

Options:

- Staying there (it happens!)
- Leaving your boat there – talk with Alan Hebert and Paul Woodward
- Shipping your boat home – Chris Humann will discuss after I'm done
- Sailing your boat home – my discussion below:

Benefits of sailing home:

- Continue the adventure and camaraderie
- Find out how you *really* like living at sea
- Saving a bunch of money (maybe)
- Saving wear-and-tear on the boat (maybe)

Possible downsides of sailing home:

- Longer and (at times) harder than the race
- Boredom
- Comments from veterans?

Additional preparations and provisioning:

- Average voyage is 17-18 days for a 40-footer, 19-20 days for a 30-footer (to S.F.)
- Plan on provisions for at least 30 days – include happy food!
- Fuel for 100-120 hours of motoring (500-600 nm at 5 knots)
- Books (lots), music, movies, projects
- Snorkel/mask & fins, knife to cut fishing nets
- Cruising main (I wanted a third reef vs. trys'l)
- Heavy air #4 or storm jib (in addition to required sail)
- Dodger (at least for hatch)
- Additional jugs for water and fuel

Provisioning in Hanalei:

- Small but well-stocked grocery in walking distance
- Fuel (high-sulfur diesel!) in Princeville – BYO jugs
- No chandlery or repair facilities (6 hour sail to Nawiliwili)
- Limited consumer electronics stuff
- Nice jewelry store (hint)

Timing your departure:

Skip Allan: "I've done the trip home 8 times from Hanalei. I don't like leaving Hanalei if there are small craft advisories, or if the wind has backed into the north before the passage of a tropical wave. I also don't recommend leaving after the third week in September. Leaving when the trades are light to moderate is a better deal, or when the wind has swung to the E or ESE after the passage of a tropical wave. It is also good to know if there are any remnants of tropical disturbances passing north of the Islands that you might run into."

2008 Singlehanded Transpac Seminar

Getting Your Boat Home From Kauai – Bob Johnston

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The voyage home:

Skip Allan: “Leaving Hanalei, you are on starboard tack, probably with a #4 delivery jib and double or single reef. You go about 4-6 days in this mode. Trades are 16-20 knots from the ENE. There is no reason to sheet in tight and try to point. Rather, better to crack off on a close reach, and not worry about losing some longitude to westward. In other words, getting west of 160 degrees is not a bad thing. If the boat is pounding, I either slow down or reach off more, or both. During this phase, night time squalls will blow through, increasing the ambient trades 5-10 knots for 5-10 minutes.

As you get north of about 32-35 degrees North, the wind will gradually lighten and lift, and instead of steering N, you will be lifted and steer NE. Probably un-reef and change to a bigger jib as wind and seas moderate approaching the ridge of the Pacific High. I usually pick a minimum acceptable boat speed (4 knots?) and as the wind decreases, I motor-sail at 1/4 throttle, which makes some apparent wind to continue sailing on, while conserving fuel.

During August, the Pacific High can be quite far north, way up at 50 degrees. Until I get north of 37 degrees, I sail the closest tack, favoring starboard tack. Once to 37 degrees, I begin to favor getting east (or port tack.) If you are lucky, the Pacific High and its accompanying ridge are down around 40 degrees. As you enter the High, the wind and seas go calm. You motor along, and there is considerable plastic garbage and nets. 1 in 3 boats heading home will snag some sort of rope on the keel or prop, often necessitating a swim with fins, mask, and knife. It is good to alert the crew that if the engine RPM suddenly begins to slow, to immediately throttle back and shift to neutral. Singlehanded, I rest below with a trip line around my wrist leading to the throttle handle in the cockpit. If you are lucky, you can motor east along 38 degrees latitude. If unlucky, you will have to go to 40 degrees North. This motoring phase lasts 3-4 days and you are on a curving arc from North to North East to East.

Then you exit the Pacific High and enter the Coastal Northerlies usually about 130 degrees West. The transition can be rather abrupt: in a matter of hours you can go from warm and calm to cool and rough. What follows is 3-4 days of beam reaching on port tack, often in boisterous conditions. There is no need to try and point at SF if it is too windy, as you will get lifted later as you close the coast. If you are going to LA, you can really crack off and have an almost pleasant ride. That's it in a nutshell.”

(In addition to continuing our SSB roll-calls,) “There will be quite a few boats sailing home from Pacific Cup, some with pro skippers who have done the trip before. They have daily radio skeds on 4A, usually at 8 in the morning and 4 in the afternoon. These skeds are valuable to listen to for gleaning weather info from up ahead. But it is good to have a Pacific Cup entry list aboard so you know what kind of boat you are listening to on the radio.”

Skip will be available in Hanalei if anyone wants to chat or go over charts/weather. Or if anyone has pre-Race questions they can e-mail Skip at skipallan@sbcglobal.net Thanks, Skip!

EXAMPLE OF LARGE, WEAK PACIFIC HIGH AT 40°N (Courtesy GPSNavX)

GPSNavX File Edit View Waypoints Routes Track GPS Instruments AIS/Radar Weather Window Help
530.1 - SAN DIEGO TO ALEUTIAN ISLANDS AND HAWAIIAN ISLANDS - 1:4,860,700

