



Top prize winners with their \$5,000 Corum Admiral's Cup watches (l-r) Peter Noonan, Sid Lampert, David Kory, Dan Howard, Corum USA President Michael Wunderman and Marshall Wax



Marina del Rey to Puerto Vallarta PV09

International Race Series

Presented by Del Rey Yacht Club and CORUM Swiss Timepieces

Started Jan. 31, 2009

4 races / total 1,034 nautical miles

Feb. 16, 2009

Winners of all kinds receive their awards at PV

PUERTO VALLARTA, Mexico---Winning is all that counts in most sailboat races, but in Del Rey Yacht Club's PV09 International Race Series to Puerto Vallarta, presented by CORUM Swiss Timepieces, there also are rewards for good guys, good cooks, good communicators and good fishermen, as well as some pretty good sailors.

At Saturday night's awards presentation followed by a fiesta with fireworks, the latter included the class winners on overall corrected handicap time: Spinnaker A---Carmagnole, Dan Howard, Del Rey YC, Marina del Rey; Spinnaker B---Barking Spider, David Kory, South Bay Yacht Racing Club, San Francisco; Non-Spinnaker A---Defiance, Peter Noonan, St. Francis YC, San Francisco; Non-Spinnaker B---G-Rated, Sid Lampert, Del Rey YC.



Fiesta fireworks on the beach

Corum USA President Michael Wunderman presented a \$5,000 Corum Admiral's Cup timepiece to each of the winners, and also to Marshall Wax, whose power cruiser ferried the crew of the event's "escort vessel" the 286 nautical miles back and forth across the Gulf of California where their 36-foot Winnebago motorhome couldn't go.

Carmagnole won the first three races in class but faltered to third place on the finale to Puerto Vallarta after losing use of its main sail for 11 hours.

Barking Spider also missed a sweep in Spinnaker B when rough conditions hampered the smallest boat in the fleet.

Kory said later it was "a very bumpy and upwind night out of Cabo San Lucas. The wind eventually clocked around to a beam reach, and we could make good time to Puerto Vallarta. Unfortunately, Rose of Sharon loved the early conditions and got away from us. Jungle Jim also sailed faster and finished in PV before the wind died. By the time we got near the finish line around 8 a.m. [Thursday] morning, the wind had completely died. It took us over an hour to travel the last mile along the beach."

Nevertheless, it was noteworthy that in the previous Del Rey YC event two years ago Kory sailed the largest boat in the Salsa fleet---a bigger and faster MacGregor 65, also called Barking Spider---and won overall honors in Spinnaker A. This time he sailed the smallest boat---a Catalina 36 MK2---and won in Spinnaker B, while posting the lowest corrected time of all 15 starters in all classes.

Barking Spider's nearest rival in class and fleet scoring was Byron Chamberlain's Rose of Sharon, less than five hours behind in handicap time. The 51-foot (not including bowsprit) wooden schooner was launched in 1930 but hardly seemed outclassed in performance and certainly not in style.

Jon Conser, one of a few old pals sailing with Chamberlain, said afterward, "I thought all these guys



Mexican Navy marching band opened the awards ceremony



Fastest cooks on slowest boat awards to Kerry Rackliffe (l., Rhiannon) and Marianne Wheeler (Barking Spider)



Amazing Grace's Jim Puckett, with race chairs Peggy and Tom Redler and fleet communications award for Spinnaker class

[High-resolution photo gallery](#)

would run away from us."

But few did, even when the wind died and they used their engines. Rose of Sharon did so minimally through the first two light-wind races, as did Barking Spider, but Conser thought the unique motoring rule---it's OK to motor when your sailing speed drops below your assigned "Cross-Over" speed---made the multiple race format work.

"We first started motoring off [Santa] Catalina [Island] after we sailed into the leeward hole," Conser said. "It made sense. The point was to get to Puerto Vallarta, not sit off Catalina."

There were several special awards, including a Corinthian Trophy for Sportsmanship to sailmaker Bob Kettenhofen, skipper of the Beck 60, Dare, that not only was a runaway first-to-finish in every race but took time on the stopovers to assist troubled rivals with damaged sails. Also, when Bill Tarr's Rhiannon had electrical problems, Dave Powers of Amazing Grace and Rick Toomin of G-Rated came to his aid.

Amazing Grace skipper Jim Puckett and Defiance navigator Mike Priest each received a new "Distinguished Service Award" for picking up the fleet communications slack in the unplanned absence of a customary escort vessel.

The "Fastest Ladies" (first to reach Puerto Vallarta) were Nancy Kettenhofen on Dare and Jeanne Dominguez on Transformer.

The "Fastest Cooks on the Slowest Boats" were Marianne Wheeler on Barking Spider and Kerry Rackliffe on Rhiannon.

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Marty Fliegel's amphibious (not really) Winnebago 36 was PV09 escort vessel through Baja California
Photo (with enhancements) by Mickey Scheinbaum



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PV Series brings adventures on sea and on land

PUERTO VALLARTA, Mexico---The plan for Del Rey Yacht Club's PV09 International Race Series to Puerto Vallarta, presented by CORUM Swiss Timepieces, was four races in one with stopovers in between---but by sea, not land.

It may have been the only sailboat race in history in which the escort vessel was a Winnebago.

When the race committee's scheduled power cruiser became unavailable because of a mechanical problem two weeks before the start, DRYC member Marty Fliegel offered his 36-foot Class A recreation vehicle as a substitute to meet the fleet at Turtle Bay, Magdalena Bay and Puerto Los Cabos. Fliegel, Mickey Scheinbaum and Sterling Tallman hit the freeway to the border early on the morning of the start Jan. 31 and picked up Baja's Highway 1 that runs the 1,000-mile length of the peninsula.



Dan Howard and daughter Samantha refuel Carmagnole for trip home

Transformer's Baja tour

"It's a good road," Scheinbaum said, "but it's only two lanes, with no shoulders, so you need to be careful. We never drove at night."

The toughest parts were the rugged little unpaved side roads leading off the highway to Turtle and Mag Bays, where speeds were limited to as little as 10 m.p.h. Nevertheless, they reached every port before the racers.

Eddie Hollister, a veteran crew member on Jim Maslon's *Jungle Jim*, said, "I didn't think they were gonna make it to Santa Maria [north of Mag Bay where the fleet anchored]. It's just a little surfing camp with hardly any road at all coming in. But there they were. It was fabulous. I have nothing but praise for them. Somehow they came up with this."

As for the race, Hollister said he especially enjoyed the presence of Byron Chamberlain's *Rose of Sharon*. The 79-year-old wooden schooner was generally perceived as a colorful throwback to the past but, in most conditions, was also surprisingly fast.

"What a wonderful thing to see," Hollister said. "He port-tacked [crossed] us at the start. And we were blessed with great weather this year. It started slow but got faster and faster, and when we left Cabo it was like being shot out of a cannon."

The wind peaked early in Race 4 across the Gulf of California. Boats reported wind speeds above 20 knots, first on the nose but later swinging after to allow beam reaching, if not spinnaker running.

Joel Young, owner of *Transformer*, a Beneteau 52, said, "We were seeing up to 14 knots right out of Cabo."

That's when the headsail halyard parted and, well, somebody had to be hauled up the mast to retrieve the loose end. The chore went to Jim Doherty because he was the lightest crew member---not to mention, 72 years old.

Not only that, "He went up *three* times," Young said.

The second time was because the halyard wound up on



The Arch at Cabo San Lucas



Never too old to go aloft: Jim Doherty, 72, went up 3 times!



Doherty again, meeting a lobster



Skipper Jim Cash takes a break to enjoy the sunset

Photos by Steve Fink

the wrong side of the spreaders. The third time was when the halyard broke again in the middle of the night, but they waited until daylight to send Doherty aloft once more.

Dan Howard's Beneteau First 45, Carmagnole, also had a sail problem on its first race beyond Santa Monica Bay---no main sail for a good part of the last race.

"[The first night] around 10 o'clock, after several hours of sailing in 20 knots of wind I decided I'd like to reef," Howard said. "But the reefing system wasn't right and we lost five slugs [attaching the main sail to the mast track]."

So the reef became a total douse, and for 11 hours they sailed with only a jib at about 7 1/2 knots.

"We lost 16 miles to Amazing Grace," Howard said.

But it didn't ruin the race for Howard, who sailed with his wife Virginia and daughter Samantha.

"No, all the stops were so much fun," Howard said. "That made it worthwhile."

Perry Peters agreed. The Phoenix, Ariz. financial advisor sailed his J/120, Félicita, in its first offshore race.

"I'm looking forward to doing it again," he said. "Shame on people who pass up the chance to do these kinds of things. Step up there on your faith and follow your dreams."

The awards ceremony was scheduled for Saturday night at the Westin Resort & Spa.

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Dare and Rose of Sharon have their days – first at last

PUERTO VALLARTA, Mexico---The final outcome seemed clear from nearly two weeks earlier when the starting gun fired for Del Rey Yacht Club's PV09 International Race Series to Puerto Vallarta, presented by CORUM Swiss Timepieces. Bob Kettenhofen's racy Beck 60, Dare, which flew away off the line, would finish first in all four races, but how about that old wooden schooner surfing not far behind?

Even Byron Chamberlain, the owner of Rose of Sharon, downplayed his 79-year-old boat's anticipated performance before the event, and on the dock at Opequimar Marina Thursday he seemed astonished when results of the Race 4 finale 286 nautical miles from Baja California across the Gulf of California were posted.

For the first time Dare and Rose of Sharon finished first overall on corrected handicap time in Spinnaker A and B classes, respectively, depriving Dan Howard's Carmagnole, a new Beneteau First 44, and David Kory's Barking Spider, a Catalina 36 MK2, of sweeps in those classes---although for the complete event the Spider did prevail over the entire 15-boat fleet, with the Rose in second place 3 1/2 hours behind.

"I can't believe we did that well," Chamberlain said.

But the nice surprise for Dare, with the only sub-zero PHRF rating in the fleet (-27), was that it finally came out ahead in a race after dealing tons of time to all of its rivals through the first three races. Rose of Sharon was rated 132---that's 159 seconds per mile---and Barking Spider 134. The four races measured a combined 1,034



**Dare finishes first and first under
a full moon on Banderas Bay**

nautical miles. Do the math.

Otherwise, Dare's problem was that it was one of a kind, racing against mostly what hardcore racers call "furniture boats." It finished at 9:35:54 p.m. PST Wednesday, once again hours ahead of everyone else in dying breeze, but this time far enough ahead for a payoff.

Fairly early in the four races Kettenhofen, a Newport Beach sailmaker, became resigned to his destiny.

"We decided to just sail the boat for fun," he said.

A problem for Dare and some others was the event's unique new rule on motoring that allowed a boat to use its engine and pay a penalty when wind was so light that its sailing speed dropped below its assigned "Cross-Over" speed. Dare's Cross-Over speed was 4.13 knots, Rose's 3.6 and Spider's 3.45.

"We used the engine too much," Kettenhofen said. "Whenever we got below 4.13 we turned the engine on. But a lot of people used their engines below their Cross-Over speeds. The rule isn't yet simple enough for the typical sailor to understand. We probably didn't look at it closely enough."

Generally, those who used their motors less scored better, and although engine use was minimal or non-existent for all the boats in the windier Races 3 and 4, the results were similar.

Dare's time would have been a few minutes earlier except for a glitch at the finish when, sailing into a rising moon in the last 300 yards, it tacked to go offshore away from the finish line marked by a flashing strobe light.

"We draw nine feet and I didn't want to come down through the mudflats," Kettenhofen said. "We were looking for the strobe and saw a light off to the right, but it wasn't the right one."

When they realized their error directly opposite the finish line, they tacked back toward shore and crossed



Dare skipper Bob Kettenhofen (l.) celebrates with his crew



With sails luffing in almost no wind, Artsea creeps to finish



Watch captain Scott Culver (r.) reaches out from Rose of Sharon for handshake from Jungle Jim

High-resolution photos

successfully.

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Flurry of full moon finishes due at Puerto Vallarta

PUERTO VALLARTA, Mexico---Riding a favorable breeze, an armada of sailboats was due to descend upon this seaside resort city under the light of a waning full moon starting Wednesday night to complete Del Rey Yacht Club's PV09 International Race Series to Puerto Vallarta, presented by CORUM Swiss Timepieces.

The runaway leader, as usual, was Bob Kettenhofen's Beck 60, Dare, which at Wednesday's 8 a.m. PST roll call was averaging 10.1 knots in winds of 15 to 20 knots through the first 93 of 286 nautical miles of Race 4 from Baja California. That would put Dare across the finish line off the beach of the Westin Resort & Spa at 11:17 p.m., but winds were expected to go lighter for the last 20 miles through Banderas Bay.

Dare also owed significant handicap time to all of the 14 boats, including Dan Howard's Carmagnole, a Beneteau First 45 that has corrected out first in Spinnaker A class in the first three races, and especially to David Kory's Barking Spider, a Catalina 36 MK2 in Spinnaker B class that has outcorrected the entire fleet on every run.

Other boats were expected to finish through the night into Thursday morning. As it was on Race 3, the wind was so good that no boat had used its engine on this final run.

The rules allow a boat to use its engine and pay a penalty when wind is so light that its sailing speed drops below its assigned "Cross-Over" speed.

The second fastest boat Wednesday was Jim Plunkett's Farr 55, Amazing Grace, which at 8.65 knots was one



Race committee chairman Tom Redler sets up the finish line off the beach at Puerto Vallarta

High-resolution photos



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of seven boats averaging better than 8 knots. Plunkett reported early morning breeze of 13-14 knots from north-northwest but at mid-day said it had dropped and was "bouncing between 8 and 10," at about the same time Dare said its speed had dropped to 8.1 knots.

The Non-Spinnaker boats rejoined the chase after kicking back in Race 3 for a fishing tournament, and Kevin and Rhonda Wixom's Blue Note, a Beneteau 473, was setting the pace but only a mile ahead of Peter Noonan's Defiance, a Swan 56.

Defiance navigator Mike Priest reported: "Leaving Cabo was nice in a 12-15-knot breeze that let the boats sail with sheets slightly eased aiming straight toward the finish line in Puerto Vallarta. The breeze built and backed to the north as the fleet cleared the end of the Baja Peninsula. At dusk it did not appear as if anyone was ready to fly a spinnaker, most boats content to headsail reach as the most are seeing 20-22 knots from NNW with 'sloppy' being the most used word to describe conditions in the evening 'bed check' roll call at 8PM.

"On board Defiance we have been joined by our 'embedded' reporter, Kimball Livingston from Sail magazine, for the final leg. The conditions led to a menu modification for some easy to fix-and-serve chicken and noodles, but we still nailed the wine pairing with the South Australian 'Oxford Landing' Sauvignon Blanc."

So life can be tough, even racing to Puerto Vallarta.

"One night past the full moon makes for good visibility on deck," Priest said. "Still need lightweight windbreakers and a mix in the crew of long and short pants. Weather forecast has overnight staying fresh but chance it will ease during the day [Thursday]. So far, so good."

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Race 4 positions

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(Average speed / miles to go)

Spinnaker-A

Amazing Grace (Farr 55), James Puckett, Del Rey YC, 8.65k / 122 n.m.
Carmagnole (Beneteau First 45), Dan Howard, DRYC, 7.67k / 140 n.m.
Dare (Beck 60), Bob Kettenhofen, Balboa YC, 10.14k / 93 n.m.
Felicita (J/120), Perry Peters, Arizona YC, Phoenix, 7.55k / 143 n.m.

Spinnaker-B

Barking Spider (Catalina 36 MK2), David Kory, Point Richmond, Calif., 7.53k / 143 n.m.
Rose of Sharon (Burgess 59), Byron K. Chamberlain, Newport Harbor YC, 8.26k / 129 n.m.
Jungle Jim (Jeanneau 49), Jim Maslon, DRYC, 8.39k / 127 n.m.
Tranquility (Beneteau First 40.7, Max Lynn, Santa Barbara YC, (withdrawn).

Non-Spinnaker A

Artsea (Grand Soleil 45), Martin Laffer, DRYC, 7.85k / 138 n.m.
Blue Note (Beneteau 473), Kevin & Rhonda Wixom, Mission Bay YC, 8.49k / 126 n.m.
Defiance (Swan 56), Peter Noonan, St. Francis YC, 8.44k / 127 n.m.
Lumiere (Beneteau 49), Carl Marusak, MD, DRYC, 8.02k / 135 n.m.
Transformer (Beneteau 49), Joel Young, So. Bay Yacht Racing, 7.91k / 137 n.m.

Non-Spinnaker-B

G-Rated (Catalina 42 MK2), Sid and Mark Lampert, DRYC, 7.15k / 151 n.m.
Rhiannon (Peterson 44), Bill & Stacy Tarr, DRYC, 6.4k / 165 n.m.

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Feb. 9, 2009

Barking Spider bites Rose of Sharon by 3m. 22s.

MARINA DEL REY, Calif.---Three minutes, 22 seconds---that's how much David Kory's Barking Spider, a Catalina 36 MK2, corrected out on Byron Chamberlain's Rose of Sharon, a 50-foot, 79-year-old wooden schooner, to win Race 3 of Del Rey Yacht Club's PV09 International Race Series to Puerto Vallarta, presented by CORUM Swiss Timepieces.

For the first time in the series the computations did not involve motoring time. Although the rules allow a boat to use its engine and pay a penalty when wind is so light that its sailing speed drops below its assigned "Cross-Over" speed, none of that applied to this next-to-last leg. The wind was so good on the 172-nautical mile off-wind run from Magdalena Bay to Puerto Los Cabos that nobody powered up.

So the unique scoring system developed for the series seems to work in retaining the integrity of a sailing contest. Barking Spider also won the first two races on overall corrected handicap time when everybody motored part of the time, although the Spider far less than anyone.

"I think everybody else is starting to learn," Kory said. "[A skipper] came to me before Race 3 and said, 'Hey, what's the secret? What are you doing?' And I said, 'Well, we're just sailing.' It's real easy to get lazy when you're just motoring. You won't check every 15 minutes to see if there's wind yet. We'll throttle back and check for wind about every half-hour."

None of that was necessary for Race 3.

"We had a heck of a ride last night," Kory said. "The



Laying over at Puerto Los Cabos Marina before last race to PV

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20-to-30-knot winds they predicted showed up. We spent more than two hours [at a speed of] over 8 knots on a Catalina 36 ... some sustained surfing at 10 to 11. We set a speed record for the boat ... 11.2 [knots]. We hit it four times. We had some squalls go through, kind of like a Transpac. Just unbelievable."

But would anyone expect Rose of Sharon to be his closest rival and perhaps the greatest threat to a four-race sweep of the series when the 14 boats start Race 4 Tuesday, 286 n.m. across the Gulf of California to Puerto Vallarta on the mainland?

"Rose of Sharon is a fast boat," Kory said. "They were keeping up with Jungle Jim."

Boat for boat, the Rose was the fourth fastest of all boats and beat the Spider by about a half-hour, but the latter nipped him on the numbers. The seldom-raced schooner was assigned its first PHRF rating for this event. Who would have thought a boat that old could be so fast?

"[Chamberlain] knows he has a great rating," Kory said, laughing. "On some points of sail, like dead downwind, we're faster than they are, but they can fly five sails at a time."

The Non-Spinnaker A and B boats did not race this leg, instead devoting their efforts to a fishing tournament en route.

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Race 3 results

(172 n.m. to Puerto Los Cabos; final numbers for motor hours / elapsed time in hours / corrected time in hours)

Spinnaker-A

1. Carmagnole (Beneteau First 45), Dan Howard, DRYC, MH 0.00 / ET 23.7253 / CT 22.5786.
2. Amazing Grace (Farr 55), James Puckett, Del Rey YC, 0.00 MH / ET 23.4150 / CT 22.8417.
3. Dare (Beck 60), Bob Kettenhofen, Balboa YC, MH 0.00 / ET 21.9953 / CT 23.2853.
4. Felicita (J/120), Perry Peters, Arizona YC, Phoenix, MH 0.00 / ET 27.7167 / CT 25.9967.

Spinnaker-B



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1. Barking Spider (Catalina 36 MK2), David Kory, Point Richmond, Calif., MH 0.00 / ET 25.0367 / CT 18.1567.
2. Rose of Sharon (Burgess 59), Byron K. Chamberlain, Newport Harbor YC, MH 0.00 / ET 24.5194 / CT 18.2128.
3. Jungle Jim (Jeanneau 49), Jim Maslon, DRYC, MH 0.00 / ET 25.2447 / CT 21.9481.
4. Tranquility (Beneteau First 40.7, Max Lynn, Santa Barbara YC, (withdrawn).

Non-Spinnaker A and B classes fishing, not racing

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It's strictly sailing in Race 3 to the bottom of Baja

MARINA DEL REY, Calif.---Flying spinnakers on their best wind leg so far, the 14-boat fleet in Del Rey Yacht Club's PV09 International Race Series to Puerto Vallarta, presented by CORUM Swiss Timepieces, blew into Puerto Los Cabos in time for Sunday brunch.

The fastest, Bob Kettenhofen's slick Beck 60, Dare, from Balboa Yacht Club in Newport Beach, led the way as usual, with one difference: Race 3, 152 nautical miles from Magdalena Bay, was the first leg of the series on which nobody used an engine.

Otherwise, the rules allow a boat to power up and pay a penalty when wind is so light that its sailing speed drops below its assigned "Cross-Over" speed.

Dare averaged 7.55 knots in following breeze estimated at 10 knots, but as the fastest-rated boat in the fleet it wouldn't necessarily correct out on its rivals on overall handicap time. Jim Puckett's Farr 55, Amazing Grace, was 13 miles behind Dare at morning roll call.

The Non-Spinnaker A and B boats did not race this leg, instead devoting their efforts to a fishing tournament en route. Most started a few hours ahead of the Spinnaker A and B boats on Saturday.

Mike Priest, navigator on Peter Noonan's Swan 56, Defiance, in Non-Spinnaker A class, reported by e-mail: "The non-spin classes had considered running an informal race leg, but a forecast breezy day for Saturday and Sunday led a few to get an early start to deliver to San Jose del Marina for some R&R."



**Dare (shown at first start)
sets a fast pace on Race 3**

[Click for enlarged photo gallery](#)



**Race 1 (Jan. 31): to Cedros Island/Turtle Bay (376nm)
Race 2 (Feb. 4): to Magdalena Bay (220nm)
Race 3 (Feb. 7): to Puerto Los Cabos (152nm)
Race 4 (Feb. 10): to Puerto Vallarta (286nm)**

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Meanwhile, the race committee, traveling by land in a Winnebago RV, was keeping pace down the Baja California peninsula to meet the fleet at each layover.

Priest said, "The mobile race committee had as much of a chore getting to Santa Maria Bay to meet us, as we did to race down the coast. They told of meeting up with the Mag Bay Outfitters Company on the shore side of Mag Bay. They left their motor coach there and were taken by off-road van across an opening that is only accessible at low tide. Then [they had] a fun drive at 70 miles an hour down the low tide sand line to get to the 'village' (very loose term) where the fleet anchored and set up camp to administer Race Committee duties ... including hosting happy hour and a fresh fish taco dinner."

Such is life in what some would consider to be an amateur sailor's sensible and more enjoyable approach to sailboat racing.

The last race will be 286 n.m. across the Gulf of California to Puerto Vallarta on the mainland, starting Tuesday.

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Race 3 report

(220 n.m. Turtle Bay to Magdalena Bay; positions as of 8 a.m. Sunday; all except Félicita finished by mid-day; details Monday)

Spinnaker-A

Amazing Grace (Farr 55), James Puckett, Del Rey YC, avg. speed 6.86 knots / 0 engine hours / 23 miles to go.

Carmagnole (Beneteau First 45), Dan Howard, DRYC, 6.71k / 0 / 26.

Dare (Beck 60), Bob Kettenhofen, Balboa YC, 7.55k / 0 / 10.

Félicita (J/120), Perry Peters, Arizona YC, Phoenix, 5.45k / 0 / 49.

Spinnaker-B

Barking Spider (Catalina 36 MK2), David Kory, Point Richmond, Calif., 6.32k / 0 / 33.

Rose of Sharon (Burgess 59), Byron K. Chamberlain, Newport Harbor YC, 6.54k / 0 / 29.

Jungle Jim (Jeanneau 49), Jim Maslon, DRYC, 6.32k / 0 / 33.

Tranquility (Beneteau First 40.7, Max Lynn, Santa Barbara YC, (withdrawn).

Non-Spinnaker A and B classes fishing, not racing

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[Race 1 results](#)



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4 races / total 1,034 nautical miles

Feb. 7, 2009

Barking Spider, 2 for 2, leads into windy (!) Race 3

MARINA DEL REY, Calif.---They're off in Race 3 of Del Rey Yacht Club's PV09 International Race Series to Puerto Vallarta, presented by CORUM Swiss Timepieces, with Barking Spider building visions of a sweep.

Although final computations balancing engine use hours against PHRF sailing handicaps were incomplete, David Kory's Catalina 36 MK2 from San Francisco---the smallest boat in the fleet---was confirmed as overall winner for Race 2 from Turtle Bay to Magdalena Bay, matching its performance in Race 1 with two races to go to the final finish at Puerto Vallarta on the Mexican mainland.

"We're thrilled to have two first-place trophies with us, [despite] the extra ballast," Kory said by satellite phone.

Wind for the next few days was forecast to be much improved over the first half of the series, which may cost Barking Spider its edge after logging fewer engine hours than anybody else so far and thereby paying less of a motoring penalty.

"I think Race 3 is going to be a pure sailing leg," Kory said. "[The forecast] is 15 to 20 [knots] from the north-northwest, with 10-to-15-foot seas to go with it. Nobody should have to motor."

A boat may motor when its sailing speed drops below its assigned "Cross-Over" speed, but it must then motor at least as fast as 75 per cent of its hull speed.

With prospects of conditions building to 20 or 30 knots of wind and big seas by Sunday, the race committee



Photo from Barking Spider, overall winner of first two races, shows start of Race 3 in PV Series

Photo by Michael Gregg

[Click for enlarged photo gallery](#)



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moved Saturday's start in the 152-nautical mile race up from 1 p.m. PST to 10 a.m., hoping to beat the worst weather to their moorings at Puerto Los Cabos at the tip of the Baja California peninsula.

Or, as Kory said, "We hope to get everybody in Cabo before we get plastered."

Earlier, the much-anticipated whale-watching in Race 2 was spectacular, but not in Magdalena Bay, the popular breeding site of the gray whales migrating 5,000 miles from the Bering Sea. Instead, the cetaceans fell in step with the racing fleet as the latter approached their anchorage in Santa Maria Bay outside Mag Bay.

"There were tons of whales coming down with us," Kory said. "Only a couple of boats bothered to go to Mag Bay."

Race 3 is only for spinnaker classes A and B. Non-spinnaker A and B will be trolling to Puerto Los Cabos in a fishing tournament that may be no less intense than racing. There will be trophies for that, too.

Meantime, the series saw its first protest. Joel Young's Transformer protested a Non-Spinnaker B class rival, Peter Noonan's Defiance, for employing a headsail in the manner of a spinnaker. A hearing may be delayed until after the final finish in Puerto Vallarta.

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Race 2 results

(220 n.m. Turtle Bay to Magdalena Bay; as of 8 a.m. Saturday; more information Sunday)

Spinnaker-A

1. Carmagnole (Beneteau First 45), Dan Howard, DRYC, avg. speed 6.01k/finished Thurs. 23:35:30 hours.
2. Felicita (J/120), Perry Peters, Arizona YC, Phoenix, 5.37k/Fri. 03:59:16.
3. Amazing Grace (Farr 55), James Puckett, Del Rey YC, 6.15 knots/Thurs, 22:45:16.
4. Dare (Beck 60), Bob Kettenhofen, Balboa YC, finished Thurs. approx. 22:25:00 hours, no official report.

Spinnaker-B



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1. Barking Spider (Catalina 36 MK2), David Kory, Point Richmond, Calif., 5.66k/Fri. 01:53:1500---Overall winner all fleets.
2. Rose of Sharon (Burgess 59), Byron K. Chamberlain, Newport Harbor YC, 5.01k/Thurs. 23:36:51.
3. Jungle Jim (Jeanneau 49), Jim Maslon, DRYC, 6:01k/Thurs. 23:35:14. Tranquility (Beneteau First 40.7, Max Lynn, Santa Barbara YC, (withdrawn).

Non-Spinnaker-A

1. Artsea (Grand Soliel 45), Marty Laffer, DRYC, no report.
2. Blue Note (Beneteau 473), Kevin & Rhonda Wixom, Mission Bay YC, 5.86k/Fri. 00:40:56.
3. Lumiere (Beneteau 49), Carl Marusak, MD, DRYC, 5.79k/Fri. 01:08:41. 4. 4. Transformer (Beneteau 49), Joel Young, So. Bay Yacht Racing, 5.93k/Fri. 00:14:55.
5. Defiance (Swan 56), Peter Noonan, St. Francis YC, 6.18k/Thurs. 22:45:46.

Non-Spinnaker-B

1. G-Rated (Catalina 42 MK2), Sid and Mark Lampert, DRYC, 5.28k/Fri. 04:49:47.
2. Rhiannon (Peterson 44), Bill & Stacy Tarr, DRYC, 4.85k/Fri. 08:29:00.

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Feb. 6, 2009

Kicking back where whales play and fish are biting

MARINA DEL REY, Calif.---The fleet was anchored in Santa Maria Bay Friday after Race 2 of Del Rey Yacht Club's PV09 International Race Series to Puerto Vallarta, presented by CORUM Swiss Timepieces.

Some went looking for the whales migrating into nearby Magdalena Bay, while others tried their luck fishing from pangas and found the yellowtail biting.

This is the other part of what the event is about for competitors like Jim Maslon, whose Jeanneau 49, Jungle Jim, was the fourth of 14 boats to finish late Thursday night. Final results involving handicaps and engine use hours were still being calculated as the sailors kicked back.

But Maslon, sailing his fourth race to Mexico with a crew of nine, has found it a way to get away from worldly worries like economic recessions and such.

"It's just a fantastic trip," Maslon said. "You see the stars at night, and if you're lucky you see the whales at Mag Bay. You get into a mood where you don't think about anything but sailing."

Carl Marusak, M.D., a doctor and like Maslon a member of Del Rey YC, is sailing his Beneteau 49, Lumiere, with his son Greg, also a doctor, and grandson Hunter, 14, and enjoying every minute of it, despite a lack of fresh breeze.

"We're just enjoying the ride," Marusak said. "This is our first time to sail offshore, other than sailing to [Santa] Catalina [Island 22 miles offshore from Los



**Tourists view migrating
whales at Magdalena Bay**
Mag Bay Outfitters photo



**Jim Maslon (center on boat) and
his happy crew on Jungle Jim**

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Angeles]."

The wimpy wind, which had been grinding the racers' nerves from the start, actually increased to as much as 15 knots from northwest, building hopes for a livelier Race 3 to Puerto Los Cabos starting Saturday at 1 p.m. PST, following a highly anticipated party on Magdalena Island Friday night.

Dare, a Beck 60 sailed by Bob Kettenhofen, was once again the first boat to finish at about 10:25 p.m. Thursday, although its official time was temporarily unavailable. Apparently, instead of checking in after soon after crossing the line, the weary crew dropped anchor and hit the bunks.

Otherwise, Jim Puckett's Farr 55, Amazing Grace, showed the fastest average time for Race 2 from Turtle Bay: a modest 6.15 knots.

The final legs will be 152 n.m. to Puerto Los Cabos at the tip of the Baja peninsula and the last 286 n.m. across the Gulf of California to Puerto Vallarta on the mainland.

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Position reports

(As of 8 a.m. Friday)

Spinnaker-A

Amazing Grace (Farr 55), James Puckett, Del Rey YC, avg. speed 6.15 knots/finished Thursday 22:45:16 hours.

Carmagnole (Beneteau First 45), Dan Howard, DRYC, 6.01k/Thurs. 23:35:30.

Dare (Beck 60), Bob Kettenhofen, Balboa YC, finished Thurs. approx. 22:25:00 hours, no official report.

Felicita (J/120), Perry Peters, Arizona YC, Phoenix, 5.37k/Fri. 03:59:16.

Spinnaker-B

Barking Spider (Catalina 36 MK2), David Kory, Point Richmond, Calif., 5.66k/Fri. 01:53:15.

Jungle Jim (Jeanneau 49), Jim Maslon, DRYC, 6:01k/Thurs. 23:35:14.

Rose of Sharon (Burgess 59), Byron K. Chamberlain, Newport Harbor YC, 5.01k/Thurs. 23:36:51.

Tranquility (Beneteau First 40.7, Max Lynn, Santa Barbara YC, (withdrawn).

Non-Spinnaker-A

Artsea (Grand Soliel 45), Marty Laffer, DRYC, no report.

Blue Note (Beneteau 473), Kevin & Rhonda Wixom, Mission Bay YC, 5.86k/Fri. 00:40:56.

Defiance (Swan 56), Peter Noonan, St. Francis YC, 6.18k/Thurs. 22:45:46.

Lumiere (Beneteau 49), Carl Marusak, MD, DRYC, 5.79k/Fri. 01:08:41.

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00:14:55.

Non-Spinnaker-B

G-Rated (Catalina 42 MK2), Sid and Mark Lampert, DRYC, 5.28k/Fri. 04:49:47.
Rhiannon (Peterson 44), Bill & Stacy Tarr, DRYC, 4.85k/Fri. 08:29:00.

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Motorin' to Mag Bay in the PV International Race Series

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With nobody making as much as 6 knots of speed---a slow jog at best---in 4 knots of wind, all shared a single thought: good thing we gassed up at Turtle Bay.

A tight bunch out in front was led by Jim Puckett's Amazing Grace, Peter Noonan's Defiance and Joel Young's Transformer, all with 97 nautical miles to go on the 220-mile course to Magdalena Bay.

They started the second race Wednesday in decent breeze, but within three hours it faded to a level so unacceptable for sailing that all boats hit their ignition switches.

The forecast was for 10 knots of northwest wind sometime Thursday afternoon---not much, but they'd take it.

Noonan's Swan 56, Defiance, from San Francisco won the Non-Spinnaker A class in the first race to Turtle Bay, but that and the boat's five-star menus remained its only highlights so far.

Navigator Mike Priest reported Thursday that it was "a fun reaching start in about 9 knots of wind. By 3:30 PM as we approached the first headland south of Turtle



Amazing Grace's crew, shown with owner Allen Puckett and son James, the skipper, are on the pace – such as it is

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Bay, the wind went forward (south) and light. It appears that all the boats kicked on their motors about the same time, since all reported 3-5 engine hours at the 8 PM roll call we refer to as 'bed check.' A few reported fish catches."

The event's unique scoring system allows a boat to motor when its sailing speed drops below its assigned "Cross-Over" speed, which factors in the PHRF rating. But in each case it must motor for a minimum of one hour and pay a penalty for the distance it covers under power.

At least, Priest noted, Defiance's crew could enjoy a daily delicacy prepared by crew member Tom Friedman of "rigatoni and spicy sausage, paired with a nice Chianti, followed by a fresh-baked apple turnover."

At Thursday morning's 8 o'clock position reports all but David Kory's Barking Spider---the smallest boat that won Race 1 overall on handicap time---and two other stragglers in Non-Spinnaker B class were within five miles of one another.

But, for the most part, Barking Spider, as usual, was sailing with the fewest hours (9) on its engine log for the previous 12 hours. All other boats, except Bob Kettenhofen's Dare with 10 hours, had motored the entire 12 hours.

Priest reported by e-mail: "Not sure if all would remember the song 'Sister Christian,' but there is a line in the lyric, 'You're motoring' (pronounced motorin'). Somebody came on deck at watch change and sang it out ... just the one word. Now we're stuck with it! Like having 'It's a small world' rattling around in your head for days after a visit to the Magic Kingdom.

"Thanks to technology, we were able to reach out and get the full details of the song, referred to as a power ballad, by the group Night Ranger: 'As misery loves company ... welcome to our world ... the drone of the diesel and THAT SONG ... echoing into the night! Motorin' "

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(As of 8 a.m. Thursday)

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Dare (Beck 60), Bob Kettenhofen, Balboa YC, 10/100.

Felicitia (J/120), Perry Peters, Arizona YC, Phoenix, 12/112.

Spinnaker-B

Barking Spider (Catalina 36 MK2), David Kory, Point Richmond, Calif., 9/110.

Jungle Jim (Jeanneau 49), Jim Maslon, DRYC, 12/98.

Rose of Sharon (Burgess 59), Byron K. Chamberlain, Newport Harbor YC, 12/100.

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Non-Spinnaker-A

Artsea (Grand Soliel 45), Marty Laffer, DRYC, 12/102.

Blue Note (Beneteau 473), Kevin & Rhonda Wixom, Mission Bay YC, 12/98.

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Feb. 4, 2009

A slow but sure win for Barking Spider

MARINA DEL REY, Calif.---When the apostle Matthew wrote, "So the last will be first . . .," (NIV, 20:16) he wasn't thinking about sailboat racing. But Del Rey Yacht Club's PV09 International Race Series to Puerto Vallarta, presented by CORUM Swiss Timepieces, is making believers of some competitors.

When the final computations involving PHRF handicaps and engine use were finished at Turtle Bay Wednesday, the smallest boat in the fleet of 14 was declared overall winner of the first race. David Kory and his compact crew, sailing the 36-foot Barking Spider, a Catalina 36 MK2 from San Francisco, finished ahead of only two boats but played the new formula for engine use precisely to claim top honors for the 376-nautical mile run from Marina del Rey to the first finish line at Cedros Island.

The unique system allows a boat to motor when its sailing speed drops below its assigned "Cross-Over" speed, which factors in the PHRF rating. But in each case it must motor for a minimum of one hour and pay a penalty for the distance it covers under power.

Despite consistently light wind from the start, Barking Spider motored for only 21 1/2 hours, a fraction more than Jim Puckett's Farr 55, Amazing Grace, while rivals ran their engines as many as 51 hours and paid a heavy penalty price to get halfway down the Baja California peninsula. The 20th biennial event will end on the Mexican mainland at Puerto Vallarta around Feb. 12.

The second best corrected time? Byron Chamberlain's Rose of Sharon, only three-plus hours behind Barking Spider's calculation. More impressive, the 79-year-old, 51-foot wooden schooner's elapsed time of 64 hours was fourth best in the fleet. The Rose motored only 24.7667 hours, third lowest in the fleet.

Dan Howard's Carmagnole (pronounced karmen-yole), a Beneteau First 45, won Spinnaker-A class, although Bob Kettenhofen's Dare, a Beck 60, beat it boat for boat by more than 13 hours. But Carmagnole motored only 27 hours to Dare's 34.



Carmagnole skipper Dan Howard (r.) and crew were first in Spinnaker-A



Rose of Sharon 2nd overall, on pace boat for boat

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Kory said, "We were almost the last boat in [but] it paid off for us to sail at 3 1/2 knots . . . that was our crossover speed. It took us a little longer getting here but, with the new formula, not motoring made the difference for us. You have to sail when you *can* sail."

Kory's crew consists of four friends: navigator Marianne Wheeler, Steve Felte and Michael Gregg. Wheeler also sailed in 2007 when Kory raced a MacGregor 65 also called Barking Spider to first place overall in the Salsa Division. In that race, with good wind all the way, they logged only 21 hours of engine use for the entire distance to Puerto Vallarta--less than one more than the first phase of this race.

"We're pretty pleased," Kory said. "Two years ago we had the fastest boat [in the Salsa Division] and took first. Now we're back with the slowest boat, and we'll see if we can do it again. This is only one leg."

Following their short layover and a Tuesday night party feast in Turtle Bay, the fleet found better breeze---about 10 or 12 knots from the south---to start the next race of 220 n.m. to Magdalena Bay, where the word was that the whales were frolicking.

The final legs will be 152 n.m. to Puerto Los Cabos at the tip of the Baja peninsula and the last 286 n.m. across the Gulf of California to Puerto Vallarta on the mainland. Restart dates are Saturday from Magdalena Bay and Tuesday from Cabo Falso.

CORUM is an independent, family owned company producing high-quality and prestigious Swiss watches since 1955. The Admiral's Cup collection, along with the complete CORUM line, may be seen at www.CORUM.ch

Final results race 1

Spinnaker-A

1. Carmagnole (Beneteau First 45), Dan Howard, DRYC, elapsed time 64.1472 hours/motor hours 27.0999, corrected time 78.8824.
2. Amazing Grace (Farr 55), James Puckett, Del Rey YC, ET 64.1842; MH 21.4001, CT 80.7113.
3. Dare (Beck 60), Bob Kettenhofen, Balboa YC, ET 50.7667, MH 34.1667, CT 85.0599.
4. Felícita (J/120), Perry Peters, Arizona YC, Phoenix, ET 65.8800, MH 31.1331, CT 91.4369.

Spinnaker-B

1. Barking Spider (Catalina 36 MK2), David Kory, Point Richmond, Calif., ET 69.1911, MH 21.5665, CT 73.0222.
2. Rose of Sharon (Burgess 59), Byron K. Chamberlain, Newport Harbor YC, ET 64.0042, MH 24.7667, CT 76.1650.
3. Jungle Jim (Jeanneau 49), Jim Maslon, DRYC, ET 62.4486, MH 30.6832, CT 80.2682.
4. Tranquility (Beneteau First 40.7, Max Lynn, Santa Barbara YC, (withdrawn).

Non-Spinnaker-A

1. Defiance (Swan 56), Peter Noonan, St. Francis YC, ET 62.5711, MH



Race 1 (Jan. 31): to Cedros Island/Turtle Bay (376nm)
Race 2 (Feb. 4): to Magdalena Bay (220nm)
Race 3 (Feb. 7): to Puerto Los Cabos (152nm)
Race 4 (Feb. 10): to Puerto Vallarta (286nm)

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- 22.9835, CT 84.9538.
2. Artsea (Grand Soliel 45), Marty Laffer, DRYC, ET 64.2733, MH 26.4166, CT 86.3988.
3. Blue Note (Beneteau 473), Kevin & Rhonda Wixom, Mission Bay YC, ET 64.1172, MH 28.1500, CT 87.8103.
4. Lumiere (Beneteau 49), Carl Marusak, MD, DRYC, 65.8517, MH 34.4666, CT 89.8369.
5. Transformer (Beneteau 49), Joel Young, So. Bay Yacht Racing, ET 66.0178, MH 31.3166, CT 95.4633.

Non-Spinnaker-B

1. G-Rated (Catalina 42 MK2), Sid and Mark Lampert, DRYC, ET 70.1875, MH 47.2000, CT 96.0707.
2. Rhiannon (Peterson 44), Bill & Stacy Tarr, DRYC, ET 70.7303, MH 51.0500, CT 111.1865.

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Marina del Rey to Puerto Vallarta PV09 International Race Series

Presented by Del Rey Yacht Club and CORUM Swiss Timepieces

Starts Jan. 31, 2009

4 races / total 1,034 nautical miles

Feb. 3, 2009

Fleet chugs into Turtle Bay for short stay

MARINA DEL REY, Calif.---From pre-dawn darkness to nearly noon, the rest of the fleet in Del Rey Yacht Club's PV09 International Race Series to Puerto Vallarta, presented by CORUM Swiss Timepieces, followed Bob Kettenhofen's pacesetter Dare across the finish line at Cedros Island halfway down the Baja California peninsula.

Only three boats had not finished before the 8 a.m. position report, and despite the lingering light winds one of them--- David Kory's Barking Spider, at 36 feet the smallest of all--- remained determined to ignore the motoring option as much as possible, even as some boats accepted fuel can transfers from others to keep going. Barking Spider logged only 4 hours of engine time in the 12 hours overnight.

Final computations for the first race would not be available until the last boats sailed or motored the last 40 miles to moor in Turtle Bay late Tuesday afternoon. Motored, probably, unless their gas tanks were empty.

"There was no wind at the finish for anybody," Kory said.

In fact, Mike Priest, navigator on Peter Noonan's Defiance from San Francisco, reported: "Quite the interesting approach and finish at the north end of Cedros [starting at about 3 a.m. PST]. A gaggle of the boats converged in the dark on the finish line. In the last 15 or so miles the great afternoon and evening of wind faded and most boats elected to use their engines, as allowed, to get down the course. Within 10ths of a mile to go to the one-mile range to the finish [when engine use is disallowed], each boat gave one final rev and then shut down to sail any way they could to cross the four-mile wide virtual finish line.

"There was still wind, and we maintained steering, but what wind we did have had wild fluctuations and there was current coming north along the face of Cedros Island that was keeping us from crossing the line. Defiance took one full hour to go the last mile even though the knot meter usually was showing a speed through the water of up to 3 knots!"

Earlier, Priest reported sailing in "13 to 17 knots [of wind] at an angle that allows us to aim straight at the finish. What



Tom Friedman pampers palates on Defiance all the way to PV

Click for high-resolution version and more photos



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Race 4 (Feb. 10): to Puerto Vallarta**

could possibly go wrong with this? An 'unnamed' crew member mistakes the Guatemalan rum for a Guatemalan wine and wonders why some of the crew is adding ice and Coke to their dinner-paired wine. It wasn't until the second glass that he realizes he is getting 'loose' and we are now bringing out the 'Shiloh Road' cabernet to go with shredded beef stew and he now has to take a nap. Other than this minor faux pas, life is good aboard Defiance."

Good may be an understatement, according to the menu issued by Defiance's crew member and chef, Tom Friedman, before the start:

Defiance Carte de Cuisine

Dinner: meatloaf w/brown sugar glaze, pan roasted green beans, cornbread, honey-butter ("Pillar" Aussie red wine).

Sun Feb 1 - Dinner: Coq au vin, mashed potatoes ("Taft St" Merlot), hot fudge cake.

Mon Feb 2 - Dinner: beef Stroganoff a la Priest, ("Taft St" Merlot), chocolate chip cake.

Tue Feb 3 est. arrival Turtle Bay - Lunch and activities ashore

Late/light dinner after shore fiesta: red beans and rice ("Pillar" Aussie red).

Wed Feb 4: Breakfast at anchor: Eggs and Bacon, fresh muffins; Dinner: Italian sausage w/Rigatoni ("Banfi" Chianti), fresh apple pie ala mode.

Thu Feb 5: Spaghetti Marinara w/meatballs, garlic bread ("Banfi" Chianti), flourless chocolate cake. . . .

Well, you get the idea. This isn't the freeze-dried and other pre-packaged fare the Volvo Ocean Racers are gagging on.

The first of four races from Marina del Rey to Cedros Island outside Turtle Bay was the longest at 376 nautical miles.

The new format for the 20th biennial event allows a boat to motor when its sailing speed drops below its assigned "Cross-Over" speed, which factors in PHRF handicap ratings. But in each case it must motor for a minimum of one hour and pay a penalty for the distance it covers under power.

Subsequent races will be 220 n.m. to Magdalena Bay, famous for its friendly migrating whales; 152 n.m. to Puerto Los Cabos at the tip of the Baja peninsula, and the last 286 n.m. across the Gulf of California to Puerto Vallarta on the mainland, finishing off the beach in Banderas Bay in front of the race headquarters Westin Resort & Spa. Restart dates are Wednesday from Turtle Bay, Feb. 7 from Magdalena Bay and Feb. 10 from Cabo Falso.

(286nm)

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Position reports

(At 8 a.m. Tuesday; engine use noted is for past 12 hours)

Final computations for Race 1 available Wednesday

Spinnaker-A

Amazing Grace (Farr 55), James Puckett, Del Rey YC, finished Feb. 3, 05:11:33.

Carmagnole (Beneteau First 45), Dan Howard, DRYC, finished 05:08:50.

Dare (Beck 60), Bob Kettenhofen, Balboa YC, finished Feb. 2, 15:46:00.

Felícita (J/120), Perry Peters, Arizona YC, Phoenix, finished 06:52:48.

Spinnaker-B

Barking Spider (Catalina 36 MK2), David Kory, Point Richmond, Calif., 4 engine hours, 8 miles to go.

Jungle Jim (Jeanneau 49), Jim Maslon, DRYC, finished 03:26:55.

Rose of Sharon (Burgess 59), Byron K. Chamberlain, Newport Harbor YC, finished 05:00:15.

Tranquility (Beneteau First 40.7, Max Lynn, Santa Barbara YC, (withdrawn).

Non-Spinnaker-A

Artsea (Grand Soliel 45), Marty Laffer, DRYC, finished 05:26:24.

Blue Note (Beneteau 473), Kevin & Rhonda Wixom, Mission Bay YC, finished 05:17:02.

Defiance (Swan 56), Peter Noonan, St. Francis YC, finished 03:44:16.

Lumiere (Beneteau 49), Carl Marusak, MD, DRYC, finished 07:01:06.

Transformer (Beneteau 49), Joel Young, So. Bay Yacht Racing, finished 07:11:04.

Non-Spinnaker-B

G-Rated (Catalina 42 MK2), Sid and Mark Lampert, DRYC, 11 engine hours/15 miles to go.

Rhiannon (Peterson 44), Bill & Stacy Tarr, DRYC, 12 engine hours/12 miles to go.

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Starts Jan. 31, 2009

4 races / total 1,034 nautical miles

Feb. 2, 2009

Feeling pain at the pump on the way to PV

MARINA DEL REY, Calif.---One advantage of sailing in tough economic times is that the only "fuel" you need---wind---is free. When it blows.

But as the fleet in Del Rey Yacht Club's PV09 International Race Series to Puerto Vallarta, presented by CORUM Swiss Timepieces, approached the first finish line in light and fluky air Monday, fuel economy was becoming a concern.

The first of four races from Marina del Rey to Cedros Island outside Turtle Bay is the longest at 376 nautical miles.

"If anybody had fuel for only 150 miles they'd be out by now," Barking Spider skipper David Kory said.

The new form for the 20th biennial event allows a boat to motor when its sailing speed drops below its assigned "Cross-Over" speed, which factors in PHRF handicap ratings. But in each case it must motor for a minimum of one hour and pay a penalty for the distance it covers under power---so even if you motor, you don't want to motor too fast.

The fastest boat, Bob Kettenhofen's Beck 60, Dare, was only 58 miles from the first finish with a 54-mile lead at 8 a.m. roll call Monday but had motored for 10 of the previous 12 hours. The third boat, Peter Noonan's Swan 56, Defiance, had motored only 4 hours in that period so appeared to be in a strong position on handicap.

But they all would really rather sail.

The point is to avoid going too slow to make the scheduled start for the next race. For instance, it will be a short stay in Turtle Bay. All the other boats behind Dare are estimated to finish Tuesday and then head for Magdalena Bay on Wednesday.

"I don't think we've seen more than 10 or 12 knots [of wind] the whole race," said Kory, whose Catalina 36 MK2 is the runt of the fleet but is hanging in with some larger boats. "It's off and on. We'll motor for two hours and sail for three. It's just where you happen to be. Some boat three miles from us



David Kory (l.) and Barking Spider crew would rather be sailing

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**Race 1 (Jan. 31): to Cedros Island/Turtle Bay (376nm)
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Race 4 (Feb. 10): to Puerto Vallarta (286nm)**

might not have wind and we'll have wind for an hour."

Some boats brought extra fuel in cans.

"They're probably really glad they did," Kory said, "because everybody is motoring more than they expected."

They can all refuel in Turtle Bay, and after that their worries may be over.

"Everybody's excited we might have some exciting windy stuff yet," Kory said. "The weather forecast for the next leg is [winds] north-northwest at 20 knots."

One boat, Max Lynn's Tranquility, a Beneteau first 40.7, dropped out because of the slow going and was returning to Santa Barbara to meet a prior commitment.

Subsequent contests will be 220 n.m. to Magdalena Bay, famous for its friendly migrating whales; 152 n.m. to Cabo San Lucas at the tip of the Baja peninsula, and the last 286 n.m. across the Gulf of California to Puerto Vallarta on the mainland, finishing off the beach in Banderas Bay in front of the race headquarters Westin Resort & Spa. Restart dates are Feb. 4 from Turtle Bay, Feb. 7 from Magdalena Bay and Feb. 10 from Cabo Falso.

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Position reports

(At 8 a.m. Monday; engine use noted is for past 12 hours)

Spinnaker-A

Amazing Grace (Farr 55), James Puckett, Del Rey YC, 8 hours engine use/125 nautical miles to go.

Carmagnole (Beneteau First 45), Dan Howard, DRYC, 8/124.

Dare (Beck 60), Bob Kettenhofen, Balboa YC, 10/58.

Felcita (J/120), Perry Peters, Arizona YC, Phoenix, 7/135.

Spinnaker-B

Barking Spider (Catalina 36 MK2), David Kory, Point Richmond, Calif., 6/144.

Jungle Jim (Jeanneau 49), Jim Maslon, DRYC, 7/117.

Rose of Sharon (Burgess 59), Byron K. Chamberlain, Newport Harbor YC, 8/125.

Tranquility (Beneteau First 40.7, Max Lynn, Santa Barbara YC, (withdrawn).

Non-Spinnaker-A

Artsea (Grand Soliel 45), Marty Laffer, DRYC, 12/116.

Blue Note (Beneteau 473), Kevin & Rhonda Wixom, Mission Bay YC, 9/112.

Defiance (Swan 56), Peter Noonan, St. Francis YC, 4/124.

Lumiere (Beneteau 49), Carl Marusak, MD, DRYC, 8/138.

Transformer (Beneteau 49), Joel Young, So. Bay Yacht Racing, 6/145.

Non-Spinnaker-B

G-Rated (Catalina 42 MK2), Sid and Mark Lampert, DRYC, 8/159.

Rhiannon (Peterson 44), Bill & Stacy Tarr, DRYC, 5/158.

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Starts Jan. 31, 2009

4 races / total 1,034 nautical miles

Feb. 1, 2009

Wind light, some gentlemen are starting their engines

MARINA DEL REY, Calif.---The wind remained light as the leaders in Del Rey Yacht Club's PV09 International Race Series to Puerto Vallarta crossed the border, but nobody was complaining. Much. Yet.

Bob Kettenhofen's Dare, a Beck 60, was approaching Banderas Bay off Ensenada at mid-morning, 19 nautical miles ahead of the next boat, Kevin and Rhonda Wixom's Blue Note, a Beneteau 473, with several others nearby, including Peter Noonan's Defiance, a Swan 56.

The latter's navigator, Mike Priest, reported: "We had a nice moon for most of the evening, some fog in the early AM hours and locally we had some breeze from aft pre-dawn, which has since glassed off to less than 2 knots from astern ... thank you for the wisdom of the motoring allowance!"

Priest was referring to the new "Cross-Over speed" formula developed for the 20th biennial event, presented by CORUM Swiss Timepieces, that factors in each boat's PHRF handicap rating to create a relative speed that allows it to use its engine when its sailing speed drops below a certain point. Otherwise, using the engine is a disadvantage---and most of the boats were choosing to fire up rather than drift hopelessly.

Although computations for each of the four races won't be official until the fleet reaches each destination, it appeared Sunday that Jim Puckett's Amazing Grace, a Farr 55, could be the overall early leader, 34 miles behind Dare but logging only 5 hours of engine time to Dare's 12.

In 2007 Amazing Grace was second overall to David Kory's Barking Spider, a MacGregor 65, in the Salsa Division. This time, sailing a much smaller Barking Spider, a Catalina 36 MK2, Kory was next to last boat for boat but gutting it out with only 6 hours of engine use.

Kory reported: "At the 8pm (Saturday) roll call we found out that we were the only boat that hadn't motored at all, which was a big plus because we were only 3 miles behind the leader. So we were feeling pretty good, although the winds finally died at 9:30pm, so we are having to motor, too.



Lisa Delane, director of communications for presenting sponsor Corum Timepieces, and daughters Chaya, 7, and Jade, 9, wish good luck to Transformer owner Joel Young (r.) and skipper Jim Cash (l.)



Race committee sends the fleet on its way to Mexico



Rose of Sharon crewmen out on the bow and beyond

Click on any photos for high-resolution versions

"It is a funny thing that we'll be racing for hundreds of miles, but at the start line we were bunched so close we could shake hands with other race boats on both sides. Surprisingly, Rose of Sharon seemed to pull away from everyone at first, but we seemed to be holding our own and not dropping back as fast as we expected. The winds were mostly light but we kept sailing."

Byron Chamberlain's Rose of Sharon, a 51-foot, 79-year-old wooden schooner, did drop back after a strong start and was mid-fleet at morning's position report.

Defiance was third boat for boat while burning fuel for 9 hours, but didn't seem concerned either way.

"Last evening's wine pairing of the Aussie 'Pillar' red with the meatloaf and gravy with grilled veggies was perfect," Priest reported. "Looking forward to Coq au Vin tonight."

The finish of the first phase in the new four-race format will be 376 nautical miles down the Baja California peninsula at Cedros Island outside of Turtle Bay. Dare's projected ETA was Monday at 3:23 p.m. PST, but some expert observers considered that to be optimistic, given the light wind conditions.

Subsequent contests will be 220 n.m. to Magdalena Bay, famous for its friendly migrating whales; 152 n.m. to Cabo San Lucas at the tip of the Baja peninsula, and the last 286 n.m. across the Gulf of California to Puerto Vallarta on the mainland, finishing off the beach in Banderas Bay in front of the race headquarters Westin Resort & Spa. Restart dates are Feb. 4 from Turtle Bay, Feb. 7 from Magdalena Bay and Feb. 10 from Cabo Falso.

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Position reports

(At 9:44 a.m. Sunday)

Spinnaker-A

Amazing Grace (Farr 55), James Puckett, Del Rey YC, 5 hours engine use/268 nautical miles to go.

Carmagnole (Beneteau First 45), Dan Howard, DRYC, 12/258.

Dare (Beck 60), Bob Kettenhofen, Balboa YC, 12/234.

Felicita (J/120), Perry Peters, Arizona YC, Phoenix, 7/266.

Spinnaker-B

Barking Spider (Catalina 36 MK2), David Kory, Point Richmond, Calif., 6/276.

Jungle Jim (Jeanneau 49), Jim Maslon, DRYC, 10/261.

Rose of Sharon (Burgess 59), Byron K. Chamberlain, Newport Harbor YC, 9/262.

Tranquility (Beneteau First 40.7, Max Lynn, Santa Barbara YC, 8/261.



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Non-Spinnaker-A

Artsea (Grand Soliel 45), Marty Laffer, DRYC, 12/260.
Blue Note (Beneteau 473), Kevin & Rhonda Wixom, Mission Bay YC, 8/253.
Defiance (Swan 56), Peter Noonan, St. Francis YC, 9/256.
Lumiere (Beneteau 49), Carl Marusak, MD, DRYC, 9/271.
Transformer (Beneteau 49), Joel Young, So. Bay Yacht Racing, 7/273.

Non-Spinnaker-B

G-Rated (Catalina 42 MK2), Sid and Mark Lampert, DRYC, 8/285.
Rhiannon (Peterson 44), Bill & Stacy Tarr, DRYC, 11/271.

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Tranquility (r.) gets jump on start as Jungle Jim (l.) sets spinnaker and Rose of Sharon (c.) gathers speed



Marina del Rey to Puerto Vallarta PV09

International Race Series

Presented by Del Rey Yacht Club and CORUM Swiss Timepieces

Starts Jan. 31, 2009

4 races / total 1,034 nautical miles

Jan. 31, 2009

Old boat wins early respect in PV Race Series

MARINA DEL REY, Calif.---If you like beautiful old boats, you would have loved Saturday's start of Del Rey Yacht Club's PV09 International Race Series to Puerto Vallarta, presented by CORUM Swiss Timepieces.

As most of the 15 contemporary craft struggled off the line in 3 1/2 knots of beam breeze wafting over Santa Monica Bay, Byron Chamberlain's 51-foot, 79-year-old wooden schooner, Rose of Sharon, powered up to chase Bob Kettenhofen early leader Dare, a sleek Beck 60, toward the horizon.

The 20th biennial event has eight boats in the Spinnaker A and B classes and seven boats in Non-Spinnaker A and B, which started 10 minutes later in 65-degree sunshine under a cloudless sky.

The finish of the first phase in the new four-race format will be 376 nautical miles down the Baja California peninsula at Cedros Island outside of Turtle Bay

Subsequent contests will be 220 n.m. to Magdalena Bay, famous for its friendly migrating whales; 152 n.m. to Cabo San Lucas at the tip of the Baja peninsula, and the last 286 n.m. across the Gulf of California to Puerto Vallarta on the mainland, finishing off the beach in Banderas Bay in front of the race headquarters Westin Resort & Spa. Restart dates are Feb. 4 from Turtle Bay, Feb. 7 from Magdalena Bay and Feb. 10 from Cabo Falso.



L.A. County fireboat leads Parade of boats to start line



Craig Chamberlain checks Rose's rigging before the start



Chamberlain, 70, is a semi-retired marine insurance broker from Newport Beach and no stranger to the final destination, where he and his son Craig, also on board, will open another office.

"We cruised down there 30 years ago,": he said

A new and unique "Cross-Over speed" formula developed for the event factors in each boat's PHRF handicap rating to create a relative speed that allows it to use its engine when its sailing speed drops below a certain point. Otherwise, using the engine is a disadvantage.

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The entries

Spinnaker-A

Amazing Grace (Farr 55), James Puckett, Del Rey YC
Carmagnole (Beneteau First 45), Dan Howard, DRYC
Dare (Beck 60), Bob Kettenhofen, Balboa YC
Felicita (J/120), Perry Peters, Arizona YC, Phoenix

Spinnaker-B

Barking Spider (Catalina 36 MK2), David Kory, Point Richmond, Calif.
Jungle Jim (Jeanneau 49), Jim Maslon, DRYC
Rose of Sharon (Burgess 59), Byron K. Chamberlain, Newport Harbor YC
Tranquility (Beneteau First 40.7, Max Lynn, Santa Barbara YC

Non-Spinnaker-A

Artsea (Grand Soliel 45), Marty Laffer, DRYC
Blue Note (Beneteau 473), Kevin & Rhonda Wixom, Mission Bay YC
Defiance (Swan 56), Peter Noonan, St. Francis YC
Lumiere (Beneteau 49), Carl Marusak, MD, DRYC
Transformer (Beneteau 49), Joel Young, So. Bay Yacht Racing

Non-Spinnaker-B

G-Rated (Catalina 42 MK2), Sid and Mark Lampert, DRYC
Rhiannon (Peterson 44), Bill & Stacy Tarr, DRYC

GENERAL INFORMATION

Del Rey Yacht Club

310.823.4664

<http://www.pv09.com/>

RACE COMMITTEE CHAIRMAN

Tom Redler

Dare, a Beck 60, builds early lead on Rose of Sharon, well to weather



Reaching sails were flown soon after the start



Sterling Tallman, the PRO for Cabo starts, explains the routine

Click on photos for high-resolution versions



Race 1 (Jan. 31): to Cedros Island/Turtle Bay (376nm)

Race 2 (Feb. 4): to Magdalena Bay (220nm)

Race 3 (Feb. 7): to Cabo Falso (152nm)

Race 4 (Feb. 10): to Puerto Vallarta (286nm)

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