

**From Raiatea (Tahiti) to Port Leucate (France)
via Panama Canal
on a cruising/racing sailing boat
(February 2019 – July 2019)**



A trip of more than 10'000 nautical miles

Your dream is to discover new horizons.

Your dream is to « fly » with a fast sailing boat.

Your dream is to cross South Pacific and North Atlantic Oceans.

This project is for you. Do not wait too long ; only 4 places are available on board.

You have the choice to :

- sail the whole way
- be onboard for one or two legs.

The Programme

Leg	Navigation estimated time (d)	Direct route (nM)	Departure	Arrival (window's start)	Arrival (window's end)
Boat preparation					Saturday 23 February 2019
Raiata – Panama City	42	5000	Sunday 24 February 2019	Sunday 7 April 2019	Sunday 21 April 2019
Maintenance and Panama Canal crossing					Saturday 27 April 2019
Shelter Bay Marina – New York	17	2000	Sunday 28 April 2019	Wednesday 15 May 2019	Tuesday 21 May 2019
Maintenance					Saturday 1 June 2019
New-York – Port Leucate	25	3000	Sunday 2 June 2019	Thursday 27 June 2019	Friday 5 July 2019

You will have to be on board at least 3 days before the starting date; in Panama City, you should be on board before 23 April 2019. These first days will give you the opportunity to get used to the boat and to take part of the victualling.

You should stay a minimum of 3 days after arrival. These days are needed to clean the boat and to get used to stand ashore.

Crew change will happen in Panama City (Panama City Marina); if we stop on the Atlantic side, the time spent in Shelter Bay Marina will be very short.

To enter with a sailing boat in USA, a B1/B2 visa is requested¹, ESTA is not sufficient².

There will be no stopover between the starting and finishing harbour.

The cost of the Trip

The cost cover all on board expenses (food, fuel, harbour and passage taxes).

1 See <https://travel.state.gov/content/travel/en/us-visas/tourism-visit/visitor.html>

2 ... you need to apply for a visa if you will be traveling on a private aircraft or other non-VWP approved air or sea carrier. ... (ref. May I apply for a visa instead of using the VWP? sur <https://travel.state.gov/content/travel/en/us-visas/tourism-visit/visa-waiver-program.html>

From Raiatea to Port Leucate (10'000 nM at sea)

The following are not included: Travel from home to the boat and from the boat back home, requested visas, meals ashore, drinks other than water available on board, travel / health / SAR insurances, personal equipment.

Raiatea – Panama City	€ 5'500	about 60 days on board
Panama City – New-York	€ 3'500	about 25 days on board
New-York – Port Leucate	€ 4'000	about 30 days on board

What you bring

You have ocean or coastal sailing experience on a keel boat. Without being an expert, you are capable of doing, under instructions, the requested tasks to sail the boat.

You are tolerant, because on a sailing boat, lack of privacy is an all instant reality.

You participate to all requested tasks on board (evolutions, watch system, daily life like cooking, cleaning...).

You participate actively to the final preparation of the boat for the passage and to the victualling.

You accept decisions taken by the skipper.

What you get

You sail on a fast boat with remain comfortable (5 persons maximum on board); a nice compromise between a racing and a cruising boat.

You accumulate ocean sailing experience.

The skipper share with pleasure his deck and navigation station knowledges.

You will have the opportunity to practice astro navigation.

The Boat



A sailing boat type Sun Jumbo 40 (sandwich erex+epoxy+fibreglass); the original plan was modified adding a jupe and a bowsprit (46 feet). Build in 2010 by Nicolas Guérin in collaboration with the dockyard Jumbo de Plemeur Bodou, based on plans of Pierre Rolland^{3,4}.

This fast boat offer similar sensations as a Class40, with more comfort and accepting easily more cargo for ocean navigation.

The interior includes:

- a large square;
- U-shaped kitchen;
- the skipper's cabin at the front;
- 2 double cabins at the rear;
- a large chart table.

The wardrobe includes a mainsail with 3 reef, a solent, a staysail, a tormentin and a code 0.

The boat is equipped with a 75 hp engine, a generator and solar panels.

The sailboat is equipped with an autopilot.

The desalinator ensures the production of fresh water during the passages.

The safety equipment corresponds to that required for ocean navigation.

Electronics on board allows:

- measure important parameters such as position, boat speed, depth, speed and wind direction;
- receive weather data ashore and throughout the crossing (Wifi, 4G, satellite phone);
- communicate with other boats nearby, and if necessary with the rescue services (MRCC, medical assistance) (VHF and satellite phone);
- visualize other boats and be seen by other boats (AIS);
- computer system for navigation and meteorological routing.

3 See his website : <http://www.rolland-archi.com>

4 Pierre Rolland is the naval architect of the IMOCA 60 *Superbigou*, build by Bernard Stamm for his participation to the Vendée Globe 2000 and allowed Alan Roura to cross the finish line of the 8th edition of the Vendée Globe.

The Skipper



Dominique Hausser has been sailing from a young age⁵. He started on Lake Geneva with a Moucheron SNS⁶ designed by Henri Copponex⁷. Later he moved to dinghy sailing. At this period he enjoyed touring Lake Geneva alone in a 470, later a 505, sleeping on the shores of the lake. He took a sleeping bag and a few other items in waterproof bag and so had fantastic holidays. In the 1980's he was hired as a crewmember on a Toucan to race.

At the same time he started sailing on the sea. For 20 years he sailed a Flot 18, a 27ft aluminium hull, as a crew member or alone, from northern Brittany to the Canaries, passing by Galicia, Maderia, then returning a few years later to the West Mediterranean coast. On other boats he explored just about all the islands of the Atlantic coast from Northern Scotland to Cape Verde.

In 2002, he took part in a 3 month expedition from Carmelo (Uruguay) to Ushia (Tierra del Fuego, Argentina) passing by Buenos Aires (Argentina), South Georgia Island, and the Falkland Islands⁸.

He has just finished the "Clipper 15-16 Round-the-World Yacht Race"⁹ on CV24 – LMAX Exchange (Previously Switzerland) being both the navigator and the "on board" medical Doctor. His team won the overall race being classed by individual legs. (1st place overall - 1, 10, 1, 1, 3, 1, 5, 3, 3, 1, 4, 1, 4, 3)¹⁰.

In July-August 2017 he skipped an expedition to Spitzbergen on an OVNI 445. In 2018, among other trips, he skipped a Halberg-Rassy 43 between Shetlands, Faroe and Iceland.

In total, he sails at sea around 150'000 nM.

Contact

Dominique Hausser

rue des Gares 25, CH 1201 Genève

SUI : +41 79 629 0408 / FRA +33 6 42466471 / UK +44 75 2076 4653 / WORLD +372 7281 7979

ycg@hausser.ch

5 See <http://dominique.hausser.ch/Curriculum-vitae-sailing.html>

6 See <http://www.voilesdantan.org/index.php/simoun-moucheron-1941>

7 See https://fr.wikipedia.org/wiki/Henri_Copponex

8 See <http://dominique.hausser.ch/Ile-de-la-Georgie-du-Sud.html>

9 See <https://clipperroundtheworld.com>

10 See <https://clipperroundtheworld.com/about/previous-race/clipper-2015-2016-race>,
<http://dominiquehausser.skippers.tv/2016/08/07/mon-reve-est-devenu-realite>,
<http://dominiquehausser.skippers.tv/category/cr1516> et <http://clipperroundtheworld.com/news/article/lmax-exchange-clipper-201516-race-highlights>

From Raiatea to Port Leucate (10'000 nM at sea)

