

# PACIFIC PUDDLE JUMP RECAP —

**T**hese days, given the vagaries of changing weather patterns all over the planet, sailing conditions on any long ocean passage are apt to present a few surprises.

This year, thanks to the influences of El Niño, many Pacific Puddle Jumpers reported that conditions were less than ideal as they sailed from the West Coast of the Americas to French Polynesia:

bizarre incident in *Sightings*, page 67.)

Schooler's death is the second fatality we know of during the 20 years we've been reporting on this annual cruiser migration. The first was also a single-hander. He apparently fell overboard and his body was never found.

**A**s in years past, we met many of the sailors quoted here at our annual Pacific Puddle Jump sendoff parties at Banderas Bay, Mexico, and Panama — the two most popular jumping-off points for PPJers. When we caught up with some of the same folks last month in Tahiti, their hair was a bit shaggier, they looked more fit and tan, and the smiles on their faces attested to the pride of accomplishment that comes from completing such a long, non-stop passage — 4,000 miles direct from Panama, or 3,000 miles from Mexico or the Galápagos.

What follows are excerpts from our annual PPJ passagemaking survey. Of the 182 boats that registered on [www.pacificpuddlejump.com](http://www.pacificpuddlejump.com), only 30 participated, but the thoughts and insights you'll read here serve as a reasonable sampling of the overall fleet — which includes sailors from many nations. In addition to the firsthand comments, be sure to check out the table of passage data on page 76 — especially if there might be a Puddle Jump in your future.

**H**ow did your passagemaking experience differ from your expectations before the trip? Were there any surprises?

*Bolero* — Having done various Transpacs, sailing was as expected; sleep was by far much better. Our pleasant surprise was not being impacted by the ITCZ as badly as expected. The bad surprise

*I think we did more sail changes in a day than I did on the entire Pac Cup.*

was how weak the southern trades were.

*Wanderer* — We had a much more pleasant experience on our crossing from the Galápagos to the Marquesas than expected. We flew the spinnaker for 13 days out of the 21 that it took us to make the passage — beautiful sailing and an unparalleled experience.

*Velic* — More sail changes than expected. More variable winds, both in direction and in speed, than expected. Much less 'trade-wind sailing' than expected. Fewer sea birds and less sea life in general than expected, especially during the mid-passage, once we were far away from coastlines.

**Below:** Approaching landfall is an emotional experience. **Right:** Brothers Dylan, 11, and Jayden, 7, scout a typical anchorage.



**Wearing silk batiked pareus and garlands of fresh-picked flowers, these happy girls capture the essence of Polynesia.**

generally lighter-than-normal winds and more unsettled weather in the equatorial doldrums (Inter-Tropical Convergence Zone).

As frustrating as the weather may have been at times, though, arriving in the lush green anchorages of the Marquesas, and acclimating to their centuries-old Polynesian culture, were as rewarding as ever. When we caught up with many of this year's passagemakers in Tahiti last month, their wide-eyed tales about snorkeling in sparkling lagoons, hiking to mountaintop vistas, and forging friendships with islanders far outweighed complaints about the weather.

In contrast to all those joyful memories, however, two tragic incidents shocked the fleet. The first was the May 2 grounding of Bruce Moroney's Alaska-based Amel 46 ketch *Morning Dove* on a reef outside Rangiroa during a nighttime transit. Moroney and his crew were unharmed, but the boat was badly holed.

The second was the grounding of the San Diego-based Hylas 42 *Entertainer* on Takapoto Atoll in the Tuamotus early last month. The body of singlehander Louis Schooler was reportedly observed dead in the cockpit by an air crew, but when they returned the next day to retrieve the corpse, it was gone. (Read details of this



ECHO ECHO

BATU



# EL NIÑO STOLE THE TRADE WINDS

*Moonraker* — Expected to see other boats plus commercial shipping as we crossed, but we saw no other craft at all. We expected to see more sea life, sharks and whales.

*Compañera* — There were three of us onboard and none of us were bored or even had much free time. We ate well and sailed well. Taking care of the boat and ourselves took up all available time. Leaving from southern Baja is usually a rough passage for the first day or so. Then the seas settle and the winds steady. It is a total high sliding through the ocean at sunset, being carried along by a warm breeze and the promise of high adventure.

*Sangvind* — It was much as we expected. I was pleasantly surprised that the squalls we encountered were less intense than others we had experienced

elsewhere in the Pacific. On this crossing they did not seem to exceed 30 knots.

*Enough* — Listening to the seminars and to others who had done Puddle Jumps we were convinced it was going to be a long, boring passage: "You'll run out of books to read!" On day two the squalls hit and didn't let up until our equator crossing three days before arrival. I think we did more sail changes in a day than I did on the entire Pac Cup. Of course, we did cross the ITCZ three times in search of wind. That cannot go unpunished.

*Anakena* — Coming across we never got the trades, but had a lot of squalls. On other passages we developed a rhythm, but not on this crossing.

I think it was a bad year because of El Niño.

*Carola* — We had way more weather — stronger winds and squalls — than expected. Therefore, more high-mileage days, but they were stressful.

*Yollata* — Calmer weather than expected, although we did sail quite south to avoid the convergence zone. Also, we

had two additional crew, when usually we sail doublehanded with two children (6 and 8), so we were far less tired than we usually are. We even managed school most days!

*Ta-B* — Having crossed the Atlantic twice, crossing the Pacific was a doddle. In fact it was much, much easier than expected.

**They say a long crossing is often a balance of highs and lows. What were some of the high points, or low points, of your crossing?**

*Bolero* — The high point was by far the people of the Marquesas. We found them to be incredibly welcoming, sincere, happy people content with their islands and lifestyle. We never felt they were try-



BATU

*Judging by her smile, we assume that Karen of 'Batu' was thrilled when the family got the hook down in this lush Marquesan anchorage.*

ing to get something out of us, or had any resentment toward us. We exchanged clothing for fruit. Wow! Those pamplemousse, so sweet! Bought bundles of bananas, and arranged for dinners with the locals at their homes. An unforgettable experience.

*Wanderer* — The high points were certainly enjoying the beautiful conditions as well as being able to enjoy some of the seafood that the sea has to offer. Such a pleasant experience, we aren't able to think of any low points.

*Wind of Change* — The high point was definitely the night before making landfall. In order to enter Atuona on Hiva Oa at daybreak we had to slow down. With all sails down and the engine off, we drifted in bright moonlight toward our destination at 1.5 knots. It was spiritual. No particular low point that I could point out.

*Serenity* — The high points were:

*Capt. Peter of 'Batu' shows off the Marquesan souvenir that takes up no space aboard. The stylized turtle he chose is a typical motif.*



BATU



SANGVIND





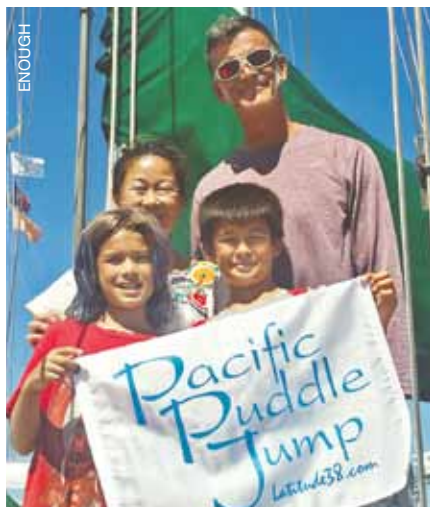
# PACIFIC PUDDLE JUMP RECAP —



BATU



THE RED THREAD



ENOUGH



ECHO ECHO



IDLEWILD

catching fish (especially the skipjack that broke the fishing reel); the one or two days where the swell was light but the breeze was fresh and we were able to sail at a brisk six knots without burying the leeward rail or taking a lot of waves over the deck; enjoying fresh pizza at sea; and the excitement as our arrival became something tangible — not just a dream off in the distance.

The low point was definitely the night we spent adrift (July 3), not sure if we'd be able to get the engine running smoothly again after discovering water in both fuel filters and the fuel tank.

*Velic* — High points definitely included watching large pods of dolphins playing around the boat for up to 30 minutes at a time while we were still within the first couple of weeks outbound, and seeing the Southern Cross for the first time. Lows included actually realizing we wouldn't be seeing friends from "home" again for a long while, a point that somehow didn't register in the hectic weeks of preparing for departure. Long night watches give you time to contemplate just what you've undertaken, and consider what the consequences will

likely be, both wonderful and not-so-wonderful.

*Moonraker* — Highs: taking part in the pub quiz over the SSB radio; the night sky. Low: being becalmed for a day, and 25 days at sea.

*Sangvind* — It is always a pleasure point to watch the dolphins, boobies and

*High points included sailing well for days upon days with steady 10- to 20-knot breezes.*

flying fish, and there were many little things that made each day unique — a memorable moonrise for example, or some cookies home-baked by our son Dylan. There were no real lows, just some slow days and some less-comfortable ones!

*Lumiel* — A high was catching a 20-kg (four-foot-long) wahoo. A low was realizing we'd sailed out of the Galápagos with a porthole open and put 400 litres of water into the forward sail locker. An-

other low was getting a weather forecast after the first week out of the Galápagos, saying that the next week was very quiet at all latitudes.

*Enough* — High points: having my kids do the noon report, crossing the equator into nice weather and finally taking off the foulies. Low point: dropping south too soon then having to sail 234 miles back to our rhumbline.

*Icaros* (from Panama) — High points included sailing well for days upon days with steady 10- to 20-knot breezes, lovely sunsets and sunrises, and starry nights. Low points: squally strong winds coming head-on that forced us to steer off course for several hours; days of light breezes going nowhere; wind angles that made it difficult to keep our sails full.

*Jigsaw* (from Panama) — High point: reaching halfway, then our destination, and also having enough wind to be able to sail just about the entire 4,000 miles.

*Batu* — Our biggest low was when we were forced to turn back to Mexico for repairs after three days out. We passed friends still heading out and watched their lights fade quickly into darkness.

Our greatest high was finally sailing



# EL NIÑO STOLE THE TRADE WINDS



PESTO



HUZZAH



PESTO



SANGVIND



ECHO ECHO

**Clockwise from upper left: Waterfall hikers from 'Batu' and 'Harlow House'; equator-crossing party aboard 'The Red Thread'; dolphin acrobatics; Bill of 'Anakena' and Gerry of 'Huzzah' with edible souvenirs; father-son navigation lesson aboard 'Pesto'; classic Marquesan anchorage; equator selfie on 'Sangvind'; 'Idlewild's Capt. Tex proves he boated a marlin; Jeanette and Neil of 'Echo Echo' become shellbacks; the 'Enough' crew strikes a pose before setting sail from Puerto Vallarta.**

into Taiohae Bay, Nuku Hiva. Once the hook was down we were beset almost immediately by a stream of great friends who brought us fresh fruit and cheese from the market. Never did a meal or a bottle of wine taste so good!

**Scoots** — High points: heading out from the Mexican mainland knowing that we would just keep on going until we arrived at the Marquesas; seeing the first of the Marquesas appear on the horizon; every sunrise; the rare occasion when we could sail all day without changing sails; encountering *Cinnabar* out in the middle of the ocean and sailing within VHF range of them for the final five days

Low points: shredding our code zero sail and having our (antique) radar die.

**Star Charger IV** — Crossing the equator was a real high! Not so much a low point, but we suffered too many break-ages.

**Carola** — The high was the gradual realization that we could actually do this.

Low was when we ran out of rice.

**Yollata** — Highs: crossing the equator, catching a three-meter marlin and releasing it without losing the reel. Low: 72 hours of continuous squalls. It really wasn't too bad, but wasn't much fun either.

**Silver Lynx** — Our biggest high was cracking off 20° to head to Nuku Hiva instead of Pitcairn. The boat settled way down and the vibe on board became much more mellow and happy. We didn't have a low. With five adults onboard, we were all well-rested and the passage was very easy and happy. However, with this many people, there was little to do and we sometimes got bored.

**Ta-B** — A high and also a low was during our second week out when we lost the wind. At that stage we were in a groove and were happy to not put on the engine and just let the wind take us where she wanted. A highlight at the time was being able to swim in silky, crystal-

clear water in the middle of the biggest, deepest ocean in the world.

## Did you celebrate crossing the equator? If so, how?

**Wanderer** — While on the approach to the Galápagos, my wife Margie (who has sailed across the equator several times) woke me up for watch dressed like King Neptune. She ran through the hazing/induction process and it was all very memorable and hilarious.

**The Red Thread** — Oh yes, we did! Our celebration was very silly and loads of fun. One element was being dragged behind *The Red Thread* in the chilly equatorial water. That water was deep, deep, deep — 10,000 feet deep. And cold. We all dipped in and abruptly out like good sports!

**Velic** — We celebrated with a drink at the moment of crossing, and took photographs of the two of us and of our chartplotter showing latitude 00.00.00.

**Moonraker** — It was 4 a.m., but we woke all the crew and had a rum. Each member of the crew had to offer up their favorite tipple to Neptune.



# PACIFIC PUDDLE JUMP RECAP —

## Can you remember the feeling you had when you first made landfall?

*Bolero* — Landfall after 17 days (Dana Point to Fatu Hiva) was great. We could see the 'navigator' cloud over the island from 40 miles offshore. But, we were blown away by the super-green look of the island itself and the beauty of the

long periods of relaxed sleep; no respite from concern for the boat, the weather, and our general welfare; and no substantial interaction with other human beings. The very idea of sleeping for a full night in an anchorage, or meeting and conversing with new people, or spending an afternoon in the hammock sipping a cocktail, were all enough to produce a sense of pronounced euphoria.

*Moonraker* — The smell of land was intoxicating. A sense of relief.

*Compañera* — Upon reaching landfall, I experienced mainly relief and thankfulness for having arrived

safely. We were amazed to smell the fragrance of blossoms while we were still several miles off Hiva Oa.

*Sangvind* — (Frans) Relieved to have arrived safely but sad that it was over. (Sylvia) Excited to smell the land and see all the lush green hills. Dylan, 12, said he was glad it was over, but was not sure if he wanted to go to land yet. After anchoring, Jayden, 8, immediately wanted to go sailing in his dinghy. He was the first of us to reach land and he remembers stepping out of the sailing dinghy onto Fatu Hiva and thinking, 'I can run!'

*Lumiel* — Almost an anticlimax because we were enjoying the trip.

*Enough* — Much excitement and pandemonium. In classic tradition on *Enough*, we hooked a huge wahoo right as it was time to get the sails down and anchor out.

*Batu* — Surreal pride. Any passage, but especially this one, represents a significant overcoming.

*Scoots* — I felt exhilarated to be in French Polynesia, proud of our accomplishment, and ready for a good, long sleep.

*Carola* — A bit of disappointment, not wanting the passage to end.

*Silver Lynx* — I'd done this passage in my early twenties, before I had a wife and kids. Bringing them with me this time, I sometimes felt like a tour guide

and responsible for their having a good time. I worried that they would not enjoy the long passage or the Polynesian islands, and that all the time, money, and work we'd put into this adventure would not be worth it. This fear evaporated as we approached Nuku Hiva. It's a uniquely beautiful place, and we had an amazing set of experiences there.

*Ta-B* — The feelings on arrival were surreal. Was it really over? Our senses were on overdrive; the smell of land and the fragrances of tropical flowers were overwhelming.

## What advice would you give to future Puddle Jumpers?

*Bolero* — Keep it simple. Leave all the electronic gadgets behind. Make sure you have a good fridge, bring a good RIB that can plane, and enjoy the whole trip. No deadlines, keep it open-ended.

*Wanderer* — Do it! Just go.

*Serenity* — Don't let anybody tell you not to go, or when to go, or how to go, or where to go. Do your own research, make the preparations you deem necessary, choose the destination and route that you want, and then go. Listen to advice, but don't let it dictate your choices.

*The Red Thread* — If you are prepping for the PPJ and Rapa Nui (Easter Island) is on your bucket list, do chase that dream. Making landfall there was a truly precious experience and the trials of our passage to weather were quickly forgotten as we stood



This red-footed booby, nicknamed *Crap Shoot*, hitched a ride on 'Beach House'.



If you ever get to Fatu Hiva, we suggest you follow Scott and Nikki's lead and hike the ancient mountain trails.

bays. We couldn't resist jumping into the crystal-clear water right after anchoring — an unforgettable experience.

*Wanderer* — I remember smelling the earth and the flowers. After so many days at sea, the smells were what hit me first.

*Wind of Change* — It was a great sense of accomplishment and relief to have made a safe long-distance crossing in near-record time of under 16 days.

*Serenity* — The anticipation as we approached Nuku Hiva was intense. We had spent over a month at sea with just two of us (plus the cat). During that time there had been no moments of stillness; no

In the Tuamotu lagoons, where the water is gin-clear, it's easy to observe all sorts of sea life, even without a mask and snorkel.





# EL NIÑO STOLE THE TRADE WINDS

at the feet of the *moai* statues and explored the island.

*Ta-B* — Be very, very careful about taking on crew. I have done an article about this subject and the research showed people having incredible problems, even with longtime friends and family, when offshore. Once that happens the energy on board can become very toxic with nobody being able to leave the boat. Have spares for everything, check and service every item on the boat before departure, have backup navigational systems. Then check the

*Check the weather, pull up the anchor, and enjoy the adventure of a lifetime.*

weather, pull up the anchor, and enjoy the adventure of a lifetime.

*Huzzah* — Bring rain flies for all deck hatches. It rains a lot here, more than the Pacific NW! It can get very muggy belowdecks with standard types of ventilation.

*Velic* — Make sure you are comfort-

*After being heeled over for 17 days on her crossing from Dana Point, 'Bolero' lies peacefully in Fatu Hiva's famous Bay of Virgins.*



able with your sources for weather information. Bring along a wide variety of spares, including items that may not be obvious direct replacements; be prepared to 'MacGyver' some solutions. It's nice to keep a personal journal — written, or sketchbook, or both; you'll be surprised at how quickly you forget little things that it would be nice to remember. And bring lots of books, including e-books and audio books (with earbuds). Reading helps time pass without disturbing the off watch. It's a long passage.

*Compañera* — There is no substitute for knowing your vessel; use everything and be familiar with its operation and limitations. I have sailed for many years and yet almost all my problems on this crossing could have been avoided.

*Sangvind* — (Frans) Don't let it scare you; it's downwind and so easy and steady. Squalls yes, but mostly relatively mellow ones, we sailed often with genoa only to make it easy on the autopilot and easy to take in sail for squalls at night. Yeah, you loose some speed but if there's enough wind it's okay, and you sleep better.

*Enough* — Do it! The voyage is going to be what it's going to be. But, arriving you'll have crossed an ocean testing your skills, seeing the greatest of sights and making a stronger relationship with all those on the boat.

*Icaros* — It's not a puddle, it's not a jump. Be prepared.

*Batu* — Accept that, once you begin, you get what you get and you don't throw a fit.

*Scoots* — Before you go, spend a week or more at anchor so you know all your "away from the dock" systems really work. And don't wait until the last minute. Know how to do your own weather routing, even if you hire a shoreside weather router. Know how to obtain — and under-

stand — weather forecasts while underway. Balance your sails so the autopilot doesn't have to work so hard.

Participate in the PPJ radio net. It's



*'Sangvind's wheel may be a bit large for seven-year-old Jayden, but he certainly has a good view of the instruments.*

a great way to keep in touch with other PPJers and to find out real-time weather conditions while underway. You'll end up being friends with many of them after you arrive.

*Star Charger IV* — Stock up really, really well in Panama. We didn't buy enough rum, gin or beer. Alcohol is very expensive in Polynesia.

Do not miss Galápagos. They are worth the cost and hassle! Stay as long as possible.

*Carola* — Have a third crew member along, even if you have to buy their return airfare. And install a windvane. Our Monitor worked hard 24/7 and uses zero precious amps.

*While stretching their sea legs, Aussies Jeanette and Neil of 'Echo Echo' strike a pose with a centuries-old Marquesan statue.*



# PACIFIC PUDDLE JUMP RECAP

**Merry Dolphin** — Our energy-efficient watermaker was gold. Solar and wind generation are important. Reef early. Nurse your boat: use preventers, adjust position of lines to prevent chafe at wear points, enjoy the experience. Use Bob McDavit for weather routing: nice peace of mind and good value.

**Avatar** — Go now, and join the party. Do not miss the Rendez-vous, the most fun weekend ever!

**T**hat's a great thought to finish with, as we're already planning next year's Tahiti-Moorea Sailing Rendez-vous with our Tahitian partners. Tentative dates: June 23 to 25, 2017.

Online registration for the 2017 Puddle Jump will begin in early November at [www.pacificpuddlejump.com](http://www.pacificpuddlejump.com).

Every year we expend lots of ink and effort reporting on the PPJ passage and

facilitating PPJ events. Why? Because we think completing this 3- to 4,000-mile voyage can be one of the most fulfilling accomplishments in the realm of cruising — especially since French Polynesia serves as the gateway to the wondrous world of South Pacific island-hopping. We salute all who completed the passage this year and invite you to follow in their wakes.

— **latitude/andy**

## 2016 PACIFIC PUDDLE JUMP PASSAGE DATA

Although not all 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	Landfall & Date	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>Anakena</b>	Corbin 39	Bill Schmid	Everett, WA	La Cruz, MX	Hiva Oa	24 d	2,975	130°W	160 hrs	130 nm	80 nm	35 kts	0	alternator failed; water pump impeller failed on generator
<b>Avatar</b>	Peterson 44	S Rothery & M Rickman	Whitestone, VA	La Paz, MX	Ua Huka	2 d	2,600	127°W	22 hrs	155 nm	80 nm	25 kts	3	two alternators failed; generator failed
<b>Batu</b>	Valiant 40	The Arpag family	Hood River, OR	Barra Navidad, MX	Nuku Hiva	26 d	2,940	132°W	160 hrs	138 nm	59 nm	30 kts	2	heat exchanger failed; impeller failed; raw water blockage
<b>Beach House</b>	Switch 51	Scott Stolnitz	Marina del Rey, CA	Galapagos	Fatu Hiva	18 d	3,100	n/a	24 hrs	210 nm	121 nm	40 kts	n/a	just-rebuilt engines failed; hydraulic steering system failed; boom vang oil leak; bent code zero furling drum
<b>Bolero</b>	J/46	Jorge Morales	Dana Point, CA	Dana Point, CA	Fatu Hiva	17 d	3,150	134°W	10 hrs	194 nm	145 nm	31 kts	6	mainsail halyard chafe; failed cover on jib
<b>Carola</b>	Young Sun 35	Cliff Smith & Mary Ann Paulazzo	Pt San Pablo YC	Pto Vallarta, MX	Hiva Oa	28 d	3,052	128°W	15 hrs	149 nm	70 nm	40 kts	2	none
<b>Compañera</b>	Tartan 3800 OC	Sorum family	Vallejo YC, CA	Cabo, MX	Hiva Oa	21 d	n/a	n/a	n/a	165 nm	75 nm	40 kts	7	could receive but not transmit PPJ HF radio frequency; Hydrovane out of adjustment for first few days, then worked perfectly; jib furling line chafe; whisker pole rigging line snapped; bilge pump hose disconnected
<b>Enough</b>	Lapworth 50	The Ashton family	Alameda, CA	Las Cruz, MX	Nuka Hiva	19 d	n/a	134°W	15 hrs	196 nm	24 nm	35 kts	5	lot of chafe; spinnaker guy snapped
<b>Huzzah</b>	Jeanneau 45.2	Gerry Gilbert	Gig Harbor, WA	La Paz, MX	Fatu Hiva	18 d	2,906	134°W	18 hrs	182 nm	129 nm	28 kts	1	snapped telescoping whisker pole; blew tack off 1.5 oz asymmetrical in a squall
<b>Icaros</b>	Catana 431	Bob Sadler and Bev Irwin	Townsville, AUS	Panama	Nuku Hiva	28 d	n/a	93°W	70 hrs	210 nm	80 nm	30 kts	0	mainsail clew strap failed
<b>Idlewild</b>	Reyse 54 trawler	The Firmitte family	Surrey, BC	Nuevo Vallarta, MX	Hiva Oa	17 d	2,702	128°W	410 hrs	192 nm	128 nm	27 kts	11	watermaker quit on day 2; caught lots of rainwater; used seawater for everything except drinking and brushing teeth
<b>Irgendwohin</b>	Hans Christian 38T	Anthony Meixner & Ruth Schenk	San Francisco, CA	La Cruz, MX	Hiva Oa	28 d	2,750	129°W	29 hrs	147 nm	53 nm	35 kts	n/a	n/a
<b>Jigsaw</b>	Orams 48 cat	Phil & Fay Atkinson	Maryborough, AUS	Panama	Fatu Hiva	23 d	3,897	94°W	0 hrs	204 nm	145 nm	22 kts	1	small tear in spinnaker
<b>Lumiell</b>	Fontaine Pajot 46	John & Trish Elkins	Bristol, UK	Panama	Hiva Oa	25 d	4,000	88°W	25 hrs	211 nm	125 nm	33 kts	10	blew out headsail; spin blew head & clew
<b>Merry Dolphin</b>	Cal 2-46	D Oosthuizen & C Fitzsimons	Victoria, BC	San Francisco	Hiva Oa	25 d	3,000	134°W	30 hrs	160 nm	85 nm	35 kts	0	two lines chafed through
<b>Moonraker</b>	Morgan 44	Chris & Laurie Higham	Cardiff, CA	Panama	Hiva Oa	25 d	3,470	89°W	119 hrs	186 nm	57 nm	42 kts	8	spinnaker pole extension during a squall
<b>Sangvind</b>	Pacific Seacraft 48	Huber-White family	London, UK	Costa Rica	Fatu Hiva	29 d	3,700	89°W	28 hrs	182 nm	75 nm	28 kts	2	autopilot hydraulic ram leaked; computer charger broke; alternator burned out; Kindle went overboard
<b>Scoots</b>	Able Apogee 50	Eric & Vandy Shrader	San Francisco, CA	Yelapa, MX	Nuku Hiva	19 d	2,906	132°W	49 hrs	170 nm	100 nm	48 kts	0	code zero sail shredded on foredeck light; foredeck light flung into the ocean; radar unit issues
<b>Serenity</b>	Hans Christian 38	Paul & Jen Wheeler	San Francisco, CA	S.F. via Hawaii	Nuku Hiva	53 d	3,449	138°W	105 hrs	140 nm	38 nm	30 kts	6	ship's bell ripped off by flailing reefing line; radar reflector blew away; fishing reel destroyed; engine nearly died due to saltwater getting into fuel tanks through vents; fuel filter clogged; solar panel charge controller damaged beyond repair by saltwater
<b>Silver Lynx</b>	Laurent Giles 18m	Matt Spomer & Ana Rodighiero	Portland, OR	Galapagos	Nuku Hiva	20 d	3,200	88°W	n/a	210 nm	140 nm	25 kts	4	halyard chafed through; tear in the foot of yankee; bow nav light corroded
<b>Star Charger IV</b>	Oyster 435	Alasdair Maclean	London, UK	Galapagos	Hiva Oa	25 d	3,148	88°W	97 hrs	168 nm	85 nm	32 kts	5	failures of Autohelm; seacock; spin pole track; waterpump; mainsail clew shackle failed
<b>Ta-B</b>	Fontaine Pajot 46	Jane & Russell Poulston	Vancouver, BC	Galapagos	Hiva Oa	21 d	3,040	88°W	0	214 nm	68 nm	27 kts	0	n/a "We spent a lot of time prepping boat."
<b>The Red Thread</b>	Catalina 440	Neil & Jess Mackelprang-Carter	Seattle, WA	Galapagos	* Easter Island	14 d	2,042	88°W	38 hrs	167 nm	110 nm	30 kts	0	two chafed-through jib furling lines; kayak ripped from stanchion supports (*no data given for Easter Island to French Polynesia)
<b>Velic</b>	Jason 35	Ruth & Randy Webster	Portland, OR	Pto Vallarta, MX	Hiva Oa	27 d	2,867	121°W	48 hrs	147 nm	36 nm	27 kts	1	starboard staysail winch problems; cabin lockers and bilge hatches bound up due to expansion from humidity; turning blocks on windvane tiller control line failed after 10,000 nm; spin pole mast car jammed; new propane stove ignition button failed; was replaced w/ odd switch in spares inventory.
<b>Wanderer</b>	Pan Oceanic 46	Sharp & Margie Kemp	St. John, USVI	Galapagos	Hiva Oa	21 d	3,813	88°W	17 hrs	n/a	n/a	22 kts	lots	n/a
<b>Wind of Change</b>	Lagoon 450	Gernot Aiglstorfer	Punta Gorda, FL	Punta Gorda, FL	Hiva Oa	16 d	n/a	n/a	36 hrs	200 nm	130 nm	25 kts	n/a	blew out one spinnaker, chafed lines
<b>Yollata</b>	Lagoon 440	Scott Gladman & Tracey Hall	Melbourne, AUS	Panama	Hiva Oa	31	4,030	95°W	n/a	154 nm	113 nm	30 kts	4	none