	7
32'	27'6"	19,500	full	Randy Leasure	San Francisco	46	15
29.2'	26.8'	5,000	fin	Chris Cartwright	Palo Alto	50	3
31.8'	24.1'	11,000	fin, skeg	Michael Thomson	Irvine	60	0

¹ Displacement weight in pounds

² Years of ocean racing experience

George Lythcott
Taz!!, Express 27
Island YC
Previous SHTPs:
2010, 2012

"My first sail was with my brother on a Sunfish off Craigsville Beach in Hyannis, MA, in 1975, and I loved it," writes George Lythcott. "I have been sailing ever since. In the past 15 years I've averaged 100 days per year on the water."

George met SHTP vet Bruce Schwab in 2005 soon after Bruce had completed the Vendée Globe. "He told me that if you want to do the SHTP, sailing to the Farallones should be like walking down your driveway to get the morning paper."

Although he doesn't look it, George is pushing 70. "For the past year I've been working out three to four days per week. It's important to be fit." Taz!! remains a class-legal Express 27, but she has received new lithium-ion batteries, a new e-rudder cassette and new wiring. "Leave no stone unturned," says George, who's also been studying El Niño/La Niña.

Provisions will include instant oatmeal, lots of oranges ("no scurvy for me"), ginger cookies (for seasickness) and a gallon of water per day. After the race and a week's vacation in Kauai, he'll ship Taz!! back to Oakland via Matson.



Bill Meanley
Dolfin, Pacific Seacraft 37
San Diego YC
Previous SHTPs: none

A hardware store owner, long-distance cruiser, and veteran of the 2009, 2010 and 2012 Baja Ha-Ha rallies from San Diego to Cabo San Lucas, Bill Meanley bought Dolfin in 1984. He's spent a year and a half refitting her for the Single-handed TransPac.

For watch-keeping "I'll take 20-minute naps with my trusty Ha-Ha timer. Maybe longer when I'm well offshore and I figure out my alarms."

Race strategy involves getting past the Farallones safely, "Then choose the best course and sail as fast as I can without breaking too much."

Not only will this be his first SHTP, it will also be his first race. To prepare himself physically, he's been doing lots of running and cross-training. He plans to bring "easy-to-prepare food because I'm a lousy cook."



David Nabors

Temerity, Olson 34
SSS

Previous SHTPs: none

David Nabors bought his Olson 34 with the long-term goal of ocean sailing, "after reading about the Double-handed Farallones, Pacific Cup and SHTP in Latitude 38 for years." He and his daughter sailed the Pac Cup doublehanded in 2012. "I enjoy the sensation of an empty horizon!"

An engineer, David has "gone to some effort to reduce noise, and rigged instruments so that I can see a lot more and control the autopilot without leaving the bunk."

"I put in a new fridge so I can have pre-grilled chicken and other dishes that can be pan-fried the first week." He's also added a wireless instrument feed to his iPad and "a massive number of audiobooks."

Since David needs to get back to work after the race, a delivery skipper will return Temerity to the Bay Area.



Lee Perry

Patience, Westsail 32

Previous SHTPs: none

"I'm a cruiser and thought it might be fun to try this thing called 'racing'," said Lee Perry. He prefers to go single-handed because "I don't like worrying about others on the boat."

To prepare for the race, he's doing sit-ups and push-ups, running and biking. His strategy for the race is to "push hard for as long as possible," and he intends to eat well to keep his energy level up.

His experience includes three previous trips to Hawaii, two to Mexico, and the sailing the South Pacific.

Among important equipment for the passage to Hawaii he cites sunglasses and sunscreen.

Patience is one of three Oregon-based Westsail 32s racing this year; a fourth is recidivist Randy Leasure's Tortuga from San Francisco.

Lee is retired and will sail Patience back to Oregon after the race.



Grégory Saramite

Libra, Pogo 2

SSS, Seven Seas Cruising Association,
Cercle de la Voile d'Arcachon, Les Glenans

Previous SHTPs: none

Grégory Saramite is racing to Hawaii for "the challenge, the learning experience, and two weeks of into-the-wild therapy with a good dose of adrenaline!" He's also motivated by raising awareness and funds for the Terry Wahls Foundation, which supports clinical trials of an integrative approach to treating multiple sclerosis.

Grégory has been trying to get to the start of the SHTP or Pacific Cup for the past few years. "I am getting more luck toward the Singlehanded TransPac with Skout's support as my main sponsor and the tremendous help of my friend Przemyslaw Karwasiecki." Grégory is an engineer for the networking app and site Skout, and Przemyslaw sailed Libra in the 2014 SHTP.

A Frenchman from Bordeaux, Grégory's ocean sailing has mostly consisted of coastal races up to 100 miles offshore in France's Bay of Biscay. As a teenager, he cruised the Med on his family's boat. More recently, he's been training as bowman on the San Francisco-based Farr 52 Zamazaan. "Time spent on the water counts the most," he says.

The 21-ft Mini is short on space and amenities. "No oven or ice cream on board — water and a good source of food should be enough. The rest is safety and foul weather gear. Protection from the sun is going to be important too."

After the race he's "considering sailing the boat... Oops — I meant selling the boat!"

Jiří Šenkyřík

Kato, Olson 30

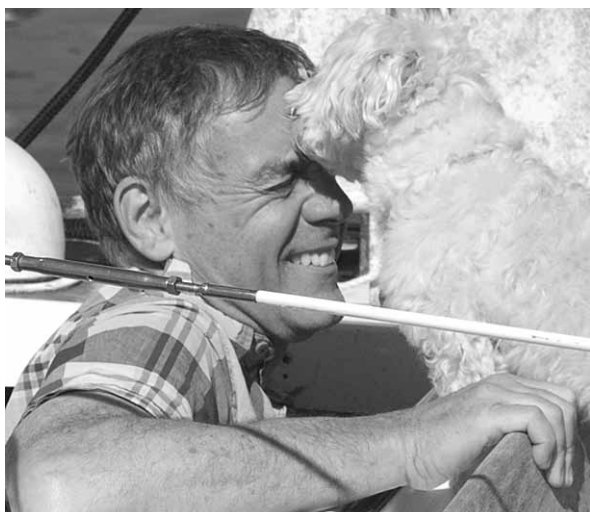
Previous SHTPs: None

"Rebuilding an awesome boat and sailing it to Hawaii is a great adventure for someone in their late 20s," says Jiří Šenkyřík. "I love Olson 30s. It is a fast and fun boat; it has the characteristics of big and small boats."

To prepare himself physically, he rides his bike to work at a tech company in San Francisco. Kato has had a complete refit, but Jiří has kept her within Olson 30 one-design specs. "Everything about the boat is optimized for singlehanded sailing," says Jiří. "My girlfriend and I spent over a year rebuilding Kato — she is the best!"

Jiří is hoping to find an adventurous soul to sail Kato back to San Francisco after the race.





Vance Sprock
Seazed Asset, Cal 40
Previous SHTPs: none

Vance Sprock may not have raced to Hawaii before, but, like many of her breed, his Cal 40 certainly has. She sailed the Los Angeles to Honolulu Transpac in 1975, 1977 and 1979. Vance has wanted to sail to Hawaii for a long time and spent two years rebuilding the boat.

His previous experience includes two years of racing in MORA (the now-defunct Midget Ocean Racing Association), a lot of cruising, and three years of crewing professionally.

He plans to eat frozen gourmet meals (hopefully he'll thaw them first), then canned or freeze-dried food after the meals run out. "I'll try to catch a fish or two," he says.

After the race he plans to sail Seazed Asset back to the mainland.



Brett Suwyn
Althea, Cavalier 39
SSS
Previous SHTPs: none

Brett Suwyn, a self-described 'software dude', completed a 4,000-mile solo sail from San Francisco to Alaska and back over the course of 77 days last summer.

His sleep plan calls for lots of naps, "length dictated by proximity to danger." He's keeping to a clean diet in preparation for race "because it all goes to shit when I'm on the boat." Provisions will include lots of snacks: "Whatever Costco has on the shelf."

Althea's claim to fame is serving with the USCG Auxiliary at the 1984 Los Angeles Olympics. When we asked Brett why he chose Althea for the race, he replied, "She wouldn't let me go to Hawaii without her."

He plans to sail back to San Francisco singlehanded.

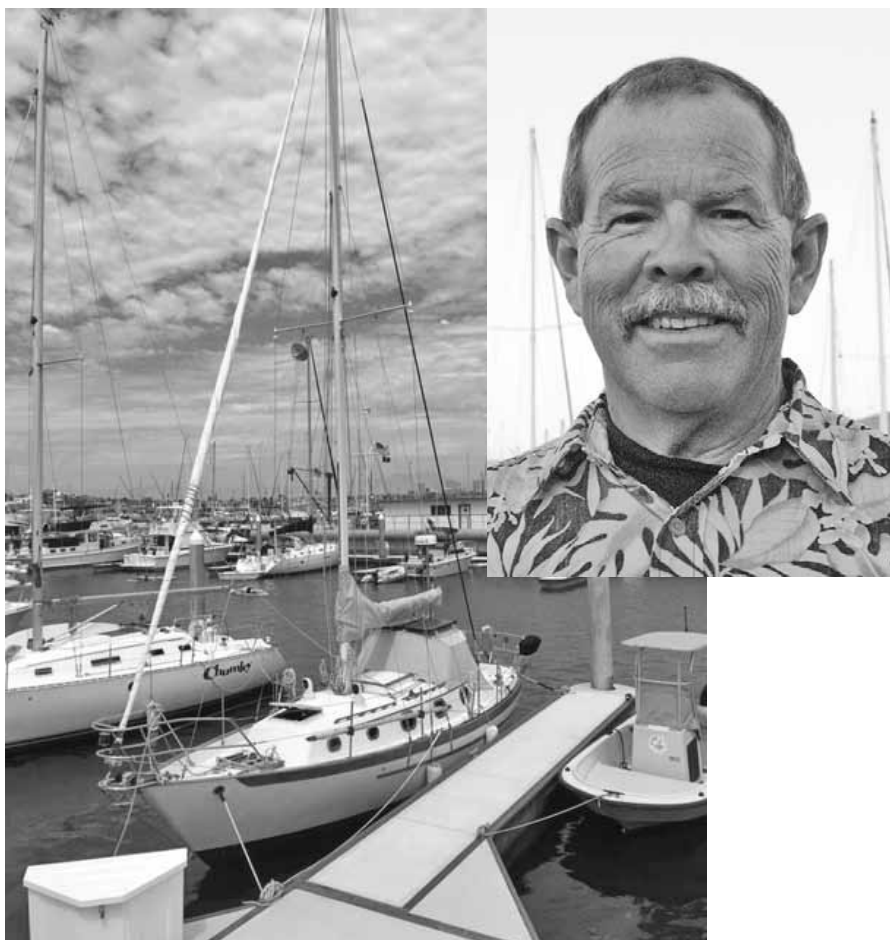
Michael Thomson
Watermark, Pacific Seacraft 31
SSS
Previous SHTPs: none

The Singlehanded TransPac is a bucket-list item for jet pilot Mike Thomson, who's been sailing for 38 years. "I've been working like a madman for the last six months since purchasing the boat to get it ready," he confesses. He chose the Pacific Seacraft because "While not a fast boat, it is very easy to sail and has a pleasant motion. The cutter rig is easy for one person to manage." Watermark is his second Pacific Seacraft.

To prepare for the race, he's been bicycling, swimming and lifting weights. Food will be fresh for the first part of the trip, then canned and packaged after that, with an emphasis on protein, along with some healthy fats like nuts.

Since Watermark is a heavy-displacement boat, Michael plans to sail a rhumbline course. "If the wind is light, veer left; if heavy air, veer right, and, of course, enjoy the experience!"

After the race, Mike plans to sail the boat home with a couple of friends.



Yves Vergnolle
Minibar, Mini Transat 6.50
PSSA
Previous SHTPs: 2012

Yves Vergnolle, the CEO of a consulting company, chose this boat because "Mini Transats are designed specifically for singlehanded offshore racing — safe, fast for their size, very fun to sail... and hopefully reliable."

His experience includes "mostly racing and passages in Europe, and PSSA races since 2012."

He described his race strategy: "Not lose too much time during the first part (close to the wind) vs. the longer boats, and try to sail close to my polars for the rest of the race (more downwind)."

As for sleep, the length of his naps will depend on the conditions and the ability of the autopilot to drive efficiently.

He'll be bringing "lots of safety gear and music!"

After the race, he hopes to sail around the world — on a bigger boat.

Margie Woods
Haunani, Catalina 34
Del Rey YC, PSSA
Previous SHTPs: none

Originally from the Big Island of Hawaii, Margie (with a hard 'g') Woods is a photographer, artist and teacher who's been sailing all her life. "I never got to do any of my father's crossings with him. I have wanted to sail to Hawaii on my own and have him greet me there as I did him so many times."

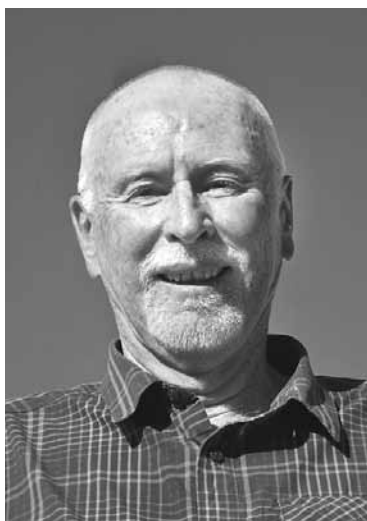
She confesses that she is "secretly not a racer," but has friends from the Pacific Single-handed Sailing Association who are also signed up for this race.

To prepare herself for the crossing, she's been doing Pilates four times a week, walking, and practicing her sailing on Haunani.



John Woodworth
Owl, Pacific Seacraft 37
SSS, Ballena Bay YC, Tradewinds Sailing School and Club
Previous SHTPs: none

Owl is one of two William Crealock-designed Pacific Seacraft 37 double-ended cruising cutters signed up this year (Bill Meanley's Dolfin is the other). She'll carry three self-steering systems: a Monitor windvane, a Pelagic autopilot, and a B&G below-decks autopilot. Skipper John Woodworth will have the option of communicating via SSB and/or satellite.





The finishers of the first Singlehanded TransPac in 1978.



This program is dedicated to our General, Ken Roper, in recognition of his 14th Singlehanded Transpacific Yacht Race.

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20th Biennial Singlehanded Transpacific Yacht Race

July 2, 2016 from San Francisco to Hanalei Bay

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Photo by Lee Roper