

## 2024 Pacific Puddle Jump Rally

Fleet Letter #2

Ahoy there. Please take a few minutes to read these important messages.

**Upcoming Events** — We have partnered with members of the South Pacific Sailing Network to offer two highly informative South Pacific Bon Voyage seminars (free, and open to all westbound cruisers. \*[Please see attached flyers!](#)):

- **February 16** at Panama's Shelter Bay Marina (Caribbean side of the Canal), and
- **March 11** at the Vallarta YC in Nuevo Vallarta, Mexico.

**Pre-departure Safety Checks** — Anytime a fleet of sailboats crosses 3,000 to 4,000 miles of open ocean you can bet there will be gear failures, both large and small — and possibly even serious offshore emergencies.

Last season was particularly notable, as the rudder fell right out of a Catalina 42, through no apparent fault of its crew (who were rescued soon after by another PPJ boat). Several weeks previously, a boat traveling independently of the PPJ fleet had completely dismasted, and it seemed almost a miracle that none of the five family members aboard were injured. (The mother and her three kids were rescued, but the father remained aboard and was able to single-hand the boat back to Banderas Bay, thanks to a rescue convoy that brought out fuel for the return trip.)

Considering the number of possible mishaps that could happen during a month at sea, the process of preparing for a major cruise is a conundrum for most offshore passage-makers. They want to be fully prepared for typical equipment failures and potential on-board emergencies, but they can't possibly bring parts or backup devices for every system aboard. So what's a skipper to do?

Our first suggestion is to make an honest assessment of your boat from stem to stern. If you haven't had a thorough survey done recently by a respected surveyor, and you're not likely to have one done before setting off, then do your own objective inspection. During the process, listen to your gut! If you get a strong feeling that something should probably be serviced or replaced, then by all means deal with it before you head west.

Over the years, we've seen that some of the most common breakage or gear failures offshore often have to do with items that were never problematic at home, such as: refrigeration systems, goose-neck fittings (main boom attachment), mainsail roller-furlers, autopilots and standing rigging. Owners sometimes seem shocked when reporting:

"I can't believe my autopilot crapped out. It never gave me a moment of trouble back home." But think about how many swells an autopilot has to steer through during a 3,000-mile passage.

The same goes for essential hardware, such as gooseneck fittings. When sailing inshore waters, that big chunk of metal can grind back-and-forth a gazillion times without incident. But offshore, where sea conditions tend to be more extreme and metal-on-metal stresses are exacerbated, these fittings sometimes fail, particularly on older boats, and especially if made of cast aluminum.

Various elements of standing rigging occasionally fail during the Jump, especially on boats leaving from California or Mexico. Why not on boats coming through the Canal? The theory is that most of those boats have recently crossed the Caribbean and the Atlantic. So, if their rigs had been destined to fail, they probably would have done so already.

Needless to say, rigging failures can be very dangerous. In addition to the possibility of someone getting hurt, keep in mind once you make landfall under a jury-rig, it will be an enormous hassle to have a spar, coils of wire, and/or sails shipped or flown to the Marquesas. And then you'll need to find someone qualified to install it. So don't let us spoil your fun, but we would suggest that you don't get too carried away seeing how fast you can make the crossing.

Before you throw off your dock lines, hoist sails, and head for the western horizon, we'd recommend that you sit down with your crew and talk through all the "what-ifs", relating to the crossing, that anyone can think of. Doing so is a good way to make sure everyone is on the same page in terms of appropriate emergency procedures. For example, everyone should know where the fire extinguishers are located and how to use them; where the first aid kit is stored and what it contains; and how to make a distress call via the communications gear on board.

One final note on the subject of preparedness. It's probably safe to say that a typical modern cruising yacht doing the Puddle Jump is better equipped with safety and communication gear than the boats that made the crossing several decades ago. In fact, much of the gear that we all now consider indispensable wasn't even invented a few decades ago. One challenge, as we have seen during recent emergency scenarios, is to not only keep your ditch bag close at hand, and packed with essential nav and comms gadgetry, but also to work out of system with your crew so those essential electronics always get stowed fully charged!

— Andy Turpin, PPJ founder & director

# You can learn a lot from the passage data of previous fleets.



**Is that King Neptune with his trident? No, just the 'Wild Orchid' crew clowning around during their equator-crossing celebration.**

## 2019 PACIFIC PUDDLE JUMP — PASSAGE DATA

Although only a fifth of the fleet sent us their crossing data, their info gives a representative sampling of passage-making experience.

Boat Name	Boat Make & Length	Captain & Crew	Boat's Homeport	Departed From & Date	Made Landfall	Days of Crossing	Miles of Crossing	Equator X Long.	Engine Hours	% Hand Steered	% Autopilot Used	% Windvane Used	Best 24 Hours	Worst 24 Hours	High Wd Sustained	Highest Wind gust	Breakage & Gear Failure
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### From US, Canadian & Mexican Ports to French Polynesia

<b>Antares</b>	Catalina 36	G. Yarzabek & M. Shaughnessy	Seattle, WA	Puerto Vallarta 4/25	Hiva Oa 5/18	23 days	2,700 nm	125°W	12 hrs	1%	2%	97%	160 nm	70 nm	30+ kts	40 kts	none
<b>Arctic Loon</b>	Jeanneau 45	Diana Trump	Poulsbo, WA	Nuevo Vallarta 3/23	Hiva Oa 4/23	28 days	2,953 nm	125°W	56 hrs	14%	25%	61%	138 nm	67 nm	20 kts	24 kts	Problems with: whisker pole, forward head, aft head, leaky fuel tank, autopilot, spinnaker, watermaker, etc. Favorite quote by Captain 'Mrs. Fix-It' Diana, "If anything breaks today it is not getting fixed!"
<b>Dawn Treader 2</b>	Magellan 36	Phil Lambkin	AUS	Cabo San Lucas 3/20	Fatu Hiva 4/13	24 days	3,100 nm	u/k	200 hrs	4%	96%	n/a	144 nm	80 nm	35 kts	n/a	Coffee grinder broke.
<b>Linda Marie</b>	Beneteau 473	Ken & Linda Landis	Marina del Rey, CA	Puerto Vallarta 3/11	Hiva Oa 4/1	21 days	2,775 nm	126°W	33 hrs	2%	98%	n/a	154 nm	85 nm	25 kts	40 kts	Fell against throttle/fuel shifter in a swell and broke off handle. Whisker pole fell off mast while being vertically stored, bounced once on the deck and fell into the ocean. TV antenna broke off and fell to the deck. Freezer stopped working – ran new power line to fix. Lock nut on one steering wheel fell out leaving the wheel free spinning. Radar worked off and on. Fresh water hose came loose, spilling 50 gallons into bilge.
<b>Little Wing</b>	Cross 42 tri	Andy & Julie Turpin	S. Francisco	S. Benedicto 4/5	Hiva Oa 4/28	23 days	2,900 nm	129°W	48 hrs	2%	23%	75%	165 nm	108 nm	30 kts	35 kts	Elec breaker failed.
<b>Marathon</b>	Beneteau 11.50	Nello & Sheridan Angerilli	Vancouver, BC	San Jose Cabo 3/25	Nuku Hiva 4/22	29 days	2,743 nm	131°W	19 hrs	1.5%	2.73%	96%	139 nm	48.5 nm	25 kts	30kts	Fridgecontroller failed 2 or 3 days before landfall. Contaminated fuel led to an extra day at sea because we had to i.d. the problem, change a filter, bleed the fuel line. Whisker pole topping lift wire bale broke. Vesper Watchmate 650 gave an incorrect "No GPS Signal" warning for about 10 days and then reverted to normal. Main sail clew shackle fell off but did not go overboard.
<b>Nomad</b>	Halberg Rassy 46	Tom & Susan Sebring	Newport, RI	Neah Bay 5/26	Nuku Hiva 6/25	25 days	3,500 nm	139°W	140 hrs	1%	99%	n/a	185 nm	80 nm	30 kts	40 kts	AI Antenna connection, loose stay (new standing rigging before passage), gas spring in boom kicker failed, autopilot required recalibration owing to software glitch, wind machine mast sensor went wonky, had to sail on masthead fly and sail sounds (night)
<b>Odyse</b>	53' Schooner	Phillips & Flavin family	San Francisco	San Diego 4/1	Nuku Hiva 5/4	34 days	3,500 nm	132°W	250 hrs	50%	50%	n/a	150 nm	50 nm	30	40	Had engine and autopilot failure. Bow pulpit broke. Club foot jib connecting bolt snapped.
<b>Pacific Destiny</b>	Valiant 40	David & Kathy Bennett	Alameda, CA	San Diego 5/5	Hiva Oa 5/30	25 days	2,970 nm	129°W	8 hrs	5%	85%	10%	169 nm	75 nm	25 kts	40 kts	Garmin GPSMAP 640 chartplotter, boomvang, preventer, ship's clock
<b>Rapture</b>	Caliber 40	Greg Newman & Susan Wells	Berkeley, CA	Puerto Vallarta 3/20	Nuku Hiva 4/11	22 days	2,874 nm	125°W	24 hrs	1%	99%	n/a	168 nm	96 nm	27 kts	35 kts	Self-inflicted breakage to the head sail furler; was able to repair to a functional state and boom vang mount on the mast failed.
<b>Silverheels</b>	Norseman 447	George Conner	Ventura, CA	Puerto Vallarta 4/16	Hiva Oa 5/7	18 days	2,650 nm	127°W	96 hrs	0%	100%	n/a	184 nm	120 nm	20 kts	25 kts	Nothing broken
<b>Wild Orchid</b>	Beneteau 58	Bruce & Audrey Toal	San Diego, CA	Puerto Vallarta 3/16	Nuku Hiva 4/6	21 days	2,834 nm	u/k	40 hrs	1%	99%	0%	187 nm	124 nm	30 kts	35 kts	Whisker Pole broke, Spinnaker shredded

### From Panama (or Galapagos) to French Polynesia

<b>2K</b>	Beneteau 44.7	Kaia Samuelsen & Kjell Dreyer	Stavanger, NOR	Panama 4/13	Hiva Oa 5/10	26 days	4,225 nm	88°W	33 hrs	1%	99%	n/a	187 nm	123 nm	25 kts	44 kts	Ashackle broke resulting in genoa going into sea, Watt&Sea mounting bracket failed 2 days before landfall.
<b>Aghavni</b>	Oyster 485	The Topjian family	Easton, MD	Galapagos 3/26	Fatu Hiva 4/14	19 days	3,001 nm	u/k	8 hrs	1%	99%	n/a	200 nm	112 nm	29 kts	36 kts	Minor issues only.
<b>Chanticleer</b>	Valiant 40	Jeff & Molly Bolster	Portsmouth, NH	Galapagos 4/29	Hiva Oa 5/19	21 days	3,038 nm	89°W	9 hrs	1%	10%	89%	174 nm	105 nm	25 kts	30 kts	One of the Monitor windvane control lines chafed badly, so we end-for-ended it. Our Raymarine Autopilot was very balky, and thus not reliable.
<b>Coquette</b>	Jeanneau 45	Cathy Sherwood & Kent Powley	Seattle, WA	Galapagos 4/12	Hiva Oa 4/29	17 days	2,975 nm	88°W	2 hrs	30%	70%	n/a	190 nm	158 nm	25 kts	37 kts	Replaced outhaul, added a shim to the boom gooseneck. Both before any failure occurred.
<b>Dea Latis</b>	Pearson 424	David Curtis	Wiscasset, MN	Panama 3/26	Hiva Oa 4/26	31 days	4,014 nm	86°W	24 hrs	<1%	99%	n/a	150 nm	80 nm	25 kts	35 kts	Watermaker broke leaving Panama but was able to repair quickly.
<b>DreamCatcher</b>	Roberts 50	Norm Facey	Vancouver, BC	Galapagos 4/27	Hiva Oa 5/13	17 days	3,090 nm	91°W	8 hrs	5%	95%	n/a	206 nm	136 nm	23 kts	27 kts	Solar panel wiring broke at connector - reconnected; Spinnaker sleeve strap cut itself on shackle - lashed
<b>Easy</b>	Ingred 38	Mike Jacoby	Hood River, OR	Columbia 12/22	Hiva Oa 1/23	32 days	4,400 nm	86°W	10 hrs	<1%	<2%	98%	195 nm	101 nm	20 kts	30 kts	The welded ring that the halyard attaches to on the roller furling broke
<b>Island Pearl II</b>	Amel Maramu 53	Colin & Lauren Streeter	London, UK	Ecuador 5/28	Hiva Oa 6/20	22 days	3,526 nm	80°W	134 hrs	0	100%	n/a	194 nm	123 nm	27 kts	31 kts	
<b>Jacaranda</b>	Beneteau 50	Pablo di Campello	Delaware, US	Galapagos 4/28	Fatu Hiva 5/15	17 days	3,250 nm	89°W	96 hrs	1%	99%	n/a	197 nm	145 nm	26 kts	38 kts	Genset.
<b>Wiz</b>	Krynsna 50 cat	Darrell Clark	Somers, MT	Panama 4/24	Nuku Hiva 5/16	22 days	3,961 nm	89°W	u/k	1%	99%	n/a	224 nm	130 nm	30 kts	35 kts	Watermaker, water pressure pump, stove ignitors and some shackles

You can learn a lot from the passage data of previous fleets.



TE POERAVA

**If you think there are no big fish left in the ocean, check out the catch Dan Chua brought aboard 'Te Poerava'.**

## 2017 PACIFIC PUDDLE JUMP — PASSAGE DATA

*Although not a huge number of Puddle Jumpers responded to our survey, those who did give a representative sampling of passage data.*

Boat Name	Boat Make & Length	Captain & Crew	Boat's Homeport	Departed From & Date	Made Landfall	Days of Crossing	Miles of Crossing	Equator X Long.	Engine Hours	Best 24 Hours	Worst 24 Hours	High Wd Speed	# of Fish Caught	Breakage & Breakdowns
<b>Adavida</b>	Morgan 382	Terence Thatcher & son James	Portland, OR	Puerto Vallarta, 3/6	Nuku Hiva	24 d	2,700	127°W	110 hrs	150 nm	90 nm	25 kts	n/m	Wire topping lift parted — the one piece of wire rigging we had not replaced). Mainsheet shackle came loose and bent.
<b>Black Watch</b>	C&C 39	Adam & Alicja Southerland	Seattle, WA	Puerto Vallarta, 3/15	Nuka Hiva	22 d	2,800	n/a	15 hrs	160 nm	85 nm	35 kts	0	Nothing other than a lightbulb failed in the galley.
<b>Coco de Mer</b>	Privilege 495 cat	Wade & Hodges Miller	Charlotte NC	Galapagos, n/a	Gambier	22 d	n/a	88°W	295 hrs	210 nm	140 nm	35 kts	5	Chafe on mainsail and battens, alleviated by baggie wrinkles. Windlass quit; blown spinnaker, generator problems (all solved underway)
<b>Danika</b>	Westtall 42	John Larsen	Sitka, AK	La Cruz, 5/4	Hiva Oa	21 d	2,954	131°W	75	172 nm	120 nm	40 kts	2	Broke telescoping spinnaker pole, which we really shouldn't have been using. Managed to repair it, but it's 4 feet shorter now!
<b>Fandango</b>	Golden Wave 42	Ian McCallum	Prince Albert, CAN	N. Vallarta, 3/24	Hiva Oa	25 d	2,466	131°W	13 hrs	176 nm	32 nm	43 kts	2	Broke lower shroud tangs, autopilot failed on last day of crossing
<b>Findus</b>	Catalina 34	Reinhard & Karen Böhle	Glücksburg, DEU	Panama, 4/16	Nuku Hiva	33 d	4,190	86°W	12 hrs	170 nm	90 nm	32 kts	2	only the mainsail cover tear.
<b>Just Passing Wind</b>	Sundeer 60	Jeff & Judy Wahl	Yankton, SD	Galapagos, 4/15	Hiva Oa	26 d	3,308	89°W	34	182 nm	84 nm	35 kts	2	Lost prop shaft and all that goes with it; spinnaker and Code Zero issues; problems with autopilot's hydraulic hoses.
<b>Me Too</b>	Catalina 42	Clayton Corbin	Coronado, CA	N. Vallarta, 3/27	Nuku Hiva	24 d	2,870	132°W	80 hrs	172 NM	110 NM	32 kts	3	Sail chafe; lost a pin to the lifelines and a shackle to the mainsheet.
<b>Rocinante</b>	Island Packet 38	Paul & Leslie Granger	Coronado, CA	Coronado, 4/12	Hiva Oa	27 d	2,878	134°W	10 hrs	169 NM	73 nm	25 kts	0	1,000 miles from San Diego, rudder started jamming until it was permanently unusable. Lost rivets on gooseneck fitting; boom vang mount broke requiring boom to be strapped down with mainsail double reefed; genset failed.
<b>Shindig</b>	Oyster 485	Robert & Nancy Novak	San Francisco, CA	Cabo, 3/24	Nuka Hiva	20 d	2,760	133°W	89	163 nm	102 nm	22 kts	0	Issues with outhaul car, coffeemaker, spinnaker dousing collar, and computer hard drive.
<b>Slow Flight</b>	Morgan 452	Trevor Donnelly & Kimi Willison	Honolulu, HI	La Cruz, 4/1	Hiva Oa	23 d	n/a	128°W	96 hrs	160 nm	60 nm	12 kts	2	Alternator failure; tear in mainsail; boom bolts loosened; lots of sail chafe.
<b>Solace</b>	Hylas 44	Paul & Gina Rae	Lyttleton, NZL	Ecuador, n/a	Nuku Hiva	32 d	4,045	n/a	n/a	166 nm	93 nm	25 kts	0	HF radio transmission problems; fridge issues; blew spinnaker twice; support pole for wind generator broke.
<b>Sky Blue Eyes</b>	Hunter 49	Karl Estrason & Julie Winn	Channel Islands, CA	N. Vallarta, 4/7	Hiva Oa	21 d	2,804	131°W	112	158 nm	81 nm	40 kts	n/a	Main furler slipped, leading to difficulty with reefing; broken hatch cover.
<b>Te Poerava</b>	Maxim 380	Kristina Finstad & Dan Chua	Santa Cruz, CA	Puerto Vallarta, 3/18	Hiva Oa	23 d	3,063	n/a	n/a	148 nm	101 nm	28 kts	4	Torn spinnaker; broken engine mount; spinnaker halyard shackle failed.
<b>Tiger Beetle</b>	Morgan 456	Rob Macfarlane	Olga, WA	La Cruz, 4/15	Nuku Hiva	19 d	2,870	132°W	30	162 nm	121 nm	40 kts	3	Two autopilot rams failed.

You can learn a lot from the passage data of previous fleets.



*Maria cools off with a little skinny dipping off the stern of Peregrine. Simple things often make happy memories.*

## 2013 PACIFIC PUDDLE JUMP PASSAGE DATA

Although many more sailors did the Puddle Jump this year, those who responded to our questionnaire give a representative sampling of passage data.

Boat Name	Boat Make & Length	Captain & Crew	Boat's Homeport	Departed From & Date	Landfall & Date	Days of Xing	Miles of Xing	Equator X Long	Engine Hours	Best 24 Hours	Worst 24 Hours	High Wd Speed	# of Fish Caught	Breakage & Breakdowns
<i>Alegria</i>	Caliber 40	Brian Black & Mizzy Lewis	Green Cove, FL	La Cruz, 4/26	Hiva Oa, 5/26	30	N/A	129 W	50 hrs	140	50	45 kts	0	gooseneck & jib block wear
<i>Athena</i>	Cheoy Lee 35	Andrew Green	Kilronan, IRL	La Paz, 4/9	Hiva Oa, 6/9	60	2,976	135W	0 hrs	98	-9	57 kts	0	topping lift failed; engine overheated
<i>Beez Neez</i>	Warrior 40	Bear & Pepe Millard	Plymouth, GBR	Galapagos, 5/19	Hiva Oa, 6/13	23	2,957	89 W	82 hrs	164	88	38 kts	1	small sail tear; traveller car damage
<i>Bella Vita</i>	Hylas 45.5	Brett & Stacey Hoopes	Seattle, WA	La Cruz, 3/30	Hiva Oa, 4/18	20	2,765	129 W	108 hrs	177	116	25 kts	0	we didn't break anything!
<i>Chaotic Harmony</i>	Catana 42	Ian Johnstone	Darwin, AUS	Panama, 3/3	Hiva Oa, 4/1	28	4,003	084 W	2 hrs	215	72	38 kts	6	lost port rudder due to net; holed hull
<i>Cherokee Rose</i>	Alajuela 48	Michael Moyer	Newport Beach, CA	Nuevo Vallarta, 3/28	Hiva Oa, 4/15	18	2,871	129 W	22 hrs	210	110	27 kts	0	jib halyard; boom vang tang failed
<i>Compass Rosey</i>	Polaris 43	Graham Stephens	Southampton, GBR	Mazatlan, 4/14	Nuku Hiva 6/5	22	N/A	N/A	81 hrs	169	96	34 kts	0	spin halyard broke twice; main shackle
<i>Corvidae</i>	Island Packet 38	Steve & Nona Larson	Portland, OR	Mazatlan, 4/28	Hiva Oa 6/2	32	3,000	N/A	110 hrs	114	-21	28 kts	0	whisker pole extension line broke
<i>Divided Sky</i>	Catalina 40	Colin & Jeanne Harrison	Goolwa, AUS	Galapagos	Hiva Oa	24	3,015	N/A	6 hrs	152	96	35 kts	0	N/A
<i>En Pointe</i>	Searunner 31 tri	Tom Van Dyke	Santa Cruz	Nuevo Vallarta, 3/11	Ua Huka, 4/7	27	2,850	126 W	63 hrs	147	35	30 kts	3	minor sail repairs
<i>Flour Girl</i>	Cheoy Lee 44	David, Kimberly, Zack Edwards	Coral Bay, USVI	Galapagos, 4/22	Fatu Hiva, 5/13	21	2,927	88 W	20 hrs	181	113	28 kts	35	fridge cooling pump; halyard chafe
<i>Hydroquest</i>	Beneteau 40	Will & Sarah Curry	Vancouver, BC	Banderas Bay, 3/28	Hiva Oa, 4/16	19	2,700	128 W	40 hrs	180	135	35 kts	0	blown spin halyard; lost SSB transmit
<i>Irie</i>	F/P 35 cat	Mark Kilty & Liesbet Collaert	Delaware	Galapagos, 5/7	Gambiers, 5/28	21	2,910	85 W	10 hrs	181	70	35 kts	1	only minor things
<i>Kiapa</i>	M/M 52 cat	Lionel & Irene Bass	Fremantle, AUS	Puerto Vallarta, 4/1	Fatu Hiva, 4/25	17*	2,970	133 W	44 hrs	213	123	30 kts	10	water pump dead by pumice at Socorro
<i>Kokomo</i>	Prout 50 cat	Peter Schmieder	Meerbusch, GER	Ecuador, 4/17	Hiva Oa, 5/14	27	3,700	80 W	8 hrs	181	108	17 kts	0	shroud toggle broke
<i>Mazu</i>	Outbound 46 cat	Mel & Elaine Bryson	Rainier, OR	La Cruz, 3/24	Hiva-Oa, 4/12	19	2,570	128 W	0 hrs	182	94	37 kts	0	blown spin halyard block;
<i>Minnie B</i>	Ovni 395	Phil & Norma Heaton	Belfast, IE	Panama, 3/3	Hiva Oa, 4/23	29	2,990	89 W	50 hrs	199	113	35 kts	5	watermaker leak; genoa stitching
<i>Morrigan</i>	Dolphin 46 cat	Arne & Kristen Metz	Chippewa Falls, WI	Nuevo Vallarta, 3/29	Hiva Oa, 4/15	17	2,783	130 W	48 hrs	204	134	27 kts	1	screacher shackle broke
<i>Mura's Dream</i>	Beneteau 46	Andrew Rosen	Boulder, CO	Galapagos, 3/23	Fatu Hiva, 4/13	21	3,271	89 W	41 hrs	179	112	35 kts	3	gen impeller; gen leak; head solenoid
<i>Mystic Moon</i>	Selene 53 trawler	John & Kathy Youngblood	San Francisco	Galapagos, 3/16	Hiva Oa, 4/4	19	3,003	N/A	246 hrs	241	125	50 kts	24	stabilizer leak; autopilot interface issue
<i>Next</i>	Jeanneau 39	Hideaki Nishida	Nagasaki, JPN	LaPaz, 5/18	NukuHiva, 6/10	23	2,939	132 W	51 hrs	156	96	20 kts	0	none
<i>Nyon</i>	Lapworth 36	Kyra Cruzat & Rick Forbes	Victoria	SJ del Cabo, 3/29	Hiva Oa, 4/24	26	2,817	133 W	17 hrs	144	43	30 kts	0	reef line broke; clogged bilge pump
<i>Orca Suite</i>	Morgan 33	Bill & Belinda Tackett	San Diego	Nuevo Vallarta, 4/1	Hiva Oa, 5/9	39	3,010	132 W	0 hrs	168	30	15 kts	3	sail damage; lost all water due to hose
<i>Pagena</i>	Ovni 345	J. Probst & S. Toelzel	Wiesbaden, GER	Puerto Vallarta, 3/18	Fatu Hiva, 4/12	26	2,900	128 W	65 hrs	147	74	25 kts	2	watermaker
<i>Realtime</i>	Downeaster 447	Bob & Karyn Packard	Long Beach	Long Beach	Hiva Oa, 4/19	21	2,762	121 W	67 hrs	159	60	26 kts	0	bent bowsprit; sail damage
<i>Sea Whisper</i>	Fraser 50	L Dobson & B Erickson	Victoria, BC	Galapagos, 4/6	Hiva Oa, 4/25	19	2,968	88 W	19 hrs	192	108	28 kts	1	broken main halyard
<i>Sheer Tenacity</i>	Shearwater 39	Rod & Mary Turner-Smith	Cape Town, ZAF	Galapagos, 5/1	Marquesas, 5/22	20	3,018	87 W	32 hrs	170	127	38 kts	5	chartplotter; main rip; engine failed
<i>Shellback</i>	60-ft Schooner	Sue & Gary Drent	Long Beach	Galapagos, 4/13	Hiva Oa, 5/7	23	3,264	90 W	790 hrs	163	112	28 kts	1	outhaul; fridge, fuel manifold failure
<i>Slowride</i>	Downeaster 38	Michael Sturm & Julie Goss	Ventura	La Cruz, 3/25	Nuku Hiva, 4/30	36	2,827	128 W	32 hrs	129	19	35 kts	5	losty tranny; gooseneck, davit welds
<i>Splice of Heaven</i>	Irwin LOA 42	Doug Thompson	Brisbane, AUS	Puerto Vallarta, 2/16	Hiva-Oa, 3/9	21	2,881	131 W	55 hrs	173	61	48 kts	4	wind gen failed; alternator belt
<i>Starship</i>	Islander 36	Chris & Anne-Marie Fox	Victoria, BC	Punta de Mita, 3/24	Hiva Oa, 4/16	24	2,890	127 W	8 hrs	158	67	30 kts	0	sail failure; roller-furler; stereo
<i>Time2</i>	Nordhavn 57 twlr	Michael Drinkrow	London, GBR	Turtle Bay, 4/3	Nuku Hiva, 4/18	15	2,710	132 W	N/A	191	168	20 kts	0	none
<i>Tuto Bene</i>	Beneteau 50	Bronte Savage	Fremantle, AUS	San Diego, 5/9	Nuku Hiva, 5/29	19	2,830	134 W	30 hrs	174	92	31 kts	0	boom preventer; main traveler damage
<i>Wings of the Dawn</i>	Hans Christian 52	Robert Bennatts	Friday Harbor, WA	El Salvador, 4/7	Nuku Hiva, 5/9	32	N/A	100 W	55 hrs	195	70	25 kts	0	both heads broke; autopilot failed
<i>Yindee Plus</i>	Seastream 43	Chris & Sue Bright	Liverpool, GBR	Panama, 4/25	Nuku Hiva, 5/30	35	4,190	087 W	98 hrs	156	83	32 kts	5	windvane failed; sail damage

\* (after a week at Socorro Island, Mexico)

## South Pacific Sailing Network

Coordinated and regional promotion of South Pacific sailing

# SOUTH PACIFIC ISLANDS "BON VOYAGE"

Presentation for Sailors making the "PACIFIC PUDDLE JUMP", or any cruisers planning their passage to French Polynesia and beyond.



Get information about your next stopovers in the South Pacific Islands.

Learn about best anchorages, clearance, nautical events and much more. Meet our nautical experts from Tahiti, Fiji, Tonga and New Zealand.

## Feb, 16th 2024

Friday 9:30 am to 11:45: Presentation about French Polynesia  
Friday 2:00 pm to 4:00 pm: Introduction to Galapagos, Tonga, Fiji, New Caledonia and New Zealand

Shelter Bay Marina Upstairs in the crew quarter

**Who ?** All sailors who are making or are planning to make the crossing are welcome.

**Free !** Seminar and drinks offered to the participants by Shelter Bay Marina.

**Please RSVP:** [contact@southpacificsailing.org](mailto:contact@southpacificsailing.org)



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# SOUTH PACIFIC ISLANDS BON VOYAGE

Presentation for Sailors making the "PACIFIC PUDDLE JUMP", crossing to French Polynesia and beyond.



Get information about your next stopovers in Tahiti & the South Pacific Islands.

Learn about best anchorages, clearance, nautical events and much more.

Meet with Latitude 38 and our nautical experts from Tahiti, Fiji, Galápagos, Tonga, Vanuatu, New Caledonia and New Zealand

# March 11th, 2024

**MONDAY, 1:00 PM TO 4:00 PM**  
**Vallarta Yacht Club**

Latitude 38 and the South Pacific Sailing Network join the Vallarta YC in hosting the Pacific Puddle Jump Sendoff Party & South Pacific Bon Voyage seminar.

**Who?** All sailors who are making or are planning to make the crossing are welcome.

**Free!** Seminar and drinks offered to the participants by Tahiti Tourism

**Please RSVP:** [contact@southpacificsailing.org](mailto:contact@southpacificsailing.org)



Vallarta Yacht Club

