

Latitude 38

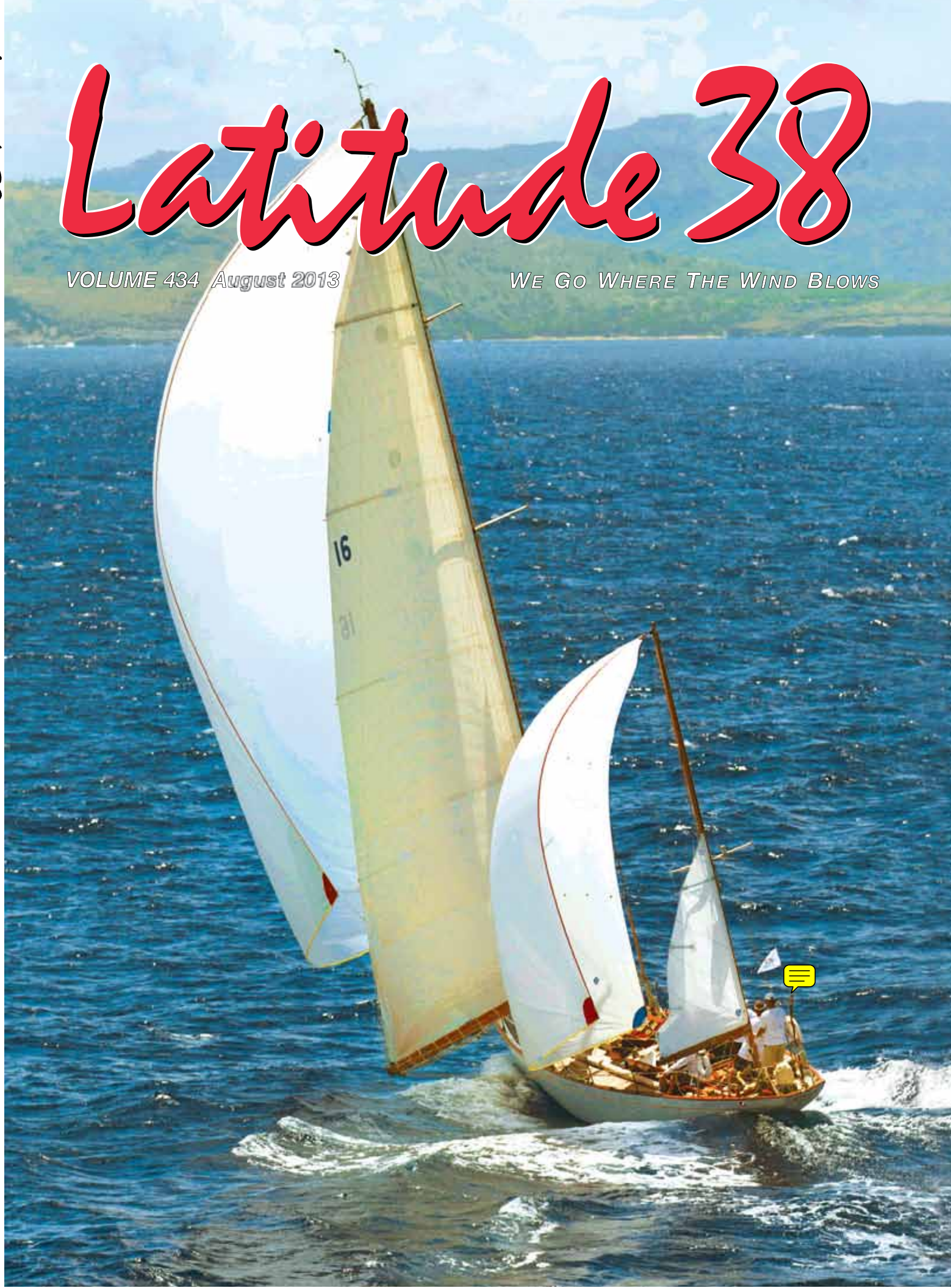
# Latitude 38

VOLUME 434 August 2013

WE GO WHERE THE WIND BLOWS

AUGUST 2013

VOLUME 434



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# Great Old Boats...

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But just because a boat is old doesn't mean it can't go. Kersey Clausen's Hurricane, *Random*, launched in 1955, won her class in this year's Master Mariners Regatta with a new suit of Pineapple Sails. Tim Muri-son's Pineapple powered Island Clipper, *Bolero*, built in 1946, won the Dead Eye Trophy for the fastest elapsed time of all the classes on her course. And Bill Claussen's Bird *Curlew* was built way back in 1922 and is still showing her winning ways with our sails.

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*Random\**



*Bolero\**



*Curlew\**

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Cover: Looking as pretty as the day she was launched in 1929, the S&S yawl *Dorada* charges for the TransPac finish at Diamond Head. She corrected out to take first overall.

Photo: Sharon Green / [www.ultimatesailing.com](http://www.ultimatesailing.com)

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*Latitude 38* welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to [editorial@latitude38.com](mailto:editorial@latitude38.com), or mail to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see [www.latitude38.com/writers.html](http://www.latitude38.com/writers.html).

## BENETEAU SAIL

## AT OUR DOCKS



46



30



41

*Sense* 43 46 50 55    **FIRST** 20 25 30 35 40 45    *Oceanis* 31 34 37 41 45 48 50 55

## BENETEAU POWER

## AT OUR DOCKS



SWIFT TRAWLER 50



SWIFT TRAWLER 34



SWIFT TRAWLER 44

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450



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OCEANIS 423	2004	\$175,000
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OCEANIS 393	2003	\$128,900
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1D35	2000	\$60,000
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ALERION EXPRESS 28	2008	\$97,000

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**New Sense 33** available at Modern Sailing Club

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- Beneteau First 25 arrives from France!

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**57' Bayliner 5788 PH**  
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# CALENDAR

## Non-Race

**Aug. 1** — America's Cup 34 Cupdate & Red Bull Internationals talk by Tom Ehman, Team Oracle USA and AYSF at Corinthian YC, 7 p.m. Free, RSVP required. Info, [www.cyc.org](http://www.cyc.org) or (415) 435-4771.

**Aug. 1, 22, 24, 29, 31** — Sail aboard San Francisco Maritime National Historic Park's scow schooner *Alma*. Learn the Bay's history on this 3-hour voyage, leaving Hyde St. Pier at 1 p.m. \$40 adults, \$20 kids 6-15. Info, [www.nps.gov/safr](http://www.nps.gov/safr).

**Aug. 1-Sept. 29** — Built for Speed exhibit at the California Academy of Sciences. Find out what it takes to be swift in the sea, from AC72s to sailfish. Info, [www.calacademy.org](http://www.calacademy.org).

**Aug. 1-Oct. 13** — Impressionists on the Water, an exhibit of boating-inspired art by Monet, Pissarro, Renoir, Signac and others at the Legion of Honor. Info, [www.legionofhonor.org](http://www.legionofhonor.org).

**Aug. 1-Nov. 30** — America's Cup & Historic Racing on San Francisco Bay exhibit at the Maritime Museum, 10 a.m.-4 p.m. Includes historic boats, historic and modern photos, and a rare model of *America*. Open daily with museum admission. Info, [www.maritime.org](http://www.maritime.org) or (415) 447-5000.

**Aug. 2, 23, 30** — Sunset Sail aboard the schooner *Seaward* in Sausalito, 6-8 p.m. \$50. Info, [www.callofthesea.org](http://www.callofthesea.org).

**Aug. 2-4** — Beneteau Owners Rendezvous at Catalina's Two Harbors. Info, [www.scyachts.com](http://www.scyachts.com).

**Aug. 3** — Maritime Day Celebration & Flea Market at Galilee Harbor in Sausalito, 8 a.m.-6 p.m. Info, (415) 332-8554 or [www.galileeharbor.org](http://www.galileeharbor.org).

**Aug. 3** — Tropical Caribbean Party at Aeolian YC in Alameda, 3 p.m. Open to everyone, call for berthing. Info, [www.aeolianyc.com](http://www.aeolianyc.com).

**Aug. 3** — Petaluma Music Festival. Info, [www.petalumamusicfestival.org](http://www.petalumamusicfestival.org).

**Aug. 3** — Chantey Sing aboard a historic vessel at Hyde St. Pier, 8 p.m.-12 a.m. Free. RSVP to [peter\\_kasin@nps.gov](mailto:peter_kasin@nps.gov).

**Aug. 4-25** — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**Aug. 6** — America's Cup photo exhibit reception by Stuart Kiehl at The Depot Gallery in Mill Valley, 6-7 p.m. Exhibit runs August 1-30. Info, (415) 383-2665.

**Aug. 8** — Are you a single boatowner needing crew? The Single Sailors Association has crew to help sail your boat. Monthly meeting at Ballena Bay YC in Alameda, 6:30 p.m. Info, [www.singlesailors.org](http://www.singlesailors.org) or (510) 239-7245.

**Aug. 9-11** — 26th Annual Metal Boat Festival in Anacortes, WA. Info, [www.metalboatsociety.org](http://www.metalboatsociety.org).

**Aug. 10** — USCGA Suddenly in Command class at San Jose West Marine, 10 a.m.-2 p.m. \$15. Info, (408) 246-1147.

**Aug. 10** — Spaulding Wooden Boat Center open house in Sausalito, 11 a.m.-3 p.m. BBQ and free boat rides! Info, [www.spauldingcenter.org](http://www.spauldingcenter.org).

**Aug. 10** — Capstan demonstration aboard *Balclutha* at Hyde St. Pier, 11-11:30 a.m. Vessel admission (\$5, under 16 free). Info, (415) 447-5000.

**Aug. 10** — Canal Challenge to the Crossroads, a fun sail-in to Terrapin Crossroads restaurant in San Rafael. Proceeds from lunch will go to the SEA Youth Program. \$20-40 for boat rentals. Info, [www.sfsailing.org](http://www.sfsailing.org).

**Aug. 11** — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**Aug. 17** — Heritage Day at China Camp. Info, [www.friends-ofchinacamp.org](http://www.friends-ofchinacamp.org).

**Aug. 17, 1965** — The 13.5-ft *Tinkerbelle* became the smallest boat to sail nonstop across the Atlantic after Robert Manry spent 78 days sailing from Falmouth, MA to Falmouth,

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Catalina 42 MkII, 2000.....	<b>SOLD!</b>
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Catalina 375, 2009.....	223,000
Catalina 36 MkII, 2001.....	<b>REDUCED!</b> 95,000
Catalina 36, 1994.....	74,500
Catalina 36, 1983.....	<b>REDUCED!</b> 51,000
Catalina 34, 1989.....	47,500
Catalina 34, 1986.....	49,950
Catalina 34, 1986.....	<b>NEW LISTING!</b> 49,900

Catalina 310, 2001.....	62,900
Catalina 309, 2009.....	93,500
Catalina 30, 1989.....	<b>NEW LISTING!</b> 37,900
Catalina 30, 1984.....	30,000
Catalina 28 MkII, 1997.....	35,000
Catalina 250, 2005.....	<b>NEW LISTING!</b> 23,900
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Norseman 447, 1984.....	<b>REDUCED!</b> 179,000
Island Packet 380, 1999.....	209,000
C&C 38, 1979.....	<b>REDUCED!</b> 37,500
Hunter Legend 37, 1987.....	49,000
O'Day 34, 1982.....	32,000
Ericson 32, 1970.....	<b>REDUCED!</b> 26,900
Hunter 306, 2002.....	48,000

Pearson 303, 1985.....	<b>NEW LISTING!</b> 29,500
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Ranger 29 Tug, 2014.....	<b>NEW MODEL YEAR!</b> 229,937
Ranger 27 Tug, 2012.....	159,937
Ranger 25SC Tug, 2012.....	129,937
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Ranger 29 Tug, 2011.....	224,000
Ranger 25 Tug, 2010.....	<b>NEW LISTING!</b> 105,000
Ranger 25 Tug, 2009, includes trailer.....	105,000
Ranger 21 Tug, 2008.....	<b>NEW LISTING!</b> 39,000
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## CALENDAR

Cornwall.

**Aug. 17** — Beginning Chantey Singing Workshop, 2-3:30 p.m. aboard *Balclutha* at Hyde Street Pier. Fee-free day! RSVP required: [peter\\_kasin@nps.gov](mailto:peter_kasin@nps.gov) or (415) 561-7171.

**Aug. 18-21** — 12th International Sailing Summit, a networking event for the sailing industry, at St. Francis YC. Info, [www.sailamerica.com/sailing-summit.asp](http://www.sailamerica.com/sailing-summit.asp).

**Aug. 20** — Sail under the full moon on a Tuesday night.

**Aug. 21, 1851** — The clipper ship *Flying Cloud* set the New York-San Francisco record with an 89d, 21h passage.

**Aug. 22** — Boatrides & Barbecues fundraiser for Cass Gidley Marina & Sausalito Community Boating Center at Dunphy Park, 4:30-6:30 p.m. Free boat rides, music & BBQ. Info, [www.cassgidley.org](http://www.cassgidley.org).

**Aug. 31** — Nautical Flea Market at Vallejo YC, 8 a.m.-3 p.m. "If it's legal, sell it!" Info, [www.vyc.org](http://www.vyc.org) or (707) 643-1254.

**Aug. 31** — Maritime Crafts for Kids at SF Maritime National Historical Park's Hyde St. Pier, 3-4 p.m. Free. Info, [john\\_cunnane@nps.gov](mailto:john_cunnane@nps.gov) or (415) 447-5000.

**August, 1983** — It Was Thirty Years Ago, from John Neal's article 'Milk Run: Tonga':

A beautiful nearby island you're sure to want to visit is Pangaimotu, which is connected to Vava'u by a causeway. Years ago a High Chief by the name of Vuna built a house on stilts over the water. He was one of Vava'u's famous 'handsome men', and like a lot of old-time Hollywood producers, could only have his vanity and lust satisfied by a never-ending stream of beautiful virgins.

Vuna has been dead for a long time now, but the handsome men remain; so watch your daughters!

**Aug. 31-Sept. 2** — Check out Jim DeWitt's America's Cup art at the Sausalito Art Festival. Info, [www.sausalitoartfestival.org](http://www.sausalitoartfestival.org).



JIM DEWITT

**Jim DeWitt will not only be a featured artist at the Sausalito Art Festival, but one of his paintings will serve as poster art for the event.**

[CrewParty/CrewParty.html](http://CrewParty/CrewParty.html).

**Sept. 5** — Setting the Land Speed Sailing World Record presentation by Richard Jenkins at Corinthian YC, 7 p.m. Free. RSVP at [www.cyc.org](http://www.cyc.org) or (415) 435-4771.

**Sept. 6-8** — 37th Annual Wooden Boat Festival in Port Townsend, WA. "The Woodstock for wooden boat lovers." Info, [www.woodenboat.org](http://www.woodenboat.org).

**Sept. 11-15** — Lake Union Boats Afloat Show in Seattle. Info, [www.boatsafloatshow.com](http://www.boatsafloatshow.com).

**Sept. 14** — Sea Music Festival on the Pier at SF Maritime National Historic Park, 9:30 a.m.-5:30 p.m. Two stages on Hyde Street Pier will feature music from around the world. Music is free; vessel admission, \$5. Info, (415) 447-5000.

**Oct. 27-Nov. 9** — Baja Ha-Ha XX Cruisers Rally starts from San Diego! Info, [www.baja-haha.com](http://www.baja-haha.com).



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## CALENDAR

### Racing

**Aug. 1-30** — The Louis Vuitton Cup, the America's Cup Challenger Series, will whittle down the competition for the final blowout in September. Info, [www.americascup.com](http://www.americascup.com).

**Aug. 3** — YRA Series Race 3. RYC, [www.yra.org](http://www.yra.org).

**Aug. 3** — Jerry O'Grady Singlehanded Race. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Aug. 3** — Moseley Regatta. TYC, [www.tyc.org](http://www.tyc.org).

**Aug. 3-4** — Phyllis Kleinman Swiftsure Regatta. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Aug. 3-4** — J/24 Western Regionals. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Aug. 3-4** — Santanarama. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Aug. 3-11** — El Toro NAs in Kaneohe Bay, HI. Info, [www.eltoroyra.org](http://www.eltoroyra.org).

**Aug. 4** — YRA WBRA #6. Info, [www.yra.org](http://www.yra.org).

**Aug. 4** — Singlehanded Race on South Lake Tahoe. LT-WYC, [www.tahoewindjammers.com](http://www.tahoewindjammers.com).

**Aug. 5-9** — International 110 Nationals. Inverness YC, [www.invernessyachtclub.org](http://www.invernessyachtclub.org).

**Aug. 10** — YRA OYRA SF Approach. RYC, [www.yra.org](http://www.yra.org).

**Aug. 10** — Dinghy Delta Ditch on the Sacramento River. LWSC, [www.lwsailing.org](http://www.lwsailing.org).

**Aug. 10** — Shaw Island Classic, a navigational challenge around the Puget Sound island for PHRF, multis and cruising boats. Info, [www.sjityc.com](http://www.sjityc.com).

**Aug. 10-11** — BAYS #4 at San Francisco YC for Optis, Lasers, 420s & FJs. PYSF, [www.bayarea-youthsailing.com](http://www.bayarea-youthsailing.com).

**Aug. 10-11** — West Marine Fun Regatta in Santa Cruz. SCYC, [www.scyc.org](http://www.scyc.org).

**Aug. 11** — Estuary Race. AYC, [www.alamedayachtclub.org](http://www.alamedayachtclub.org).

**Aug. 11** — Tri-Island Race #3. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Aug. 17** — Singlehanded Sailing Society's Half Moon Bay Race. Info, [www.sfbayss.org](http://www.sfbayss.org).

**Aug. 16** — 5th Annual Zongo Yachting Cup, a 20-mile fun race from Morro Bay to Avila Beach with two classes: PHRF and Cruising. Followed by a massive party/concert. Info, [zongocup5.eventbrite.com](http://zongocup5.eventbrite.com).

**Aug. 17** — YRA-WBRA #6. SYC, [www.yra.org](http://www.yra.org).

**Aug. 17** — Summer Keel. SFYC, [www.sfyc.org](http://www.sfyc.org).

**Aug. 17** — Lawler Cup Regatta from Marin YC to China Camp for Heritage Day. Youth and adults compete on Picos and Catalinas (no adult has ever won!). Potluck after. SEA, [www.sfsailing.org](http://www.sfsailing.org).

**Aug. 17** — Summer #5. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Aug. 17** — North Bay Challenge #5. VYC, [www.vyc.org](http://www.vyc.org).

**Aug. 17** — Small Boat Summer #2. EYC, [www.encinal.org](http://www.encinal.org).

**Aug. 18** — Baxter/Judson #5. PresYC, [www.presidioyachtclub.org](http://www.presidioyachtclub.org).

**Aug. 18** — Gracie & George Regatta, a co-ed doublehanded race featuring 'Gracie' on the helm. EYC, [www.encinal.org](http://www.encinal.org).

**Aug. 18** — Jack & Jill Race. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Aug. 19-21** — Heavy Weather Laser Slalom. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Aug. 24** — H.O. Lind #5-6. TYC, [www.tyc.org](http://www.tyc.org).

**Aug. 24** — Double Angle Race, from Monterey or Santa Cruz to Moss Landing. Info, [www.elkhornyc.com](http://www.elkhornyc.com).

**Aug. 24-25** — Express 27 Nationals. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Aug. 24-25** — YRA-OYRA Drakes Bay Race. CYC, [www.yra.org](http://www.yra.org).

**Aug. 24-25** — Islander InterNationals, a weekend of racing inspired by the America's Cup. Race your Islander for the country of your choice! Info, [www.islander36.org](http://www.islander36.org).

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## CALENDAR

**Aug. 24-25** — El Toro Worlds at Pinecrest. Info, [www.eltoroyra.org](http://www.eltoroyra.org).

**Aug. 25** — Fall SCORE #1. SCYC, [www.scyc.org](http://www.scyc.org).

**Aug. 25** — Summer #6 on Lake Elizabeth. Fremont Sailing Club, [www.fremontsailingclub.org](http://www.fremontsailingclub.org).

**Aug. 28** — Hannig Cup. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Aug. 31** — Windjammers Race. Pop the chute and head for Santa Cruz! SCYC, [www.scyc.org](http://www.scyc.org).

**Aug. 31-Sept. 7** — Knarr International Championship. SFYC, [www.sfyyc.org](http://www.sfyyc.org).

**Aug. 31** — 25th Annual Jazz Cup, a 26-mile romp from T.I. to Benicia YC. SBYC, [www.southbeachyc.org](http://www.southbeachyc.org).

**Aug. 31** — Catalina 38 Nationals at Berkeley YC, open to all Catalina 38s. Info, [www.catalina38.org](http://www.catalina38.org).

**Aug. 31-Sept. 1** — BAYS #5 at TYC. PYSF, [www.bayarea-youthsailing.com](http://www.bayarea-youthsailing.com).

**Aug. 31-Sept. 1** — Redwood Regatta on Humboldt Bay's Big Lagoon. HBYC, [www.humboldtyachtclub.org](http://www.humboldtyachtclub.org)

**Aug. 31-Sept. 2** — Annual Labor Day Invitational Regatta on Tomales Bay. Santa Rosa SC, [santarosasailingclub.org](http://santarosasailingclub.org).

**Sept. 1** — 22nd Annual Day on Monterey Bay Regatta to benefit Big Brothers-Big Sisters. SCYC, [www.scyc.org](http://www.scyc.org).

**Sept. 1-4** — The AC45 action heats up again with the Red Bull Youth America's Cup, pitting 10 teams made up of the world's best young sailors against each other in one of the Bay's most challenging sailing months. [www.americascup.com](http://www.americascup.com).

**Sept. 2** — Laser Sail Off on Half Moon Bay. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Sept. 3-7** — 2013 Access NAs. BAADS, [www.baads.org](http://www.baads.org).

**Sept. 4-7** — U.S. Multihull Championships at SYC. Info, [championships.usailing.org/Adult/USMHChampionships.htm](http://championships.usailing.org/Adult/USMHChampionships.htm).

**Sept. 7** — YRA Series Race 4. EYC, [www.yra.org](http://www.yra.org).

**Sept. 7** — YRA-WBRA #7. HMBYC, [www.yra.org](http://www.yra.org).

**Sept. 7** — Barth Race. CPYC/SeqYC, [www.cpyc.com](http://www.cpyc.com) or [www.sequoiayc.org](http://www.sequoiayc.org).

**Sept. 7** — Fall Series #1. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Sept. 7-8** — Dolphin Cup for U20s, Vipers & Moore 24s in Monterey. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Sept. 7-8** — West Marine Fun Regatta for junior sailors. SCYC, [www.scyc.org](http://www.scyc.org).

**Sept. 7-8** — Millimeter Nationals. EYC, [www.encinal.org](http://www.encinal.org).

**Sept. 7-15** — Nespresso 18-ft Skiff International Regatta, including the Ronstan Bridge to Bridge, a mad dash from the Golden Gate Bridge to the Bay Bridge for 18s, boards and kites. StFYC, [www.stfyyc.com](http://www.stfyyc.com).

**Sept. 7-21** — Two teams will duke it out in the 34th America's Cup. Expect AC Fever to overshadow every aspect of Bay sailing in September! [www.americascup.com](http://www.americascup.com).

**Sept. 14** — YRA-OYRA Southern Cross. BYC, [www.yra.org](http://www.yra.org).

**Sept. 14-15** — Totally Dinghy. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Sept. 15** — Baxter/Judson #5. PresYC, [www.presidioyachtclub.org](http://www.presidioyachtclub.org).

**Sept. 15** — Jack & Jill Race. SCYC, [www.scyc.org](http://www.scyc.org).

**Sept. 26-29** — 49th Rolex Big Boat Series, when Bay racing gets back to normal. StFYC, [www.stfyyc.com](http://www.stfyyc.com).

### Summer Beer Can Regattas

**BALLENA BAY YC** — Friday Night Grillers: 8/9, 8/23, 9/6, 9/20. Gary Helms, (510) 865-2511 or [garyhelms44@gmail.com](mailto:garyhelms44@gmail.com).

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# CALENDAR

8/5, 8/19, 9/2, 9/16, 9/23 (make-up). Arjan Bok, (415) 310-8592 or [bayviewracing@sbcglobal.net](mailto:bayviewracing@sbcglobal.net).

**BENICIA YC** — Thursday nights through September. Grant, (510) 230-3649 or [harlessgrant@sbcglobal.net](mailto:harlessgrant@sbcglobal.net).

**BERKELEY YC** — Every Friday night through 9/27. Patrick Hind-Smith, (415) 328-2819 or [www.berkeleyyc.org](http://www.berkeleyyc.org).

**CAL SAILING CLUB** — Year-round Sunday morning dinghy races, intraclub only; Thursday evening JY15 races through October. Gary Farber, [racing\\_chair@cal-sailing.org](mailto:racing_chair@cal-sailing.org).

**CORINTHIAN YC** — Every Friday night through 8/30. Info, [racing@cyg.org](mailto:racing@cyg.org).

**COYOTE POINT YC** — Every Wednesday night through 10/2. Jim Maishin, (650) 793-0741 or [regatta@cpyc.com](mailto:regatta@cpyc.com).

**ELKHORN YC** — Saturday Beer Can Series: 8/10, 8/30. John Herne, (831) 840-0200 or [johnherne@gmail.com](mailto:johnherne@gmail.com).

**ENCINAL YC** — Friday Night Summer Twilight Series: 8/2, 8/16, 9/6. Jim Hemiup, (510) 332-1045 or [jhemiu@yahoo.com](mailto:jhemiu@yahoo.com).

**FOLSOM LAKE YC** — Every Wednesday night through 9/25. Info, [www.flyc.org](http://www.flyc.org).

**GOLDEN GATE YC** — Friday nights: 8/9, 8/23. Gary, (916) 215-4566 or [gsalvo@pachell.net](mailto:gsalvo@pachell.net)

**ISLAND YC** — Summer Island Nights on Fridays: 8/9, 8/23, 9/13. John, (510) 521-2980 or [iycracing@yahoo.com](mailto:iycracing@yahoo.com).

**LAKE TAHOE WINDJAMMERS YC** — Every Wednesday night through 10/16. Steve Katzman, (530) 577-7715.

**LAKE WASHINGTON SC** — Every Thursday night through August. Info, [www.lwsailing.org](http://www.lwsailing.org).

**LAKE YOSEMITE SA** — Every Thursday night through 8/22. Darrell Sorensen, [sorensenwoodcraft@gmail.com](mailto:sorensenwoodcraft@gmail.com).

**MONTEREY PENINSULA YC** — Sunset Series, every Wednesday night through 10/2. Rak Kumar, [rakk@copper.net](mailto:rakk@copper.net).

**OAKLAND YC** — Wednesday night Sweet 16 Series through 9/4. Jim Hild, (510) 277-4676 or [oyracecom@gmail.com](mailto:oyracecom@gmail.com).

**RICHMOND YC** — Wednesday nights: 8/7, 8/14, 8/21, 8/28, 9/4, 9/18, 9/25. Eric Arens, (510) 841-6022 or [ericarens@comcast.net](mailto:ericarens@comcast.net).

**ST. FRANCIS YC** — Wednesday Night Series 8/7-21. Thursday Night Kiting Series: 8/1, 8/15, 8/29, 9/12, 9/19. Friday Night Windsurfing Series: 8/2, 8/16, 8/30, 9/13, 9/20. Robbie Dean, (415) 563-6363 or [rdean@stfyc.com](mailto:rdean@stfyc.com).

**SANTA CRUZ YC** — Wet Wednesdays through 10/30. Laser Fridays: 8/16. Info, (831) 425-0690 at [scyc@scyc.org](mailto:scyc@scyc.org).

**SAUSALITO YC** — Summer Sunset Series on Tuesday nights: 8/6, 8/20, 9/3, 9/17. Bob Braid, (617) 699-6755 or [race@sausalitoyachtclub.org](mailto:race@sausalitoyachtclub.org).

**SEQUOIA YC** — Every Wednesday night through 10/9. Dan Lockwood, (650) 326-6783 or [dan@hnlockwood.com](mailto:dan@hnlockwood.com).

**SHORELINE LAKE AQUATIC CENTER** — Laser Racing every Wednesday night (BYOB) through late September. Maria Gonzalez, (510) 295-4114.

**SIERRA POINT YC** — Every Tuesday night through 8/27. Info, [www.sierrapointyc.org](http://www.sierrapointyc.org).

**SOUTH BEACH YC** — Friday Night Series: 8/2, 8/16, 8/23. Info, [rearcommandore@southbeachyc.org](mailto:rearcommandore@southbeachyc.org).

**STOCKTON SC** — Every Wednesday night through 8/28. Tony Holt, (209) 256-2844 or [regatta13@stocktonsc.org](mailto:regatta13@stocktonsc.org).

**TAHOE YC** — Wednesday Night Beer Can Series through 8/28. Dan Hauserman, (530) 581-4700 or [dan@ilovetahoe.com](mailto:dan@ilovetahoe.com). Monday Night Laser Series through 8/26. Rick Raduziner, (530) 308-1628 or [raduziner@sbcglobal.net](mailto:raduziner@sbcglobal.net).

**TIBURON YC** — Every Friday night through 9/6. Ian Matthew, [race@tyc.org](mailto:race@tyc.org) or (415) 883-6339.



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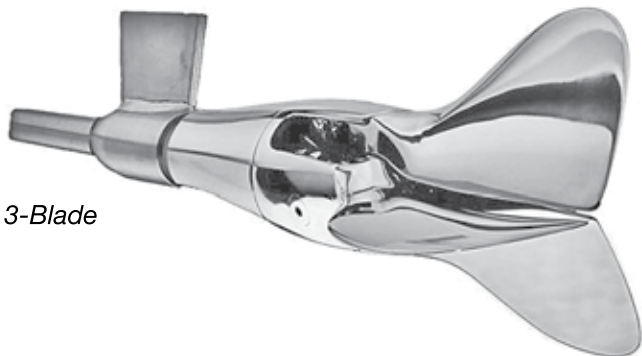
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# CALENDAR

**TREASURE ISLAND SC** — Tuesday Night Vanguard 15 Team Races through 9/10. Dan Altreuter, [daltreuter@gmail.com](mailto:daltreuter@gmail.com). Lasers & V15s every Thursday night through 9/12. Al Sargent, [asargent@standfordalumni.org](mailto:asargent@standfordalumni.org).

**VALLEJO YC** — Every Wednesday night through 9/25. Gordon Smith, (530) 622-8761 or [fleetcaptainsail@vyc.org](mailto:fleetcaptainsail@vyc.org).

Please send your calendar items by the 10th of the month to [calendar@latitude38.com](mailto:calendar@latitude38.com). If you're totally old-school, mail them to *Latitude 38* (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941 or fax them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that either are free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

### August Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
8/03Sat	0422/0.1	1128/4.6	1559/2.8	2200/6.0
8/04Sun	0458/0.0	1202/4.7	1641/2.7	2240/6.0
	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>
8/10Sat	0159/5.2	0802/0.7	1456/5.5	2039/1.7
8/11Sun	0247/4.9	0838/1.1	1531/5.7	2131/1.4
	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>
8/17Sat	0256/-0.2	1009/4.6	1442/2.6	2101/6.6
8/18Sun	0349/-0.5	1056/5.0	1542/2.3	2200/6.8
	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>
8/24Sat	0224/5.5	0809/0.9	1448/6.0	2053/0.9
8/25Sun	0320/5.0	0853/1.5	1528/5.9	2150/1.0
	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>
8/31Sat	0301/0.7	1010/4.6	1455/2.8	2048/5.6
9/01Sun	0344/0.5	1046/4.7	1541/2.5	2137/5.7
9/02Mon	0421/0.5	1116/4.9	1621/2.3	2222/5.8

### August Weekend Currents

date/day	slack	max	slack	max
8/03Sat		0236/3.8E	0637	0950/3.2F
	1247	1526/1.7E	1824	2117/2.4F
	2358			
8/04Sun		0316/4.1E	0716	1027/3.4F
	1326	1553/2.0E	1905	2155/2.6F
8/10Sat		0102/2.9F	0359	0700/3.9E
	1023	1327/3.3F	1637	1928/3.7E
	2255			
8/11Sun		0147/2.8F	0447	0743/3.5E
	1055	1405/3.1F	1711	2013/3.8E
	2346			
8/17Sat		0105/4.5E	0515	0820/3.4F
	1135	1347/2.1E	1704	1958/2.8F
	2251			
8/18Sun		0207/4.9E	0610	0915/3.9F
	1227	1448/2.6E	1804	2058/3.2F
	2351			
8/24Sat		0110/3.7F	0417	0659/3.9E
	1034	1327/3.5F	1632	1923/4.2E
	2310			
8/25Sun		0201/3.3F	0510	0744/3.3E
	1116	1409/3.0F	1713	2008/4.0E
8/31Sat		0100/3.2E	0515	0830/2.7F
	1123	1358/1.5E	1711	2003/2.0F
	2243			
9/01Sun		0157/3.5E	0601	0913/2.9F
	1207	1441/1.9E	1759	2051/2.3F
	2334			
9/02Mon		0243/3.7E	0642	0949/3.1F
	1245	1516/2.3E	1841	2132/2.6F



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ABOVE: Farr 400 *Chessie Racing* flying 3Di sails delivered in April, 2011. Sharon Green photo

## LETTERS

### ↑↓ WANTED: SMALL BOY OR GIRL

WANTED: Small boy or girl for work as a dinghy guard. Must have good character, be honest, courageous, obstinate and command respect. Location: San Francisco's Aquatic Park.

It's too bad Aquatic Park doesn't have 'dinghy guards' such as there are at Zihuatanejo and other cruiser stops in Mexico. While anchored at Aquatic Park on the Fourth of July, I left my dinghy on the beach for a few hours, only to later find it occupied by a couple of drunks with a case of Corona. I'd taken the precaution of putting down an anchor with a padlock and chain, so they were having a hard time launching it.



EMMY NEWBOULD

**Lack of a secure place to land a dinghy is one reason that Aquatic Park isn't more popular.**

They made a number of drunken excuses for trying. The next day I moved the dinghy to the small beach between the Rowing Club and the National Park pier, since it wasn't open to the general traffic and had some outrigger canoes *in situ*. When I returned, I found a small boy using my dinghy as a bounce ball. Besides the liability issues, I considered the possibility that he might open one of the tube valves and leave me stranded.

Considering how fantastic the free and sheltered Aquatic Park anchorage is for sailboats, it's sad that it has the minor drawback of no secure place to land and keep a dinghy. With so many swimmers leaving their personal gear on the bleachers, it's amazing there aren't more problems.

Dave Cowell  
Mas Tiempo, Islander 30  
Stockton

*Dave — The fact there isn't a secure place to leave dinghies ashore or some kind of shoreboat service is what keeps Aquatic Park from being a prime destination for Bay sailors. If there were a Catalina-style shoreboat service, we imagine the anchorage would be packed most Friday and Saturday nights. But that's not going to happen. And given what Aquatic Park means to serious Bay swimmers, we're kinda glad that it's not going to happen.*

*A lot of mariners are confused about the rules for entering and anchoring at Aquatic Park, so we'll review them. Only non-motorized boats and sail/auxiliary boats — the latter meaning sailboats with motors — are allowed to enter Aquatic Park Cove. Those over 40 feet in length or with more than 8 feet of draft must get prior approval from the National Park Service Harbormaster at (415) 859-6807. You can't anchor after sunset or before sunrise except by permit. Permits are only good for five consecutive nights, after which seven days must pass before you can apply to stay overnight again. You are allowed a maximum of 30 overnight stays a year. Day use of Aquatic Park does not require a permit. There are no mooring buoys, and space is on a first-come, first-served basis. Because of the large number of swimmers in the Cove, dinghies can't be powered by more than a 5-hp outboard. Rowing is recommended.*

*Did we mention that Aquatic Park is a special place for dedicated open-water swimmers? Please stay as far away from these folks as possible, with both your boat and your dinghy, as they are engaged in a form of meditation and completely vulnerable to getting chopped to bits by your props.*

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Gustave Caillebotte, *Regatta at Argenteuil* (detail), 1893. Oil on canvas. Private collection. Photograph © Comité Caillebotte, Paris

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## LETTERS

### ↑↓ SHAKEN BY NIÑA'S DISAPPEARANCE

I'm pretty shaken up about the disappearance without a trace of the 70-ft American staysail schooner *Niña*, apparently during rough weather in the Tasman Sea. I was struck by the fact that the boat was built in 1929 and is thus 84 years old. Can wood boats that old still be safe enough for ocean crossings? And what's this business about the hull and maybe keel having been sheathed in a quarter of an inch of fiberglass?

Robert Winston  
Sacramento

*Robert* — There are many large old wood boats sailing and racing on the oceans of the world.

For many years before building the 289-ft Maltese Falcon, Belvedere's Tom Perkins raced the 138-ft (LOA) Herreshoff schooner *Mariette* of 1915 — you can guess which year she was launched — on both sides of the Atlantic and across that ocean. The great 72-ft Herreshoff ketch *Ticonderoga*, which set records all around the world and was first to finish in the '63 and '65 TransPacs, just finished the Marblehead to Halifax Race and sails to the Caribbean most winters. Matt Brooks' St. Francis YC-based S&S 52 *Dorade*, built in 1929, both won her class and corrected out on top of last month's 58-boat TransPac Race fleet. While in the Caribbean, we raced aboard the 133-ft Fife topsail schooner *Altair*, which was built in 1931. This year's Antigua Classic Regatta was won, in very rough conditions, by the 99-year-old Fife-designed 94-ft *Sumurun*. And as we reported in a recent *Changes*, the beautiful *The Blue Peter*, a 65-ft Fife design built in 1930, has been raced relentlessly in the Med for 15 years and more recently in the Caribbean. In fact, it's in the Med where big old wooden boats are most prized.

So being 80 to 100 years old doesn't necessarily mean the gig is up for large old wood boats. That said, most of the boats listed above have been refitted extensively, some of them so many times that there is little left of the original boat. Keeping an old wood boat in top seagoing condition is a monumental task that requires a lot of money.

Judging from recent exterior photos of *Niña*, she wasn't in perfect condition, but exterior photos tell you nothing about the basic structural integrity of a vessel. As for having the hull and

keel of a boat sheathed in fiberglass, it's not unheard of, but it usually suggests that the original material may not be as strong as it once was. We have no idea why *Niña* was sheathed. We do know that owner David Dyche, a commercial ship captain, had sailed *Niña* extensively during his 25 years of ownership, including across the Atlantic to Turkey and back, to the Caribbean and back, and

across the Pacific. Had he any doubts about her condition, he surely wouldn't have risked his life, let alone those of his wife, 17-year-old son and crew.

### ↑↓ CORRECTION ABOUT WHITE CLOUD

A minor correction to the recent *Lectronic* on the apparent loss of the schooner *Niña*, in which you reported that Paul and Susan Mitchell's classic schooner *White Cloud* "sank within minutes" in 1988. As noted correctly in your July, 2007 *Latitude*, after incurring damage, *White Cloud* sailed several

COURTESY NIÑA



*'Niña' may have been built in the '20s, but that doesn't mean she was unseaworthy.*

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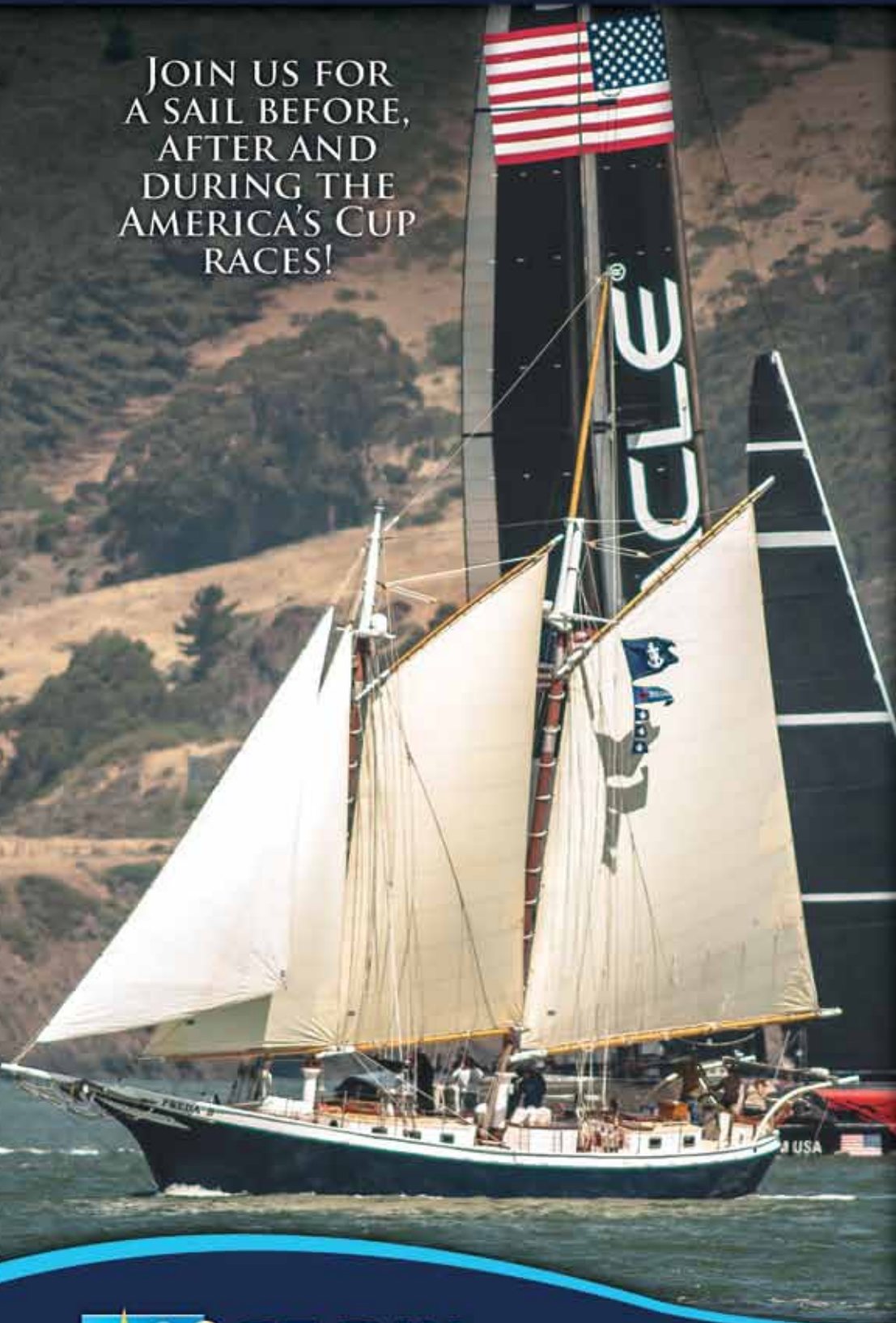
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## LETTERS

days to a reef anchorage, from which they were subsequently rescued, and where *White Cloud* was scuttled. We met the Mitchells in Port Vila, Vanuatu, and helped provide Ham radio relay during the rescue effort by Harrison and Laurie.

Dave Cohan  
Tahu Le'a, Morris 46  
Redwood City

*Dave — That was more than a minor mistake on our part, as it gives an entirely different complexion to the last days of White Cloud. We apologize. When we first heard about the loss of White Cloud, it was secondhand, and we were told she'd sunk within minutes. This was back before international communications were easy, and that incorrect version has stuck in our minds.*

### ↑↓ WHY NO EPIRB SIGNAL?

I'm saddened by the apparent loss of the 70-ft schooner *Niña* and her seven crew on a stormy passage from New Zealand to Australia. But what bothers me even more is that she apparently had an EPIRB, but no distress signal was received. Can you explain this? We're hoping to take off cruising within the next two years, and I want to have confidence in EPIRBs.

Sally Marshall  
San Jose

*Sally — EPIRBs are very effective safety devices. Since the worldwide system was instituted in 1982, EPIRBs are credited with having saved over 28,000 lives. It's not clear if all of these were mariners, but we know of dozens of Latitude readers who have been rescued thanks to their EPIRBs.*

*There are two main types of modern EPIRBs, Category 1 and Category 2. Both are designed to go off automatically if they are immersed in water. The difference is Category 1 EPIRBs have a bracket that is designed to be used in the cockpit, and allow the EPIRB to be set free of the bracket — and boat — if the boat starts to sink. It's our understanding that *Niña* was equipped with a Category 2 EPIRB.*

*As we don't know what happened to *Niña*, we can only speculate as to possible reasons that no EPIRB signal was received: 1) The EPIRB was defective; 2) The EPIRB battery was dead; 3) Something so cataclysmic happened that the EPIRB quickly went down with the boat, preventing its signal from being received by satellites; 4) The boat hasn't sunk.*

*EPIRBs are such effective safety devices that some cruising boats carry more than one. Steve and Dorothy Darden of the M&M 52 catamaran *Adagio*, who are very good friends of the *Dyches*, told Latitude that even before *Niña* went missing they were planning to buy a second EPIRB for their cat.*

*Some EPIRBs also send out a GPS position, which is the difference between rescue folks knowing where you are within 100 meters or within two miles. Which do you want if you have trouble on a very foggy day?*

*Some of the newer EPIRBs have a feature that allows you to send a 'We're okay' message to a list of email addresses, too. While some EPIRBs now tell you if your distress signal went out, many don't, and that uncertainty can be very disconcerting. It's a major shortcoming of EPIRBs that they only allow for one-way communication.*

*There are other devices that also allow you to call for help. These would include both a VHF radio, if you are within range of somebody hearing you, and an SSB radio, if you know what frequency to use when calling for help. Both are dependent on having electrical power, which can be lost if the boat takes on a lot of water or has the electrical system disabled by a*

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## LETTERS

lightning strike.

Another great safety and distress device is the handheld Spot Satellite Messenger, which allows you to post your position, show your track, tell friends/authorities whether you're all right or need help, and more. While the handheld Spot Satellite



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**A Spot is not a substitute for an EPIRB.**

Messenger is waterproof and powered by its own batteries, it does have some shortcomings. If you check its coverage area, you'll see that it's worthless for the last part of a trip to Hawaii, everywhere in the South Pacific, and in parts of the rest of the oceanic world.

In the Tasman Sea, where Niña was apparently lost, it can take up to 20 minutes for a Spot Messenger message to be sent. If the schooner had suffered a sudden failure, and had a Spot, the message may not have gotten out. However, had they had a Spot and been using a Spot's tracking feature, family, friends and rescue agencies would have known almost exactly where the schooner

was until the device stopped sending information. This would have allowed authorities to pinpoint their search rather than try to search hundreds of thousands of square miles of ocean.

Latitude highly recommends that everyone who goes offshore — and especially those who participate in the Baja Ha-Ha — carry both an EPIRB and a Spot Messenger. In fact, we think they are both so conducive to safety and pinpointing rescue searches that one or the other should be mandatory for offshore boats. Plus, the Spot will help the government with one of its primary functions, which is knowing where you are and what you are doing at all times.

### ↑↓ OUR MARINA IS GOING TO THE DOGS

I would like to open a discussion about the growing number of dogs in our marina. There are 15 liveboard boats on our dock, and with last week's arrival of two more dogs, the canine total was brought to eight. With 275 liveboard slips in the marina, the math adds up to 145 dogs walking our docks. To that we have to add the number of city residents who bring their dogs to walk the pathway that skirts our marina. I believe that our marina is being overwhelmed by dogs, and ours isn't the only one.

Marinas are places to keep your boat when you're not at sea. They should be a pristine environment for boats, where the boat can be enjoyed, maintained and readied for the next outing. By the way, in the 10 years I've been in my marina, not one of the liveboard boats with dogs has ever left the slip — except for their annual inspection when they have to. That should tell you something.

There is one guy who tries to guilt everybody into petting his dog every time anyone passes, only to have it roll over on its back and display its pink 'woody'. "Come on," says the owner, "show Buster a little love." One lady dog owner lets her dog lick the inside of her mouth. She refers to it as "being kissed." I think she needs to get some help. Then there is the 10-dog butt-sniffing party at the top of the ramp. They are all tangled in their leashes so you have to work to get out of the gate. Then there is the fucking Chihuahua that comes out of nowhere to the anchor roller when you walk by and scares the shit out of you with that high-pitched yelp.

What about the times when you're walking back to your boat at night and don't realize that you've stepped in some

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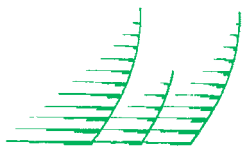
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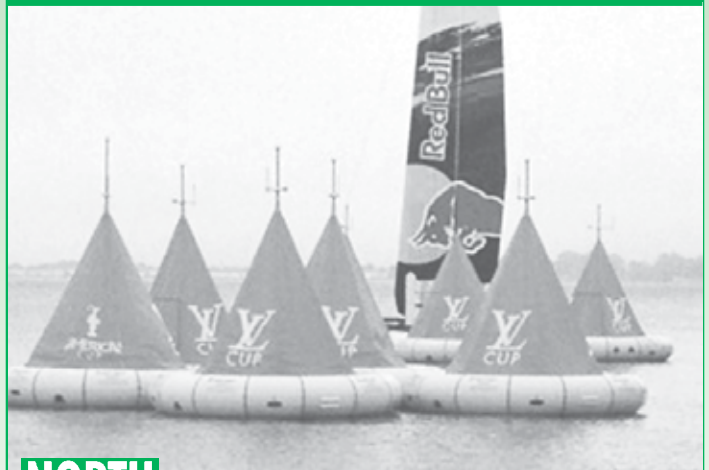
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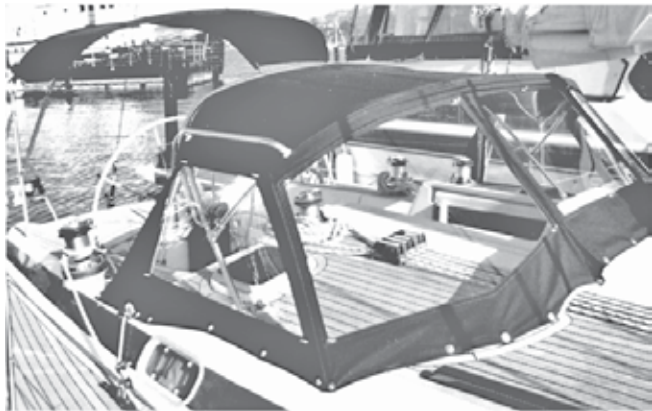
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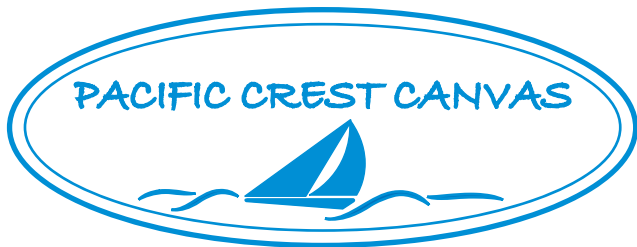
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## LETTERS

dog's steamer, which the canine's owner has neglected to pick up? And then you see the smelly mess in your cockpit the next morning.

I've obviously had it! The message I'd like to give to you dog owners in the marina is that when you proudly walk by with your 'best friend' in tow, don't think the rest of us admire you and your mutt, because we don't.

You've heard my bitch and you wonder if I have a solution. I do. I say that dog owners should pay extra for their slips. Say



***Your best friend might be an angel to you, but might not be to your dock neighbors.***

\$75/month per dog. I bet the better marinas already do this. One hundred forty-five times \$75 equals \$10,845 dollars a month for my marina. That would help pay for nicer grounds, more employees, and in time, fewer annoying canines.

I beg you dog owners to spend more time enjoying your own species. I think you'll find them captivating — and better at kissing.

Name Withheld By Request  
Big Marina, Somewhere

*Readers — We realize that dogs bring a tremendous amount of happiness to their owners. We think that's a wonderful thing. We also realize that most dog owners assume that everybody loves being licked and sniffed by their pet as much as they do. Unfortunately, this is not the case. In view of this, it's our belief that pet owners should let humans make the first approach to their pet, not vice versa.*

### ↑↓ ACCURATE HURRICANE FORECASTING

In the June 21 'Lectronic, you asked, "What's with the difference in weather forecasts?" As an example, you cited the fact that Passage Weather had a pretty detailed forecast of the path and strength of Tropical Storm Cosme, while the National Hurricane Center didn't even mention the possibility of a tropical storm until four or five days later.

There's a good description of the differences between the GFS and NAM models by Jackdale on Sailnet at [www.sailnet.com/forums/general-discussion-sailing-related/71418-gfs-model-v-nam-model.html](http://www.sailnet.com/forums/general-discussion-sailing-related/71418-gfs-model-v-nam-model.html).

For Bay Area sailing, I use the WRAMS model on SailFlow, as it has a 1 KM resolution, and is usually more accurate than NAM for racing purposes.

Byron Jacobs  
'Ale Kai, Beneteau 393  
Sequoia YC

*Byron — The weather model business can get confusing fast. The National Weather Service uses five different 'Global' models, four 'Mesoscale' models, and five 'Ensemble Prediction Systems'. Apparently the two biggies are the GFS ensemble, which stands for the Global Forecast System, run by the National Centers for Environmental Prediction (NCEP), a unit of the National Oceanic and Atmospheric Administration and NWS (National Weather Service). The other is the NAM (North American Mesoscale) model, which is obviously a Mesoscale model, also run by NCEP. It reportedly has much higher resolution than GFS, and therefore should give more precise short-term forecasts. Both of these models, as well as the 12 others, have what the Weather Service calls 'biases'.*

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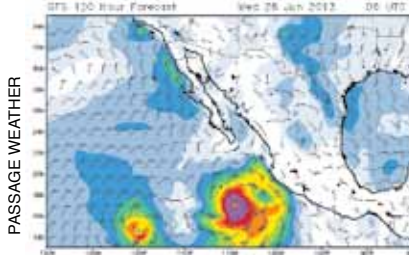
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## LETTERS

The differences between GFS and NAM modeled predictions may be of importance to local racers because little differences in wind direction can have a big effect on race results. But overall, the two models create similar forecasts.

Our beef is with what seems to be a glaring omission on the part of the National Hurricane Center in regard to the approach, or even potential approach, of tropical storms and



**Passage Weather forecast 'Cosme' long before the National Hurricane Center.**

hurricanes. Take Tropical Storm Cosme off the coast of Mexico a month ago. When Passage Weather was posting a compelling series of graphics depicting the approach and expected track of the tropical storm six days out, the National Weather Service and National Hurricane Center didn't even

mention the possibility of such a thing. This seems like rubbish to us. At the very least, we think the National Hurricane Center should have mentioned that conditions favorable to the development of a tropical storm existed or were expected soon to exist. When it comes to dealing with tropical storms and hurricanes, the greater the warning, the better the decisions and responses mariners can make.

When the Grand Poobah calls Commander's Weather each day of the Ha-Ha to pass the forecast on to the fleet, the last thing we always ask is how things are looking with regard to the development of tropical storms. The Commander's folks can check satellites and other sources for signs of conditions that possibly can lead to the development of tropical storms. We want to know about this stuff, not to be left in the dark.

If a tropical storm or hurricane does form, Commander's Weather relies on five different hurricane models to create a forecast. So in addition to the one forecast given by the National Hurricane Center, we also hear about what other computer models are predicting. Oftentimes there will be a general consensus of three of the five models, with the other two suggesting very different outcomes. We want to know about all of them, not just the consensus one issued by the Hurricane Center.

By the way, based on as long as records go, no tropical storm or hurricane has crossed the Ha-Ha course during the Ha-Ha dates.

### ↕ COAST-TO-COAST BOAT DELIVERY

I have a 40-ft sailboat on the East Coast and time on my hands. I'm interested in cost-effective methods for getting her across the country. I would have thought that there is/was a viable alternative to the Panama Canal, but I can't find one.

Given that so much yacht manufacturing is done on the East Coast, particularly in Florida, I would think there would be an effort to reduce the cost of transportation by finding a shorter or more cost-effective method than road transportation. Do you know of any options such as a railway or companies that operate a 'road bridge', if not in Mexico then in one of the other Central American countries? I have been told that there is a rail route in Mexico that can take yachts from coast to coast, but I can't find any information on it.

Luke Freeman  
Redwood City





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## LETTERS

*Luke — Trucking is the most cost-effective way to get a boat from one coast of the United States to the other, but that doesn't make it cheap. However, based on our experience having the Olson 30 La Gamelle trucked from Alameda to Port Everglades, Florida, the original quote you get from a trucking company might be almost twice as high as the best one you ultimately can get. There are a lot of guys in the South who have a truck or two, or who broker jobs for others with trucks. They sure were hard-asses when we asked for a quote from them, but when their business slowed a month or so later, they cried like babies for our job. So if you're not in a hurry, try to find a truck that otherwise would have to return to the West Coast empty in order to get the best deal.*

*The manufacturer used to ship Sausalito-built 41-ft Bounty II sloops across the United States by rail. Bums loved 'land yachting' across the country on them. But that was in the late '50s, and we don't know of any boats that have been shipped by train in ages.*

*The last time we can remember somebody shipping their boat across Mexico was about 25 years ago, and it was a smaller boat. It was quite the adventure, too, as Mexico wasn't set up for shipping boats at either end, and the rail car their boat was on had to be left on a siding at the Continental Divide because the cradle was falling apart. The couple and their boat made it, but it wasn't easy.*

*There is a rail route across the narrow Gulf of Tehuantepec from Coatzacoalos in the Gulf of Mexico to Salina Cruz on the Pacific side. We have no idea if they have the infrastructure you need to cost-effectively get your boat from the water to the train at one end and vice versa at the other. Or if you can find a knowledgeable person to build a suitable cradle. Nobody said being a pioneer was easy. The thing to remember is that if you have to sail from the East Coast to Coatzacoalos, and then from Salina Cruz to California, it's not much shorter than if you took your boat through the Panama Canal.*

*Since you've got time, if you have a sense of adventure, we'd recommend you deliver your boat to California by way of the Canal. We're not sure where your boat is on the East Coast, but you should have the wind at your back most of the way to Panama, the Canal is a hoot, and then it's just 2,500 miles of mostly light-air motoring to California. You could do it in three months, stopping at some really great places — like Cuba and the San Blas Islands — on the way. Good luck!*

### ↑↓ ALTERNATIVE TO REEFING A CAT DOWNWIND

What do you do other than reef early when sailing a cat off the wind in a big breeze? There isn't much that you can do. I learned my lesson in the summer of 2010 sailing our Catana 52 cat *Escapade* from St. Barth to Bermuda. With Alan Weaver and Michael McGrath as crew, my wife Debbie and I departed St. Barth in 18 to 20 knots on the port quarter. The forecast was for good breeze for the next few days on our way to Bermuda with a small chance of an early-season depression to the west of our intended course.

By the end of the first 24 hours, the wind speed was pushing 30, then rose steadily to 35-38 knots. By the third day we were seeing 40 to 45 knots. As *Escapade* is a big and heavy cat, we'd started the passage with a full main and a genoa. By the second morning, we were down to the full main and solent, while still on a broad reach with the apparent wind slightly aft of the beam. Once the wind speed increased, and the height of the waves correspondingly so, I thought it imprudent to try to turn the boat through the 'zone of death' and into the wind to reef.

At one point we tried to grind the main down. As a result,

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## LETTERS

it only ended up being pressed harder against the shrouds. By this time we were consistently surfing in the mid-teens, and soon broke our long-held record of 17 knots on the GPS.

As the wind built to 40+ knots, I was getting really concerned, but I still couldn't see trying to turn the cat into the wind in order to get the main down. During Debbie's midnight watch, *Escapade* fell off a wave and the GPS flashed 22 knots. If I was concerned before, I was really gripped now. But I just couldn't figure out what to do.

As it turned out, we left the jib up to keep the boat balanced, and simply held on until the wind dropped into the low 30s the next day. When it did, we dropped the main completely. We sailed comfortably under solent alone, and eventually reached Bermuda in just under four days.

I learned my lesson from that trip. Making a few more miles per day just because we leave the full main up in strong winds doesn't mean much compared to peace of mind. So I'm going to follow the pattern of those who reef at night.

Greg Dorland & Debra Macrorie  
*Escapade*, Catana 52  
Lake Tahoe/Currently Newport, Rhode Island

*Readers — In his website discussion on catamaran basics, multihull sailor, designer and builder Gregor Tarjan wrote, "The beauty of a well-designed cruising catamaran is that it does not necessitate rounding up against the wind to reef the mainsail. Today's fully-battened mainsails and lazy jack systems allow a multihull to be reefed even when sailing downwind."*

*The Escapade crew having found it impossible to reef their main off the wind in a blow, and our having had the same experience with Profligate, we asked Tarjan for a step-by-step guide to reefing the main when sailing downwind in more than 30 knots. His reply appears in the next letter.*

### ↑↓"IT'S NEVER PRETTY"

Reefing downwind on a catamaran is a tricky thing, as the publisher of *Latitude* may have noticed on *Profligate*. And as I have written, "It's never pretty."

I was once forced to do it on an Outremer 64, which is a performance cruising catamaran. The lower batten was broken in the process. But in that situation my only other option would have been to turn the cat into the wind, which would have been bringing her through beam to the wind and big waves. That would have been more dangerous. Reefing downwind is usually a tactic you only want to take in two extreme conditions: in either very light air, or in a super strong breeze and swell.

It also depends on the apparent wind angle (AWA) that you start from. If you are higher than 90° AWA, I would head up. I'm talking about in less than 35 knots of true wind speed (TWS) and normal accompanying sea state. Sea state is an overriding factor to wind strength, as sometimes you can have a strong breeze but relatively flat seas. The opposite — light winds and big seas — is more tricky. If you have only 25 TWS, which is blowing against a current, and have big lumpy seas left from an old system, and your boat is traveling fast at the edge of control, then I would also opt to reef downwind.

In cases where I was already sailing deeper than 90° AWA and the wind was blowing hard, I would also try to reef downwind.

Although it would depend somewhat on the layout of a cat, my reefing downwind technique would be as follows: 1) Center the traveller; 2) Tighten the mainsheet; 3) Try to sail as fast and deep as possible. Rapid boat speed will reduce the apparent wind speed, keeping the leach of the main from get-

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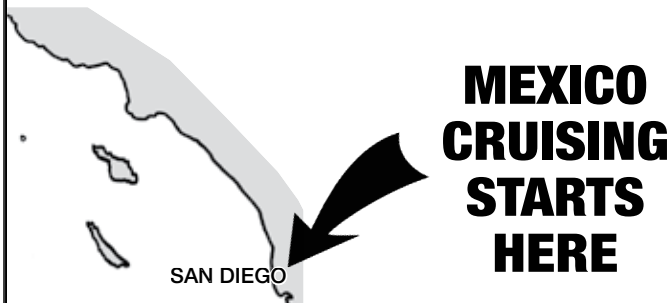
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## LETTERS

ting too far out of control as you lower the sail. When reefing, the compression force on the battens and mast cars will be very high, so if you don't already have luff reef lines rigged, it



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**Aeroyacht's Alpha 42 catamaran.**

helps to have a cunningham to help pull the luff down. I hope this helps *Latitude* readers who own catamarans. If I may be allowed a small blurb, my company Aeroyacht, the largest multihull dealership in the world, has recently introduced the Alpha 42 catamaran that I designed. We have sold eight of them already, and I'm happy to report that #3 is going to a young family from the San Francisco area who plan to begin a circumnavigation after taking delivery next spring.

Gregor Tarjan, President  
Aeroyacht Inc.  
Long Island, NY

Gregor — We appreciate your response and understand how in theory you reef a big cat in a big breeze. But we think it's much more easily said than done — as you found out on the *Outremer 64* — and as Dorland and we have found on our big cats. When you're talking about large mainsails, any kind of release of the halyard will result in the sail's becoming so full that it becomes plastered against the spreaders and shrouds. The only thing worse than a flat main in a big breeze is a really full main.

### ↑↓ BATTMASTS ARE A GOOD IDEA

I've been sailing multihulls offshore for over 35 years, and have sailed them tens of thousands of ocean miles — including four Atlantic crossings. Yet I have never luffed up head to wind to reef. That sounds frighteningly dangerous to me.

Most of my sailing has been on smaller — under 40-ft — multihulls with masts up to 55 feet. I strongly recommend that anyone with a mainsail luff over about 45 feet fit a Harken Battcar or Schaefer's Batslide system on the mast. Readers can go to [youtu.be/29QabdOcXwA](http://youtu.be/29QabdOcXwA) to see a video of how they work. I'm sure that there is such a system on *Profligate's* mast.

I also use a luff downhaul. That's a line — say 10mm — tied to the mainsail headboard that leads down the mast to the gooseneck. I keep it slack, and lace it between the occasional sailslides so that it doesn't flap around and catch on spreaders or some other thing. When reefing downwind, I release the main halyard and pull on the downhaul. It releases the luff tension and the sail will start to drop. Maybe all the way, maybe not. But if I pull on the downhaul again and again, it works every time.

The downhaul is also handy for lowering the sail when I can't be bothered to fit the sail cover, as the downhaul holds the halyard tight and the headboard doesn't flap around and look untidy.

Richard Woods  
Woods Catamaran Designs

Richard — It seems to us that smaller mainsails and lower windspeeds make all the difference in the world. In the video you recommend, it looks as though the wind was blowing well under 15 knots. But we have to remember that as the wind speed doubles, the wind force quadruples. So the force of the

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## LETTERS

main against the spreaders and shrouds, and the compression on the front of the battens, is not twice as much in 30 knots as in 15 knots, but four times as much. When the main is more than 70 feet on the luff, nearly 28 feet on the foot, and weighs 200 lbs, no husband and wife are going to be able to manhandle it.

We don't think a downhaul attached to the headboard of the main is a solution in windy conditions, as it wouldn't prevent the main from becoming much fuller the second you ease the halyard. The only thing we think would work would be to incrementally pull down maybe six inches at a time from both the bottom and the top of the luff. But even if you could somehow grab just six inches of the bottom at a time, and had powerful winches, it would still be extremely difficult. And yes, we have Battcar-like systems on both Profligate and 'ti Profligate.

### ↑↓ CAMBODIA'S FIRST YACHT MARINA

Latitude readers might be interested in information about the first-ever yacht marina to be created in the Kingdom of Cambodia. This is a historic event, because Cambodia



MARINA OCEANIA

has never been on the main route for pleasure boat sailors. Furthermore, in the past we've only had primitive wooden piers, no port service, poor security and other issues.

### An artist's rendering of the Marina Oceania.

But Cambodia is a developing country that wants to forget its terrible past. It has a lot to offer tourists, with all the temples and the mysterious history of the Khmer Empire. Cambodia knows that it needs to be more open and welcoming to the world.

Cambodia doesn't have a pleasure sailing tradition, which is why there hasn't been any infrastructure for yachties. We decided to break this tradition, and with a certain degree of adventurism decided to build a small but professional marina. The first part of the marina, with slips for 20 boats, will open in October. We'll see how it goes from there.

Our marina is protected by a breakwater at the harbor resort of Sihanoukville. Our docks and such are from companies in places such as Finland, Norway and England. The staff is Russian and Khmer. It's a complicated salad.

P.S.: Please do not judge strictly my Russian-English. I am a former sailor and navigator, but I have not been in the practice to talk.

Andrey Mantula  
 Harbour Master, Marina Oceania  
[www.marina-oceania.com](http://www.marina-oceania.com)  
 Sihanoukville, Cambodia

Readers — The main cruising route in this part of the world takes circumnavigators NW through the Banda and Java Seas, between the big Indonesian Islands of Sulawesi, Borneo (shared with Malaysia and Brunei) and Java and Sumatra, then up past Singapore at the southern tip of Malaysia, and farther up the Malacca Strait to Phuket. Sihanoukville (Kampong Som), Cambodia would be an interesting stop for adventurous cruisers, but it would require going 700 miles out of the way to the north, then having to backtrack 700 miles back to the south to round Singapore. It's possible that a different cruising route could evolve from the Philippines to Vietnam to Cambodia and then up into the Gulf of Thailand. Alas, it's currently impossible





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## LETTERS

to cruise Vietnam, which is run by the paranoid and corrupt, and Thai officials in the Gulf of Thailand are not friendly to cruisers, just the opposite of how they are in Phuket. We wish the new marina luck, but Cambodia is sort of stuck on its own in the relative middle of nowhere, and we're a little skeptical about how welcoming Cambodian officials are going to be.

Sihanoukville is Cambodia's only deepwater port, and is located in the Gulf of Thailand between Vietnam and Thailand. It's a growing urban and tourist center, and a few years ago the New York Times wondered if it was going to become "the



**Sihanoukville is Cambodia's only deep-water maritime port, but will yachties visit?**

next Phuket." However, crime and drug abuse are problems in some areas, as is the rampant and irresponsible use of Jet Skis and long-tail boats. The beaches of Sihanoukville and nearby islands are similar to those of Phuket, but are much

less developed — for both the better and the worse.

Cambodia's "terrible past" that Mantula refers to is something that the world should never forget. It started when Pol Pot, guided by the idiots of the French Communist Party, assumed dictatorial power of Cambodia in 1975. Pol Pot imposed Agrarian Socialism, an insane version of Marxism designed to take Cambodia back to the Stone Age. It required all urban dwellers, including those dying in hospitals, to drop everything to go work on collective farms in the countryside and/or at forced labor camps. Even the most basic aspects of citizens' lives were controlled, from what they could wear, to whom they could talk to, to what they could think. People were killed for having lived in cities, having read books, and even for having worn glasses. Pol Pot's Khmer Rouge believed that adults had been tainted with capitalism, so the children were taught how to torture and then given leadership roles in the executions of hundreds of thousands of fellow citizens. In just three years of Pol Pot's inspired leadership, an estimated 25% of Cambodia's entire population had died of executions, forced labor and/or malnutrition. Despite being considered an even greater monster in relative terms than Hitler, Stalin or Mao, Pol Pot never stood trial for his crimes. Indeed, the United Nations recognized Pol Pot's Khmer Rouge as the rightful government of Cambodia until 1997, by which time he'd been out of effective power for more than 15 years and was hiding out with a small band of soldiers near the border with Thailand. Way to go humanity!

We have one last chapter in this Cambodian geo-history lesson. As strange as it might seem, the last official battle in the Vietnam War took place at the islands around Sihanoukville, which is why the names of the American soldiers killed there are the last ones on the Vietnam Veterans Memorial in Washington, D.C. The battles that took place were the result of the Khmer Rouge hijacking the merchant ship Mayaguez, and President Ford, smarting from having had to pull the U.S. out of Vietnam, decided that the U.S. couldn't be seen as wimpy. So in a series of blunders that were reminiscent of much of the Vietnam War, 41 Americans died and millions of dollars were squandered on a major operation — despite the fact that the Khmer Rouge had already abandoned the Mayaguez and set her crew free. Tourists to Sihanoukville can dive on two shipwrecks at Koh Tang Island that were a result of this military misadventure.

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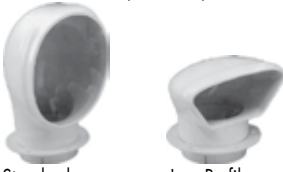
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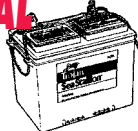
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## LETTERS

### ↑↓ TRICKS ARE FOR KIDS

Before *Latitude* accused the Quesadas of having their memory playing tricks on them, *Latitude* might have checked its own memory.

As S&S designed her, *Orient* was 63 feet, not 65 or 80 feet.

And *Soliloquy* was 12 Meter #2. She was active in Southern California waters from the '50s to the '70s. She was designed by Starling Burgess, built by Abeking & Rasmussen in 1928, and was originally named *Isolde*. Before being shipped to the West Coast, she changed hands several times in the New York area, and was also named *Sally Ann* and *Ptarmigan*.

I saw *Soliloquy* sail off Catalina many times. She was a powerhouse upwind. I'm sorry to report she was broken up in Australia in 1988.

Roy E. Disney did order a Morgan 40 ketch from Charlie Morgan in 1970. Originally named *Impossible Dream*, she was delivered to Driscoll's Boat Yard that year. Throughout his life, Roy Disney championed wildlife protection, and was especially active in saving the peregrine falcon. I suspect he renamed his Morgan ketch *Peregrine* for his love of that magnificent raptor. Incidentally, in 1969, Roy Disney made a classic nature documentary film, *Varda the Peregrine Falcon*.

Skip Allan  
Capitola

*Skip — We don't think we "accused" the Quesadas of their memory playing tricks on them as much as wondered if that weren't the case. As it turned out, it was our research that played tricks on us.*

*We searched the entire database of the 170 12 Meters ever built — they were originally used in the Olympics — looking for more info on Soliloquy. How were we to know her name had been changed from Isolde and Sally Ann and Ptarmigan? Changing the name of a 12 Meter is sacrilege. In some countries it's probably a capital offense. Then there is the whole business about the International 12 Meter Class and boats such as Soliloquy, which complied with the 12 Meter rule, but hadn't been built as racing boats. Nonetheless, our apologies to all.*

*Since it's TransPac time, this is a great time to remind our readers that when Skip Allan was 21 or so, he, his brother Scott, and several other 20-ish sailing friends from the Newport Beach area took overall honors in the 1967 TransPac with the Cal 40 Holiday Too. Skip subsequently went on to great helming success in IOR boats, and equally great success cruising and racing his custom Wylie 28 Wildflower to Hawaii.*

### ↑↓ GALLIVANTER LOOKING FOR CREW

Hurrah! Our family has decided to move back to the U.S. Virgin Islands. My wife Cath and son Stuart are going to fly, while I'm going to sail our Hylas 49 *Gallivanter* by way of the Cape of Good Hope. Although I'm capable and prepared to do the trip alone, I always prefer to have a friend or two aboard to share offshore adventures. So I'm putting the word out.

*Gallivanter* is a well equipped S&S Hylas 49 that our family of three sailed from the Caribbean to Australia in recent years. I've just hauled and inspected her, and she's in good shape. *Gallivanter* has all the equipment you'd expect: two chartplotters, radar, four GPS units, paper charts, a sextant, a liferaft and fishing gear. She's got a watermaker, freezer, fridge, hot shower, TV with lots of DVDs, and all the rest.

I've been working as a licensed captain for the past 20 years, and have 1.5 circumnavigations to my credit, including most of one with an Islander 37 pilothouse sloop I bought in Hawaii. A number of my adventures have been recounted in the pages of *Latitude*.



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## LETTERS

I'll be departing Brisbane and starting to sail north and over the top of Australia around the end of August. I intend to sail along the coast and stop at a few places between here and Darwin. From Darwin we'll head north and island-hop along the islands of Indonesia to Bali, and maybe even wrestle



The ferry Kirk McGeorge has been driving has lost its charm.

a Komodo dragon at one of the Indonesian islands.

I intend to hang around Bali for a few weeks before departing mid-October for the 3,500-mile passage across the Indian Ocean to Mauritius, after which we'll look for a decent weather window for the 1,500-mile leg to Durban. That can be a nasty one. I intend to be in Cape Town by mid-December, and will fly to the Virgins to spend the holidays with my family in our new home.

I'll begin the last leg, from Cape Town to Trinidad, in mid-January. Our transAtlantic crossing will consist of the 1,700-mile sail to St. Helena, and maybe a stop at Ascension, before the last 3,100-mile leg to the Lesser Antilles. *Gallivanter* averages about 180 miles a day, so we should be able to do that last leg in 20 days. After the first couple of hundred miles, the trip across the South Atlantic is considered to be one of the nicest in the world.

I don't pay for crew, but I cover fuel, food and expenses for the vessel. About all any crew would need is a passport, toothbrush, sunglasses and a few changes of clothes. We can expect to catch all the fish we want, and have periods of sunshine and rain, pleasant star-filled nights, periods of being becalmed, and maybe a moment or two of sheer terror. But it can sometimes be repetitive, so bring a book.

I like to have three people aboard for ocean crossing, and *Gallivanter* has three cabins. I maintain an easy watch rotation, and Otto the autopilot will do most of the driving. Simple, easy meals are what I prefer, and everybody cooks.

Crew do need the spirit of adventure, however, because you never know what will happen when you're dealing with boats and nature. For example, *Gallivanter* got clobbered by a runaway vessel in last January's floods of the Brisbane River, so she had to be hauled out for minor repairs — and to avoid more flooding. We did this at a tide-restricted yard at Redland City Marina on Moreton Bay. With the king tides of our winter solstice, my nine-year old son Stu and I launched *Gallivanter* and began snaking our way through a mangrove creek under the cold silver moonlight on the longest night of the Southern Hemisphere year. For an hour, we strained our eyes to see the reflections from the two dozen markers before finding enough water under our keel to get a solid reading on our depthsounder. Once clear of the channel, I engaged the autopilot, shook the wrinkles out of the main and genoa, and proceeded toward an eight-mile-distant anchorage.

Things were going well under the Southern Cross — until a loud thump shattered the peace just after midnight. A quick survey revealed that, in my haste at the launch, I had neglected to secure all of my lines properly. Stupid me! A bow line had washed over, fouled the prop, and destroyed the ceramic Drive Saver in our shaft coupling. I quickly anchored and found the spare Drive Saver I had purchased when installing the engine back in St. Thomas eight years before. I was able to unwind the rope-jam from within, replace the



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## LETTERS

coupling, and make it to the secure anchorage by 3:30 a.m. Stuart slept through the entire ordeal.

Thinking more about the delivery to the Virgin Islands, I've decided to include the Chagos Archipelago in the itinerary, as I know I would regret not including this extraordinary Indian Ocean stop. What's funny about paper charts is they can make potential destinations seem way out of the way, even when they only involve only a few extra miles. For example, one time we were at the Greek island of Santorini about to sail 475 miles trip to Malta. The north coast of Crete was down at the bottom of the chart, so just out of curiosity, I added the ancient capital of Crete as a waypoint. It turned out that it would only add 18 miles to our 475-mile passage.

By the way, I'm told that Harry Heckel, the oldest person to sail around the world solo twice, published a book titled *Around the World in 80 Years*. I'm hoping one of my crew will bring a copy. We met Harry in Borneo in 2000. While in Norfolk, Virginia in '05 or '06, we presented Harry with a certificate of achievement on behalf of *Latitude*. If I'm not mistaken, Harry is now 97 years old!

As much as my family has enjoyed Australia, Cath's homeland, we're eager to move back to our adopted home of the U.S. Virgin Islands. For one thing, I've been driving a car ferry back and forth across the Brisbane River — every five minutes for 13.5 hours a live-long day — for the past 10 months. I can't wait to quit this mind-numbing job in three weeks and cast off *Gallivanter's* lines to begin sailing home to the Caribbean. By the way, I've just completed everything necessary to upgrade my Aussie marine license from a Master 5 to a Master 4, which means I can move up from driving 80-ft vessels to 230-ft vessels. It was a major pain in the ass getting the upgrade, but the sea time I've gained working here in the Land of Oz is also applicable to upgrading my USCG ticket when I get back to the Land of the Free.

For those interested in crewing on *Gallivanter*, I can be reached at [svgallivanter@yahoo.com](mailto:svgallivanter@yahoo.com). Please do not contact me if: 1) You're not super enthused about the opportunity, or 2) You're not sure you can take the time off from whatever else you're doing or family obligations. Thanks.

Kirk McGeorge  
*Gallivanter*, Hylas 49  
Brisbane, Australia

### ↑↓ CAPSIZING MOD70S

I watched the terrific June 3 *Lectronic* video the Wanderer took from onboard while the MOD70 *Orion* sailed across Banderas Bay at speeds up to 35 knots. Pretty cool!

Then, in the June 24 *Lectronic* and on page 72 of the July *Latitude*, I saw the photo and story of the MOD70 *Spindrift* flipping over and breaking her mast during the La Route du Princes series in Dun Loaghaire, Ireland.

Since the Wanderer and Doña de Mallorca were lucky enough to be aboard *Orion* for that sail on Banderas Bay, I'd like to know whether you were concerned about the tri flipping or whether you felt pretty secure.

Bill McClintock  
San Jose

HARRY HECKEL, JR.



Harry Heckel's book 'Around the World in 80 Years'.



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## LETTERS

Bill — Neither of us was concerned about flipping for three reasons: 1) Orion had a great crew headed up by multihull and MOD70 guru Steve Ravussin; 2) Until that time, no MOD70 had flipped, and the whole bunch of them had raced across the



MOD S.A. / YVAN ZEDDA

'Orion' can be seen scooting across San Francisco Bay waters these days.

Atlantic at extremely high speeds; And, 3) because the winds on Banderas Bay were steady without any strong puffs. San Francisco Bay is a much different proposition, as the wind is often very gusty, so we hope Orion is being sailed conservatively.

By the way, Orion reportedly hit 42 knots of boat speed in 20 knots of true wind, just shy of the 44.15 knots Emirates Team New Zealand hit just as this issue was going to press.

Last summer we also got a chance to sail the 74-ft foiler l'Hydroptère across San Francisco Bay at 34 knots. Our impression — and it's nothing more than that — is that l'Hydroptère might be more stable than a MOD70 in gusts because she seems to be able to translate the power into speed more quickly.

### ⇕ WHY WASN'T THE MAINSHEET EASED?

I just read *Latitude's* comments on the capsizing of the MOD70 *Spindrift* and watched the video of the incident. I agree, I didn't see any sign that the mainsail was eased at all. From the photo in *Lectronic*, it looks as though the MOD70s



CHRIS SCHMID / SPINDRIFT RACING

'Spindrift's epic capsize in June proved that even MOD70s can flip.

may have a semi-circular mainsheet traveler. This is what I have on *Pantera*, 26 feet of track. With this arrangement, I only need 30 inches of travel on my mainsheet. I get this from a hydraulic cylinder in the boom and a hand pump at the helm. All these do is control the twist in

the main, and I usually don't have to adjust it more than six inches between sailing upwind and downwind.

In my view there are a number of benefits to this system. First, hydraulics are ideal for high-load, short-travel applications. Second, it eliminates the potential of the mainsheet's getting snarled in the cockpit, as you'd need a very long mainsheet in order to ease off enough to depower. Third, my 'mainsheet', all 30 inches of travel of it, can be adjusted with a valve for fine-tuning and 'blown' with a press of either of the 'panic buttons', one that's at the helm and the other in the bulkhead at the head of my berth. I have never used either panic button, no matter if I was racing or cruising.

The other method to de-power *Pantera* is the 26-ft curved track with a custom machined car from Lewmar. The traveller control line is two-part, comes off the winch on the centerline, and can be brought into the main cabin and left on the dinette table an arm's length from my pilot berth, which is at the same height. While I can completely depower my main without ever getting out of my bunk, I've never needed to do it.

All the winches on *Pantera* are self-tailers, but consistent with my previously stated Three Laws of Multihull Sailing, all

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# LETTERS

sheets come out of the self-tailers into vertically mounted cam cleats on bulkheads or coamings — when they aren't being hand-held. This means they can instantly be snap-released from anywhere in the cockpit. To review the Three Laws of Multihull Sailing: 1) All sheets must be free and ready to run; 2) All sheets must be free and ready to run; 3) All sheets must be free and ready to run.

So what happened on the MOD70 *Spindrift* in Ireland? From a couple of angles it seems clear the main was not eased at all. A racing crew should have been able to do that. Gusts usually show on the water in advance. Someone should have



JAY ALLWORTH

seen them coming. Someone should have been hand-holding the mainsheet. And someone else should have been ready on the traveller, too.

I don't know how mainsheets are controlled on MOD70s. Maybe the loads were too high to release the sheets. Maybe

**Bob Smith has sailed 52,000 miles aboard 'Pantera', many of them singlehanded.**

something jammed. If so, why wasn't the traveller eased? It sure looks like a full-width traveller from the photo. Can you remember from your sail on *Orion*? I would like to know.

Another issue I'm sure you're aware of is that boats like the MOD70s, and to a much lesser extent *Pantera*, bring the apparent wind so far forward that you don't have to ease the main much to have it luffing completely. So my guess is the capsizes was the result of some crew error or something jamming.

By the way, *Pantera* turned 17 years old on July 6. She's got 52,000 miles, all of them right side up.

Bob Smith  
Pantera, 40-ft custom cat  
Victoria B.C./La Paz

*Readers — Even more impressive than 52,000 miles is the fact that Bob has twice singlehanded this high-performance cat from Mexico to Victoria, B.C., often in high winds, and never once used the engine.*

*The MOD70 mainsheet traveller looks to be about a 20-ft-long semi-circle. Not only does it not go from one side of the boat to the other, it doesn't go from one side of the main cockpit to the other.*

## ↑↓NOT ALL SAILORS ARE BLUEWATER SAILORS

It was sad reading about GD 'Zen' French and his wife 'Lady Zen' abandoning their Iroquois 30 catamaran *Zen II* 250 miles out into the Pacific, and his analysis that he was "not a sailor" because he discovered that he didn't like bluewater sailing. I disagree with the notion that disliking offshore sailing means that one is not a sailor.

Sailing means being on a boat that is propelled by the wind, and being a sailor means being able to control and otherwise maneuver the boat. The vast majority of sailors never sail offshore, regardless of how much they may dream about it. Day and coastal sailing are just as much sailing as bluewater sailing, you just get to shore more often.

While most of my sailing miles were offshore, they were all from one voyage, the 1995 Tahiti Cup from San Francisco and the delivery back via Honolulu. So none of my sailing except that one voyage has been offshore. But I consider myself a



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— Herman Melville, *'Moby Dick', Chapter XXVI*



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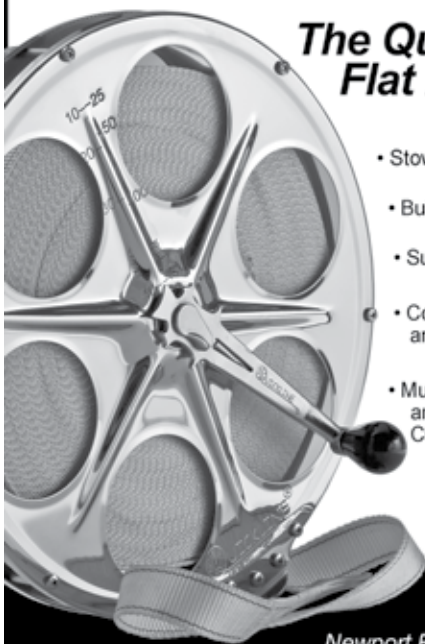


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## LETTERS

sailor because I sailed a lot.

While I wouldn't trade my offshore experience for anything — I'd been dreaming of bluewater sailing since well



COURTESY ZEN II

**A love for bluewater sailing isn't a prerequisite for calling yourself a sailor.**

before I was in high school — there were definitely some very negative aspects of it that I did not realize until I did it, starting with sleep deprivation. I have no interest in sailing offshore again, except under a very narrow set of circumstances — 50-ft

cat of my own in the tropics — that probably won't occur. Does that mean I'm not a sailor? Of course not.

I hope that *Latitude* and/or someone else will encourage Zen and Lady Zen to continue sailing, even if that sailing is not offshore.

Boatless in Berkeley

*B in B* — It seems to us that you can certainly be a 'sailor' without ever leaving the confines of Belvedere Lagoon, Lake Merritt, the Oakland Estuary or San Francisco Bay. Bluewater sailing is a niche that only appeals to a few.

### ↑↓ CELESTIAL NAVIGATION WITHOUT ALMANACS

I'm taking advantage of *Latitude's* kind offer to let authors review their own books. I've written *Celestial Navigation Without Almanacs*, which covers noon and Polaris sights with a sextant, and a variety of non-sextant methods using stars and sunrise and sunset times to get both latitude and longitude to within about a fourth of a degree — near enough to make sure you don't miss that island if you find yourself without GPS. All the sun and star information needed to do this until 2050 is included in the book, compiled from data published by the US Naval Observatory. This means you don't need to buy nautical almanacs each year or keep sight reduction tables.

I recently sailed from Oregon to La Paz aboard my Columbia 8.7 *Witch of Endor*. On the way, I was able to practice some of the methods taught in my book.

Sailing from Ensenada to La Paz last fall, I noticed two obvious — even stunning — ways to get your latitude from the stars while sailing down the Pacific coast of Baja in November. Shortly after dark in November, Orion, the best known of all constellations, rises in the east. At the latitude of San Diego, just after Orion has risen, the line between its two brightest stars, Betelgeuse and Rigel, is exactly parallel to the horizon. As you sail south, this line starts to be at an angle to the horizon. By Turtle Bay, Rigel, the more southern of the two stars, rises eight minutes before Betelgeuse, and the line between the two stars is at an angle of 5° to the horizon just after Orion has risen. This is because we are sailing around a curved Earth, and Turtle Bay is 5° of latitude south of San Diego. San Diego is at N 32° 40' (at Pt. Loma) and Turtle Bay is at N 27° 40'. As we keep sailing south, this angle becomes about 8° at Mag Bay, and 10° at Cabo. At any point along the way, we can find our latitude by measuring this angle, and subtracting it from the latitude of San Diego.

There is another star to steer your boat by on this voyage. Once you are about 3° south of San Diego, at about 11 p.m., you will see a bright star, Achernar, just above the southern horizon, sitting there all by itself, beckoning you southward.



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# LETTERS

But to find out how to use Achernar to navigate southward in November, you will have to go to my website!

I have a number of pages at my website for *Celestial Navigation Without Almanacs*, including one that describes in more detail how to get your latitude from the stars while sailing south to Baja, with color diagrams of what the stars look like along the way. There are also excerpts from the book, a short fictional account about using the book to find Hawaii after being struck by lightning at sea, and information about how to purchase the ebook. You can find the main web page, with links to the others off it, at [www.markmason.net/nav](http://www.markmason.net/nav).

Mark Mason  
*Witch of Endor*, Columbia 8.7  
 La Paz, Baja California Sur

## ↑↓ A CITY THAT'S NOT FOR SNOBS

In my opinion, the liveboard community near Oakland's Union Park adds to the whole 'vibe' here in Oakland. And there is so much to like about this town. Having visited many parts of the world — including Venezuela, Egypt, Mexico, Pakistan, Britain, Germany and more — I have to say that while Oakland definitely has its problems — on which *Latitude* seems to continually focus to the exclusion of everything else related to this city — there is much to like about it.

In particular, for a city of 400,000, it is one of the most diverse cities I've ever been in. I ride the bus frequently with



AMINA WAHEED

my grandchildren and they love listening to all the different languages and getting into all sorts of conversations with fellow passengers. For its size, Oakland also offers a huge choice of cuisines, and at a much more reasonable price that most other towns around. We also have the best weather in the Bay Area. And there is probably a higher density of beautiful old Victorians in Oakland than anywhere else around.

***Are anchor-out communities being 'harassed' because of big business or because locals are tired of junk heaps piling up on shore during storms?***

I frequently drive by Union Park, and when I have time, I often stop and park there just to look at that liveboard community. Sometimes I go with my grandchildren, who are fascinated by it. It's one of the little communities that makes Oakland what it is. I have had a chance to stop and chat with some of the residents, and have never had an unpleasant conversation. 'Live and let live' seems to be their operating philosophy.

*Latitude* implies that maybe the city wants to get rid of this community because it is a 'crime center' where the residents think they are 'above the law' — although you present no evidence. True, you don't say it directly, but it certainly is implied. Having lived where I do for all these years, I have gotten pretty familiar with the evidence of 'crime centers'. One is broken window glass on the street or sidewalk. Another is used condoms on the ground. I have never seen either of these in the parking lot right by this community.

In fact, anybody who takes a look at Oakland politicians' campaign contribution disclosure forms, which are on file, will see that the real estate developers are a major power in Oakland city politics. And they have their eyes on the entire shoreline. There's nothing wrong with developing some nice housing, parks and walking areas, but the developers see

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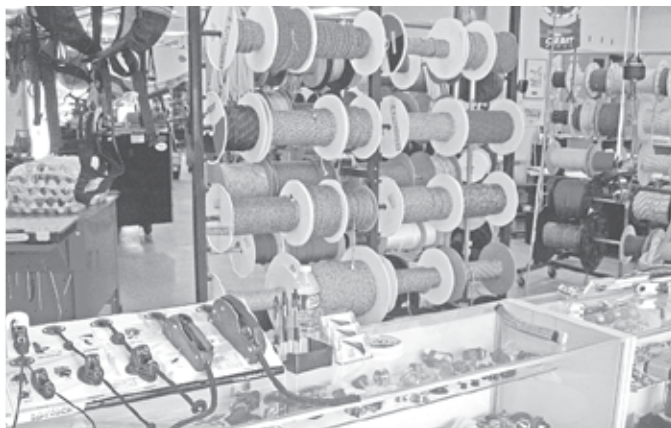
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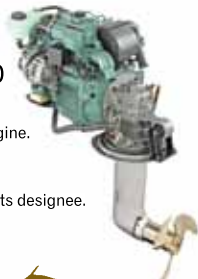
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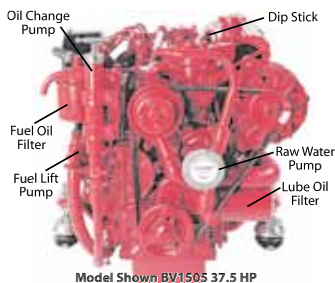
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## LETTERS

communities such as the one near Oakland's Union Park as an eyesore that brings down property values. Plus it galls them just to think that somebody is living somewhere for free. It's just as if they are trying to get some of the artist/hippie collective housing out of the shoreline, and to close down the San Leandro Marina. I'll bet anything that's who is behind this drive to get rid of these liveaboards.

As far as crime goes in Oakland — the issue on which *Latitude* seems to focus to the exclusion of everything else — yes, it's a real problem. But I've lived in the Oakland flatlands for 44 years, and I ain't dead yet. But I will admit, Oakland definitely isn't for snobs.

John Reimann  
Y-Knot, Catalina 36  
Alameda

*John — Having attended elementary, junior high and high school in Oakland, we have more than a passing knowledge of the place. We've lived in East Oakland, North Oakland, in the Montclair District, and after going to UC Berkeley, the Dimond District. The first and only time we ever levitated was in the back of a pizza parlor in East Oakland's Eastmont Mall. We began our journalism career working for The Montclair in Montclair and later down on Piedmont Avenue, which is also where the early issues of Latitude were produced.*

*Knowing Oakland as we do, the thing that really pisses us off is that we know what a really great place it inherently is — and could be — but how dreadfully far it has fallen from its potential. (Yes, we know there are still some really beautiful and reasonably safe places in Oakland, and that some areas are rising from ruins.) But when violent crime is a never-ending worry, the quality of education dismal, and the city government highly suspect, the Mediterranean climate, the many wooded areas, and the fertile flatland soil don't count for much. At least not to us. Neither does the 'vibe' or varied cuisine.*

*While our parents lived in Oakland until almost their passing, we decamped for hippie Marin in our early 20s and have never regretted it. We believe the most important responsibility of government is to provide a safe environment for all citizens, and that Oakland has failed dreadfully in that regard. Since you've lived in Oakland for 44 years, you have no idea how liberating it is not to have to worry about having to lock the front door to your house or your car, to say nothing of not having to worry about the personal safety of your kids.*

*We think diversity is grossly overrated when compared to things like personal safety and respect for other people. We don't care of what color or sexual orientation anybody is as long as they're non-violent, value education, don't peddle drugs or flesh, keep their residences in reasonable shape, and don't own pit bulls. Before you make a knee-jerk reaction to our politically incorrect indifference to diversity, remember that by choice we spend about a quarter of the year based out of a very poor village in Mexico and another quarter of the year in either West Indian or French parts of the Caribbean. We also have small businesses in Mexico and the Caribbean, and travel to considerably more countries on a regular basis than most people. One thing we've learned is there are many places where poverty is not seen as an excuse for violent crime.*

*Like anybody who takes taxis, we're exposed to countless immigrants from all over Africa, the Middle East, Eastern Europe and the old Soviet Union. They all think they've died and gone to heaven, not because things have been given to them, but because they now have an opportunity to make a decent life for themselves and their families. We love that attitude. As for varied cuisine, we get our fix in the dives of downtown*



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## LETTERS

L.A. and the various 'towns'. No snob or pretentious food for us, thank you.

We live aboard about six months a year, so we certainly don't have anything against that concept. But we do believe that liveaboard vessels should be required to follow the same laws as all other vessels when it comes to navigability, safety and environmental requirements. Harbormasters from one end of the state to the other will tell you that when you start giving passes and making excuses for illegal and irresponsible behavior, liveaboard communities devolve and become havens for a host of problems. One need only look at what happened at Clipper Cove and the current state of Richardson Bay. Just because you live on a boat or leave a boat at anchor shouldn't mean you get a pass from laws or personal responsibility — even if you live in Oakland.

### ↑↓ SURVIVING BOAT BREAK-UPS IS THE HARDEST PART

When we set sail from San Diego as part of the 2007 Baja Ha-Ha, we had no idea that thousands of miles and years would pass between us participants, and that we would be forever connected by 'learning how to Ha-Ha' together. Despite the fact that we lived so close to the ocean, we didn't have the benefit of living near a thriving sailing community prior to the Ha-Ha, so all of our cruise planning was done reading websites created by other cruisers, reading books, and dutifully reading *Latitude 38*.

When we first registered for the Ha-Ha in 2007, it finally became real that we were going cruising. More real than when we'd sold our home, quit our jobs, and loaded our Morgan 452 *Ketching Up* with 63 lbs of home-schooling books. The Baja Ha-Ha was what we considered the real start of our sailing adventure.

For me, those final pre-Ha-Ha days in San Diego were all about 'kid boats'. If I was behind someone with an equally large load at Trader Joe's or Costco, I'd casually ask "Are y'all doing the Ha-Ha?" (We Southern girls don't hesitate before asking personal questions of total strangers.) We were in full frenzy mode by the time we got to the Kick-Off Party, and all my social energies had been zapped by last-minute preparations and the reality of 'Oh my God, we are really doing this!'

But before we really met any 'kid boats', we'd begun friendships with *Airwego*, *Acapella*, *Wahoo* (the lone powerboat) and *Cirque*. Despite the fact that we had three bouncy boys, we were welcomed onto all these boats — more than just once, too, thank you very much — and our boys felt right at home with their new cruising families.

When we said our final goodbye to *Airwego* in La Paz, we endured the first of many boat 'break-ups'. Why hadn't anybody warned us about this heartfelt pain in any of the cruising books? Give me sloppy seas and gusty winds any day, as the saying goodbye to cruising friends really sucks, pardon my French.

When you become cruising friends, you share everything: the weather, boat parts, provisions, adventures, life histories, taxis, holidays, therapy, charts — and on and on. Who else but a cruiser will loan you \$700 in a Costco in Acapulco knowing you only by your boat name? Who else but a cruiser offers you their old dinghy for free when they hear over the cruisers' net that yours was stolen? There is absolutely nothing like a shared cruising experience to bring total strangers together. Our initial cruising goal was passports full of stamps from foreign countries. Our trip really became about our new cruising friends and the great adventures we shared.

So our hearts were heavy when we received the word from *Airwego* that, after a successful Pacific Puddle Jump and



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# LETTERS

months exploring in the South Pacific, they had hit a reef. They were safe, but their boat was lost and their adventure over. And when one of our favorite cruising families separated after returning to land, we tried to imagine how that could have happened, since they were frozen in our minds as the happy, salty and sun-kissed crew on our final happy hours in Z-town.

And most recently, there are no words and no explanations that will make any sense of the heartbreak of Laura Willerton,



COURTESY CIRQUE

**Laura Willerton, Louis Kruk's wife, touched many people's lives.**

Louis Kruk's beloved wife, losing her courageous battle with cancer. Louis and Laura were our dear friends. Our boys developed their VHF confidence hailing *Cirque*, as Louis always responded, parroting the pronunciation he heard from two of our crew members who'd lost their front teeth, and referred to our boat as "Ketchin Gup."

We spent many sunsets together, enjoying a drink

and reflecting on wonderful days. And tonight, as we watch the sunset from our home in Pawleys Island, South Carolina, we feel a world away, knowing this is Louis' first of many sunsets without his wife Laura by his side.

There were moments I wondered how I ended up on a boat surrounded by a summer squall, with lightning close enough to make the hair on my arms stand up at attention. Or how I got stuck in a leaking boat in the middle of the first recorded tropical storm — thank you, *Alma* — in Costa Rica. Or found ourselves floating backward in the middle of the Bay of Panama after the wind died and our prop shaft broke. But there were many more moments, a lifetime of moments, that I will never forget, all filled with cruising friends who taught us how to Ha-Ha.

Fair winds, Laura Willerton, fair winds.

Ashley DesMarteau, wife of a Gentleman Pirate with former cruising kids Griffin, Wils & Cooper  
*Ketching Up*, Morgan 452  
South Carolina

## ↑↓ THE GOOD, THE BAD AND THE UGLY IN SB

On a recent trip to Santa Barbara, I noticed several placards noting projects that have received funding from Cal Boating. The first project is the repair of the launch ramp. This seems like a worthwhile use of funds, as it serves the

general boating, kayaking, Jet Skiing, fishing and paddleboarding public. I call this one 'good'.

The next placard indicates that Marina 1 is to have several of its dock fingers upgraded and repaired. The unusual thing about the docks in Santa Barbara is that the rights to use the space are sold



N.W.B.R.

**Repairing the launch ramp to the benefit of the public is 'good'.**

to the new boat owner by the prior boat owner. To somewhat legitimize this process, the Santa Barbara Harbor Department charges a fee in excess of \$300 per foot of boat length when a slip is transferred. So the buyer of a 30-ft boat will have to pay the Harbor Department \$9,000, plus \$30,000 to \$40,000 to

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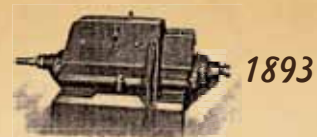
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## LETTERS

the seller for the right to use the slip. Keep in mind the docks are owned by the public and maintained with public monies. So in this case, Cal Boating is spending its funds to support a few wealthy individuals. As the docks are improved, the value of the slip should increase, thus enriching the existing owners when they sell the rights to the slip.

I think this is roughly the same as owning the rights to use a parking place on a city street in front of one's home. I hate to think what it would cost to purchase a parking place in downtown San Francisco. So I call this upgrade of Marina 1 as a 'bad' for the general public.



N.W.B.R.

The last placard piqued my curiosity. It was at an end-tie that was probably 60 or more feet long, and said it was being made three feet wider. This project is a windfall profit for whoever the slip holder is. I call this one 'ugly'.

**Widening an end-tie for one slipholder is 'ugly'.**

Because of the unique structure of slip ownership in Santa Barbara, I believe that Cal Boating projects are enriching a few wealthy and well-connected boat owners.

Please do not include my name or boat name as I would probably never be able to get another guest slip in Santa Barbara. I'm afraid that I'll then be stuck in cold and windy Ventura Harbor eating sponge cake and Pop Tarts.

Name Withheld By Request  
30-ft sloop  
Ventura

*N.W.B.R. — Unlike some places, we think Santa Barbara is a city where you can criticize a government decision and not have to worry about extreme retaliation.*

*Philosophically, we strongly agree with the concept that private citizens shouldn't be able to profit from owning the right to public property. But berthing rights are a little more complicated than they might seem on the surface, and government agencies up and down the coast have struggled to find equitable solutions.*

*The 'slip can go with the boat' policy started innocently enough. If you wanted to sell your Santa Barbara-based Cal 25 to someone else in Santa Barbara and the buyer couldn't keep the berth, where was s/he supposed to keep the boat? If the buyer was told s/he would have to take the boat to Ventura, it would be a deal-breaker. In places such as Santa Barbara, where the demand for slips has long been much greater than the supply, wise sellers realized that their Cal 25 with a slip was more valuable than a Cal 25 with a slip in less-desired Ventura or other places where slips were plentiful.*

*With Santa Barbara's seemingly never-ending increase in desirability over the last 30 or so years, the premium for a slip going with a boat has skyrocketed. If you have a sinking 40-ft wreck, she was worth about \$40,000 — if the right to the slip came with the wreck.*

*There are, of course, negatives to slips going with boats where there isn't enough supply. First, it allows for private individuals to profit greatly from public property. It meant entry to boat ownership in Santa Barbara became extremely expensive. And the combination of the increasing value of slips and Santa Barbara's low slip fees discouraged boatowners from selling their boats — even if they never used them.*

*Latitude has always thought there should be a 'use it or lose' it policy for berths where they are in short supply. Since*

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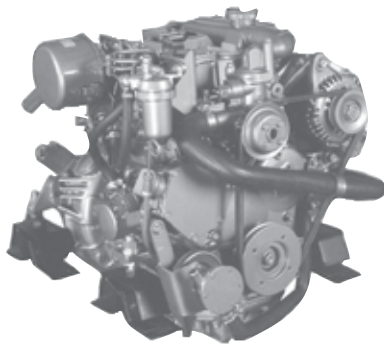
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## LETTERS

ocean access by boat in those areas is limited, it could be made more available if boatowners were required to take their boats out 24 times a year, which is only twice a month. If the boat owners don't take their boat out the minimum number of times, they would either have to pay double the normal slip fees or give up the slip. If they still didn't use the boat at least 24 times a year the next two years, they would lose their slip. We think such a policy would greatly open up the number of slips — and increase the number of new and lower-income sailors — in places like Santa Barbara. As brilliant as our idea is, nobody has ever seemed to like it.

Places such as Santa Barbara have long been wise to folks with rights to slips being able to profit greatly from them. The argument against stopping boats from going with slips cold turkey is that people who have paid the going rate — \$1,000 or so per foot — for the right to a slip would suddenly lose their \$25,000 to \$500,000 'investment'. After a tremendous amount of discussion, Santa Barbara came up with what they believe is a fair compromise solution, which involves the harbor's getting a cut of the action. Since it's a compromise, there are always going to be people who are unhappy with the program. While we don't think Santa Barbara's plan is good as our 'use it or lose it', we think it's reasonable.

### AMERICAN 'NOT CHEAP' OR MEXICAN 'NOT CHEAP'?

I'm very happy to hear that Doña de Mallorca is all right after rolling over twice and ending up on a berm in a Chevy Tahoe after being run off the road on the way to Punta Mita, Mexico. Just one question. You indicated the treatment she received at the San Javier Hospital in Nuevo Vallarta was "not cheap." Did you mean in U.S. terms or Mexican terms? Not cheap in the United States probably could have meant at least multiple thousands of dollars.

Jimmie Zinn  
Dry Martini, Morgan 38  
Pt. Richmond

Jimmy — The ambulance that picked up de Mallorca asked if she wanted to go to the public hospital in San Pancho or the private hospital in Nuevo Vallarta. She couldn't get a CAT scan at the former, but she could at the latter. Doña, a nurse, decided that a CAT scan would be a smart idea to see if she'd suffered any hairline fractures or other problems.



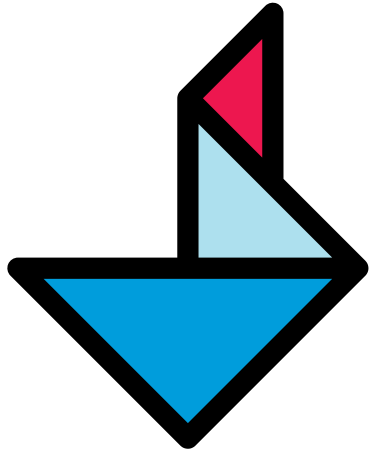
LATITUDE / RICHARD

**Doña de Mallorca received top-notch care at the comparatively pricey San Javier Hospital.**

The crew of the ambulance — which was free — couldn't have treated her better. And entering the San Javier Hospital in Nuevo Vallarta was like being admitted to a hospital patient's ultimate fantasy. Everything at the San Javier Hospital was brand new and sparkled so brightly that you needed sunglasses. The ratio of hospital staff to patients was about 25 to 1. Most important, the doctor seemed competent and had unlimited time to spend with her.

De Mallorca's bill came to \$3,300 USD. That's very high by Mexican public health hospital standards, and even some other private Mexican hospitals, but we suspect it's comparable if not lower than it would have been in the States.

It was an interesting comparison to de Mallorca's vertigo



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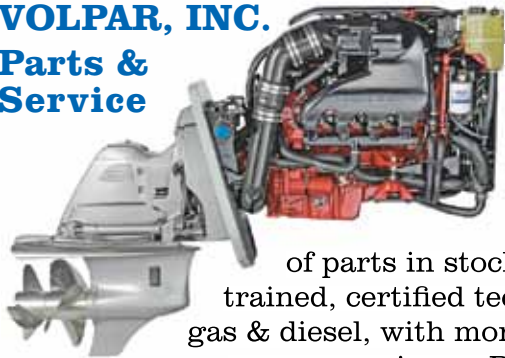


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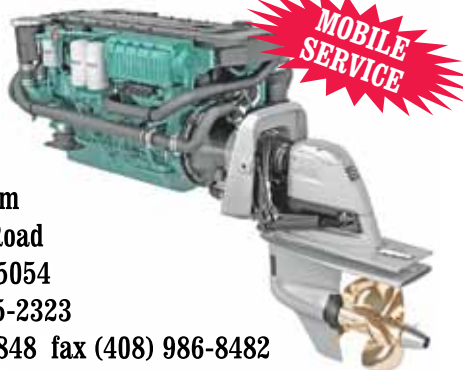
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# LETTERS

episode during the SoCal Ta-Ta that saw her spend eight hours at the Little Company Hospital in Torrance and four more hours at the Kaiser Hospital in South City. While the staff was great at the Little Company, there were 86 other emergency patients, with moaning people on gurneys everywhere.



LATITUDE / ANDY

**The new hospital in Nuevo Vallarta caters to American 'medical tourists'.**

Naturally, the doctors and nurses didn't have unlimited time with patients. At San Javier, the doctors and nurses had all the time in the world. The Little Company/Kaiser bill came to about \$14,000, and included a CAT scan and some other tests. De Mallorca's Kaiser health insurance paid for almost all of the first incident, and they've said they will pay for most of the incident in Mexico, too.

Based on reports from various friends who have had surgery for things like pacemakers, torn Achilles tendons, appendicitis and such, the costs are about one-quarter of that in the United States and the level of care has been excellent.

By the way, Jimmie, the next letter is for you.

## ↑↓ THE WHEREABOUTS OF IN LIEU OF

After Latitude started the 'Where Are They Now' feature about boats from peoples' past, Jimmie Zinn asked about the whereabouts of *In Lieu Of*, the Newport 30 on which he had his first wild sailing adventure. She currently lives on the Oakland Estuary at Pacific Marina.

Matt Peterson  
FastBottoms Hull Diving

## ↑↓ IS THE AMERICA'S CUP ABOUT SAILING OR BUSINESS?

As you know, Louis Vuitton is asking for a \$3 million refund from the America's Cup organizers because there aren't the promised eight or more teams in the Louis Vuitton Challenger Series. To me, this proves that this America's Cup is not about sailing. What happened to the days when the actual competitors — Ted Turner, for example — actually sailed their boats? Instead, we now have very wealthy proxies, who are rounding up hired hands to do the on-the-water trivia, while they are busy bickering over TV schedules, reserved zones on the Bay and other forms of income. I'm also not happy about the fact that, whereas America's Cup entries used to represent a country, they now have mercenary crews who have no relation to whatever country they are supposedly sailing for.

I find the entire America's Cup unbecoming, and don't believe it promotes an interest in sailing. It stinks!

Anneke Dury  
Paramour, Offshore 54  
San Francisco

Anneke — Louis Vuitton has been an America's Cup sponsor for the last 30 years — except for the 2007 Cup, when they dropped out because they said "commercialism" had overtaken the sailing competition. Prior to Louis Vuitton's picking up the tab for the Challenger Series, the challengers had to split the cost among themselves.

In return for sponsoring the Challenger Series for the 34th America's Cup, Louis Vuitton ponied up \$10 million — about

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## LETTERS

the equivalent of the retail price of 270 of their leather hammocks — against a guarantee that at least eight teams would take part in the Louis Vuitton Cup. To provide some context, there have been anywhere from seven to 13 teams taking part in the Louis Vuitton Cups since 1980. As a few people have noticed, there are only three challenging teams this time around, and three is fewer than eight. Little wonder that Louis Vuitton isn't happy. By the way, Louis Vuitton products have always been a little rich for our blood, but we've always liked their association with the America's Cup.

We agree that the America's Cup has become more about business than sailing, in the same way that the NBA and the NFL are more about business than basketball and football respectively.



GILLES MARTIN-RAGET / ACEA

We'll leave it to each sailor to decide whether that's a good thing. But from the very beginning, Larry Ellison and Russell Coutts made it clear that they were all about trying to make the 34th America's Cup a mainstream made-for-television sporting spectacle that attracted a big audience and therefore big sponsors — in the same vein as soccer, baseball, football and basketball. They made bold moves with the boats and the courses in an attempt to achieve that goal. Alas, at this point it seems they were too bold with the boats, which have turned out to be too extreme for safety, and too expensive for all but a few billionaires. And to date there is little evidence that sailboat racing will ever attract a mass audience.

**The Louis Vuitton Challenger Series got interesting when two boats were on the race course.**

As tangential as we believe the 34th version of the America's Cup is to the sailing that 99% of us enjoy, we hope that Oracle retains the Cup and that it's held again in San Francisco. But with much less expensive one-designs that will attract a minimum of 12 entries, and far fewer delusions of grandeur. After all, San Francisco Bay is the best America's Cup arena, and if done properly, the 35th America's Cup could be an entertaining sideshow to mainstream sailing.

### ON CUPS AND HANDBAGS

I saw Emirates Team New Zealand and Luna Rossa compete in the first-ever battle between AC72s. It looked to me as if the Kiwis came to San Francisco to bring the Cup back to New Zealand while the Italians came to sell shoes and handbags.

Louis Kruk  
Cirque, Beneteau First 42s7  
San Francisco

In a typical month, we receive a tremendous volume of letters. So if yours hasn't appeared, don't give up hope.

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# SIGHTINGS

## hawaii race resurgence

Category One ocean racing on the West Coast has had a surprising turnaround over the last couple of years, with massive big-boat fleets tearing it up all over the Pacific. This year's TransPac, with nearly 60 boats having raced from L.A. to Honolulu, will go down as one of the best TransPacs of all time. Not only was the fleet bigger than in 2011, but the quality of those entries was impressive. (You can read more about the race on page 86.)

The number of full-on Category Three professional boats has more than doubled from two years ago while the quality and speed of the boats themselves have increased dramatically. Turboed Volvo 70s, 100-footers, Audi MedCup TP 52s, record-threatening ORMA 60 trimarans — you name it.

The sailing world can't help but take notice that the West Coast's premier offshore race has re-cemented its position as one of the world's great yacht races, with top-tier teams and talent coming from around the world to participate. Of this year's 59 entries, a record 15 were international, with six from Japan alone.

But the TransPac is not merely an exception; it's a byproduct of what is increasingly becoming the rule. In the last three years we've also seen strong Pacific Cup fleets, a 50% year-to-year increase in Singlehanded TransPac entries, a new coastal classic established with the rise of Southern California's Islands Race, and a revitalized Mexican trio of the Cabo Race, Puerto Vallarta Race and MEXORC. The trend is encouraging, and the West Coast sailing industry is enjoying the resulting trickle down.

— ronnie simpson

## hanson medal for aysf

While the men on the American Youth Sailing Force, San Francisco's 'home team' for the Red Bull Youth America's Cup (September 1-4), undoubtedly want to win the event's trophy so badly they can

taste it, the award six of its team members received last month proves more about who they are as people than any sports trophy ever could.

On July 17, US Sailing announced that the six sailors — Ian Andrewes, David Liebenberg, Tommy Pastalka, Evan Sjostedt, Mikey Radziejowski and Nick Andrewes — will be awarded the Hanson Rescue Medal for their attempt to save a woman who'd driven her minivan into San Francisco Bay on June 21.

The tragedy unfolded around 5 p.m. when the minivan careened across Marina Green and into the Bay's frigid waters. At the same time, the AYSF members were getting ready for a fundraising mixer at Golden Gate YC. Almost immediately, six of the young men jumped into the team's Pro-

ceptor to attempt a rescue, but by the time they arrived on scene, the minivan was already nose down and sinking fast.

"When we saw the van in the water, our first thought was we've got to go help," said Ian Andrewes, sailing team manager. In the minute or two it took to reach the van, three of the team had stripped off their dress clothes and jumped into the water. A video shows three

continued on outside column of next sightings page

## blind sailor's

Mitsuhiro 'Hiro' Iwamoto, a 46-year-old totally blind sailor, set out from Fukushima bound for San Diego on June 16 on a voyage to build awareness for tsunami victims and to support local schools. Iwamoto was sailing with a sighted crewmember, 57-year-old newscaster Jiro Shinbou, aboard his Bristol Channel Cutter *Aeolus* about 800 miles off Honshu on June 21 when the boat hit something.

Though there's been no official word on what *Aeolus* hit, a GoPro camera caught the moment of impact. The video shows a large object directly in the boat's path.



RON STEINAU

**Tommy Pastalka and David Liebenberg tried to break out the rear window of the van while Evan Sjostedt tried to get the doors open. Ian Andrewes drove the Protector while Mikey Radziejowski and Nick Andrewes handed off tools.**



## boat sinks

When *Aeolus* began taking on water, Shinbou requested assistance. Within minutes, he called their shore team, who in turn contacted authorities. "Flooding water is greater than they can pump out. They have to abandon *Aeolus* and move to a liferaft in order to survive. Both are in good condition with no injury."

Two attempts were made by the Japan Maritime Self-Defense Force to reach the pair before they were finally plucked from the raft and taken back to Japan. They were uninjured but *Aeolus* sank.

— *ladonna*

## aysf — cont'd

of the team perched on the back of the van trying to pound out the rear window. They also made several free dives to try to pull the woman free. Sadly, they were unsuccessful.

It took several hours for rescue assets from the San Francisco Fire and Police Departments to locate the van in about 20 feet of water but by then conditions forced a delay in recovering the van and its sole occupant. The body of Debra Crenshaw, 60, was retrieved the next day and the vehicle removed from the Bay. The cause of death has not yet been released.

Even though they were unable to save Crenshaw, the team's instantaneous response to the accident and their unrelenting attempts to free her exemplify what true seamanship is all about. The award is a well-earned honor, as bittersweet as it may be.

— *ladonna*

*Last month's TransPac Race was one of the most memorable and competitive in recent history. Is top-tier yacht racing on the rise on the West Coast?*



# SIGHTINGS

## jeanne socrates sets world record

On October 24, Jeanne Socrates set sail from Victoria, B.C. aboard her Najad 380 *Nereida* bound for . . . Victoria. In the wee hours of July 8, she crossed her outbound track, thus completing her first nonstop singlehanded circumnavigation. This was Jeanne's third attempt at the feat, her first having ended when she had engine — and thus charging — troubles and had to pull into Cape Town, and the second ending in a violent knockdown at Cape Horn, which damaged *Nereida*.

This was all, of course, after she lost her first *Nereida* on a remote Mexican beach just 60 miles from the outbound track of her first solo circumnavigation (with stops). Jeanne is nothing if not determined.

This time around, Jeanne set her sights on a couple of records,

continued on outside column of next sightings page

## quest pirates

The murder of four cruisers off Oman in 2011 aboard the sailing yacht *Quest* substantially raised the stakes for sailors wanting to access the Mediterranean. Previously, the *modus operandi* of pirates operating in that area was to hold sailors hostage for ransom, but spare their lives. In the aftermath of the *Quest* incident, very few cruisers have dared to transit the Gulf of Aden *en route* to the Red Sea and the Med.

In early July, three Somalis involved

JAK MANG



*Round and round she goes, where she'll stop, nobody knows! Clockwise from above: Jeanne Socrates set two records when she returned to Victoria; friends, fans, news crews and the curious gave Jeanne some much-needed social contact; all smiles at the sound of the horn indicating her voyage was finally over; a few dangling parts, some rust stains, oil splatters from a Southern Ocean spill — not too bad considering what the poor gal went through; "I wasn't expecting it," says Jeanne of the OCC award she was given.*

JAK MANG



## convicted

in the attack were convicted of piracy, kidnapping and murder — 26 counts in all — and could face the death penalty when the sentencing phases are completed later this month.

Aboard the Marina del Rey-based Davidson 58 *Quest* on the night of the boarding were owners Scott and Jean Adam, and their friends from Seattle, Phyllis Macay and Robert Riggle. The pirates' stated intention was to sail the sloop to

continued in middle column of next sightings page



PHOTOS ROBERT MOLNAR / WWW.LIQUIDDAYSPHOTO.COM

## socrates — cont'd

one official and one unofficial. As this issue went to press, the World Sailing Speed Record Council — and the Guinness Book of World Records — was in the process of verifying her times. Once ratified, she will officially be the first woman to have sailed solo nonstop around the world starting from North America. A possibly more impressive, but unrecognized, record is that, at 70, she has become the oldest woman to circumnavigate solo from any location.

With her 71st birthday just around the corner, Jeanne insists that age is just a number. "After I landed in Victoria, a lot of people came down to say hello," she recalls. "One gentleman, who was about 60, told me that he'd been thinking about selling his boat because he thought he was too old to sail. 'But then I heard about you and we're going off cruising again!' he said. That makes me feel like this trip wasn't a totally selfish thing; that I've achieved something."

Indeed she has achieved something —

and not just a couple of records. As she points out, there are very few people who even attempt to sail nonstop around the world, and most of the "crazy people who do it" are racers. In fact, more people climb Mt. Everest in a single year than have ever sailed alone nonstop around the planet. So, yeah, that's a pretty big achievement.

While rounding all five of the Great Capes, *Nereida* was a safe and competent platform. But that's not to say there weren't problems. A "semi-knockdown" in a particularly nasty bit of water near Tasmania caused some of the worst damage of the trip.

"It was like a ton of bricks hitting the boat," Jeanne says. "It was so instantaneous and so strong that it undid half the welded joints on my radar mount. The wind generator came off its pole, too, and demolished itself before I could get it lashed down."

While she was cleaning up the mess the following morning, she just happened to notice that the rudder on her windvane had come off. At that point, she decided to head for a calm port to effect repairs — especially to the windvane — but she was able to re-attach the rudder before it came to that.

The loss of the radar and wind generator was a blow, but losing her sat phone on Christmas Day, followed by the loss of both her primary and then back up computers, was more troubling since it meant being even more isolated than she already was. But a group of dedicated Ham operators worked to keep her blog updated and to pass along messages from friends, fans and family.

Jeanne says that the trip took a month and a half longer than she'd planned. "There were so many calms," she moaned. The worst had to have been the one she found herself in on the final night of her voyage.

"I was just 10 miles from Race Rocks [the entrance to Victoria Harbor] when the wind just died." For hours, supporters and the official WSSRC time-taker bobbed around in a whale-watching boat keeping her company as the tide tried to pull her back out to sea. But the wind finally picked up again, allowing her to cross the finish line at 2:30 a.m.

As for what's next for the intrepid granny, Jeanne says a long haulout for *Nereida* at Westport Marina is top priority. "She's in a bit

continued on outside column of next sightings page



Despite constant movement for 259 days, 'Nereida' couldn't help picking up a few hitchhikers on her trip around.

ROBERT MOLNAR / WWW.LIQUIDDAYSPHOTO.COM

# SIGHTINGS

## socrates — cont'd

of a state, actually. There's so much to fix I'm overwhelmed. The boat's total chaos right now."

Once the boat's at least ready to sail, Jeanne will make her way down the coast — with a nice long stop in the Bay to visit old friends — with plans to spend the winter in the Sea of Cortez addressing any remaining repairs. From there, she expects visit Polynesia and, at some point, head for South Africa again.

Do we smell another circumnavigation in the making?

— *ladonna*

## conner does a 180 to win regatta

Last fall we got a grilling by Dennis Conner at Driscoll's Boat Yard in San Diego. Apropos of nothing, the four-time winner of the America's Cup, and the owner of the only pleasure yacht marina in Manhattan, pointed to one of his boats and said, in something close to an accusatory tone, "You're a smart guy, what kind bottom paint should I use?"

The boat Conner was referring to was the S&S-designed 47-ft *Endymion*, which was built at the Driscoll Yard in San Diego and had been kept in the Driscoll family ever since she was launched. Conner had just purchased her and was in the process of renaming her *Splendor*.

"What should I do about the boot stripe being too low in the aft part of the boat?" he asked next. Then, "I don't even know why I bought her. What should I do with the darn thing?" he demanded of us

We were laughing so hard we had to bite our lip. But the answer to Conner's last question was easy. "Do what you

usually do," we responded. "Win a few races with her, and then sell her for a big profit. Like you did with the Q Boat *Cotton Blossom II* and the S&S 51 *Brushfire*."

"I will never race this boat," Conner replied defiantly.

"We don't believe you," we responded, and pointedly looked in the direction of Patrick Langley, the BMW for Conner's fleet of some 30 sailboats, who was fairing *Splendor's* bottom to an almost impossibly smooth finish.

"I will never race this boat," Conner repeated with finality.

We don't want to brag, but time has proven us right and Conner wrong. On June 22, the great sailor raced *Splendor* to line and overall honors in the 38th annual running of the Santa Monica Bay One More Time Regatta for classic yachts. It was Conner's first appearance in the event, and he graciously attributed his victory to excellent crew work, fine sailing weather and — ever the dry humorist — "beginner's luck."

The One More Time Regatta is organized by the Wooden Hull YC, but is hosted by the Del Rey YC. The event is so named because the race was practically blown off the water in 1976. There was a 10-ft swell running that year, and one of the heeled-over racing boats came so close to the committee boat that her mast took out all the windows. "Let's do it one more time," said the intrepid race committee.

This year's One More Time Regatta was a 13.5-mile pursuit race sailed in bright sunshine, 10 knots of wind, and slightly lumpy seas close to shore. Conner's *Splendor* was the last of 13 boats to start. She

continued on outside column of next sightings page

## pirates



Marina del Rey's Scott and Jean Adam, and their Seattle-based friends Phyllis Macay and Robert Riggie, were murdered by pirates in 2011.



We can't fault Conner for wanting to race against the likes of 'Sally' and other classic yachts.



## — cont'd

Somalia, but that plan was foiled when the U.S. Navy's *USS Sterett* intercepted them. After four days of attempts to negotiate, Navy SEALs raided the boat, killing two Somalis and capturing 13 others. The four Americans had already been shot.

Although few if any cruising boats are attempting to cross the Gulf of Aden these days, the International Maritime Bureau recently reported an 80% drop in piracy in 2012 within the region. The organization says there is now more piracy taking place off the west coast of Africa than the east.

— andy

## conner — cont'd

covered the course in 2h, 42s, and nipped *Sally*, the second-place finisher, by four minutes. *Sally* is a fine Starling Burgess New York 10 Meter that was built in 1928 and is owned by C.F. Koehler of San Diego — whose boatyard is home to the Dennis Conner Museum. Taking third in fleet was *Pacifica*, a 57-ft S&S yawl owned by yet another San Diego sailor, Doug Jones. He won the Ketches and Yawls Class, taking the Peggy Slater Trophy for split rigs.

*Bequia*, a 41-ft custom cutter once owned by a singer/songwriter you may have heard of — Bob Dylan — was fourth overall. She did the best of the Santa Monica Bay-based vessels, and has been consistently winning trophies since she was restored by Angel and Steve Lopez.

Dick McNish's 46-ft Fellows & Stewart yawl *Cheerio II* took second place in Ketches and Yawls. McNish is famous in classic yacht circles for having started the McNish Classic Regatta, sailed out of Channel Islands Harbor,

continued on outside column of next sightings page



**Clockwise from here: The kids on 'Bequia' aren't having any fun at all; Doug Jones' 57-ft S&S yawl 'Pacifica' took first in class; Dennis Conner happily broke his vow to never race 'Splendor', winning the Wooden Hull One More Time Perpetual Trophy, presented by Del Rey YC Commodore Steve Guilford; 'Cheerio II' ol' chap; 'Splendor' in all her splendor.**

ALL PHOTOS ANDY KOPETZKY

# SIGHTINGS

## conner — cont'd

36 years ago. This year's McNish was slated for three days after we went to press, so we don't know for sure, but we suspect Conner was there with *Splendor* — and maybe a couple of more bags of new sails.

Previous entrants in the One More Time Regatta, include *Baruna*, *Circe*, *Bluenose*, *Rose of Sharon* and *Santana*. If you have a wooden boat, events such as the One More Time and McNish Classic give you, the amateur, the rare opportunity to go up against one of the best in your sport. Don't miss it.

— *latitude/richard and andy kopetzky*

## eight bells

Sailing icon and pioneer Ted Hood passed away on June 28 at the age of 86. Founder of Hood Sails, Hood Yacht Systems and Ted Hood Yacht Designs, he skippered 1974's winning America's Cup boat, *Courageous*, after supplying sails to many winning AC boats for nearly two decades. He went on to design a number of popular boats, and was responsible



'Aldebaran' sank on the Richmond jetty, where she rested for three weeks before being refloated.



SPREAD: ROXANNE FAIRBARIN / ROXSHOTS.SMUGMUG.COM; INSETS: KIM PATERNOSTER

## for ted hood

for the development of the modern roller furler. The list of his accomplishments would go on far too long for this space — we recommend reading his obituary on *TedHood.com* — and to say he influenced our sport is the understatement of the year. A celebration of his life will be held in Newport, RI later in the summer.

— *ladonna*



Spread: 'Aldebaran' in happier days. Inset: A heartbreaking sight.

## aldebaran rises from the bottom

Local sailors are familiar with the sight of the beautiful 70-ft 'pirate ship' *Aldebaran* plying the waters of San Francisco Bay — she won last year's Great San Francisco Schooner Race and is the official pirate boat of the Vallejo Pirate Festival — but the merry Fourth of July fireworks cruise aboard the schooner came to a tragic end when she ran up on the Richmond Jetty. Owner Hayden Brown designed and built *Aldebaran* over the course of 40-some years, and has taken well over 1,000 people out on the boat for charitable causes.

"We were coming back from the fireworks around 10:30 p.m.," he told us. "I had the GPS map on but hadn't zoomed in because I was looking for the entrance buoys. All of a sudden I saw a flash of water and realized that we were heading straight for the breakwater. My first thought was to turn, but I decided to take it straight on so the side of the boat wouldn't get crushed."

The Coasties plucked all 19 people aboard from the boat, but *Aldebaran* was left to her own devices, much to the chagrin of Brown. He and wife Fern contracted with Sausalito's Parker Diving to raise the boat but the severe damage to the ferrocement hull — several large holes — and the company's tight schedule meant *Aldebaran* had to suffer the indignity of being sunk for three weeks before she was successfully raised.

Unfortunately, the patches Parker put in place weren't tight enough to allow their pumps to keep up with the inflow of water, so she was carefully tucked into the mud on nearby Brooks Island. An added monkey wrench in Brown's plan to restore his beloved boat is that he can't find a boatyard to haul her. As this issue went to the printers, *Aldebaran* was still stuck in the mud, waiting for salvation.

The Browns have set up a fundraising page at [www.gofundme.com/3tjfhg](http://www.gofundme.com/3tjfhg), where they're also posting updates.

— *ladonna*



BRAD ANGLE

Hayden Brown started building the schooner in 1971. Now she sits in the mud, waiting.

## the disappearance of niña

"My wife Dorothy and I are optimists," Steve Darden told *Latitude* in a telephone interview. "We believe that the pessimists will be proven wrong, and that the crew of the schooner *Niña* will be found safe despite not being heard from in more than a month."

*Niña* is the classic 70-ft American staysail schooner built in 1929. On May 29, she and her seven-person crew set sail on the 1,100-mile passage from Opua, New Zealand, across the Tasman Sea, to Newcastle, Australia. There were seven people aboard: owner and commercial ship captain David Dyche III, 58; his wife, Rosemary, 60; and their son David IV, 17; their friend Evi Nemeth, 73; Kyle Jackson, 27; Danielle Wright, 18; and Briton Matthew Wootton, 35.

Dyche has owned the boat for 25 years, and had previously sailed her from the East Coast to Turkey and to the Caribbean.

The Tasman Sea is notorious for gales and the *Niña* crew knew it. The night before taking off, Dyche made a Facebook post that the Tasman Sea was spitting out gales and that he expected *Niña* would be hit by several of them on the way to Australia.

The last Iridium telephone call from the 84-year old schooner was on June 3 to New Zealand meteorologist Bob McDavitt. The vessel then was 425 miles northwest of Cape Reinga — the north tip of New Zealand's North Island — and her crew reported they were in 50- to

continued on outside column of next sightings page

## *niña* — cont'd

60-knot winds and seas to 25 feet. "The weather has turned nasty," said Evi Nemeth, "how do we get away from it?" McDavitt advised them to head south and brace for rough weather.

The last communication of any kind from *Niña* was a text message via an Iridium satellite phone on June 4 that reported her storm sails were in shreds and she was headed north at four knots under bare poles. For whatever reason, this text message didn't reach the party it was sent to, and wasn't released by the U.S. government until early July.

It wasn't until June 12, at the urging of family and friends of the *Niña* crew, that a search was initiated. New Zealand authorities subsequently conducted one of their largest searches ever, covering 615,000 square miles. No trace of the schooner was found. *Niña* carried a manually activated EPIRB yet no signal has been received from it.

Steve and Dorothy Darden are former Tiburon residents who became friends with the Dyches while in New Zealand last year, and were among the last to see them alive.

Two other Northern California sailors, 'Commodore' and Nancy Tompkins of the Mill Valley-based Wylie 38+ *Flashgirl*, also became friends with the Dyche family in New Zealand. Indeed, Commodore had a strong family connection with the 85-year old schooner.

"When we got to Whangarei, I saw *Niña*, which is very distinctive, and immediately recognized her," says Commodore. "She was the schooner my father Warwick had navigated across the Atlantic Ocean to victory in 1929."

A narrow schooner with long overhangs, *Niña* was designed by the famed Starling Burgess and built by Ruben Bigelow on Monument Beach in Cape Cod in 1928. She was built specifically to win the 3,900-mile race from New York to Santander, Spain. And she did. When she arrived in Santander, a launch pulled alongside and a gentleman waved his cap and shouted, "Well sailed, *Niña*. I congratulate you. I am the King of Spain." *Niña* continued on to England where she became the first American vessel to win the prestigious 600-mile Fastnet Race.

"Here I am, 80 years old, walking around the interior of a boat that my father had navigated across the Atlantic 85 years ago when he was just 30," says Commodore. "It was powerful experience." All the more so because Commodore is every bit his father's son.

Based on an hour aboard *Niña*, dinner with the couple, and another meeting, Tompkins said it was clear that both David and Rosemary had "totally embraced the schooner." But to his very critical eye, the schooner looked "a bit rundown" and "like an old boat that was struggling to be kept going." We asked him for specifics. "I noticed that a couple of the turnbuckles were slightly deformed. These were very large bronze turnbuckles that might have been the first the Merriman Brothers ever made. They needed to be replaced. David also explained to me that they had rebuilt the foundation of the forward mast — without unstepping it. I don't see how that could be done properly without unstepping the mast. Thirdly, he told me that they had sheathed the entire hull, and I believe the keel, in a quarter inch of fiberglass. 'That's what enabled us to do this trip,' he told me. That suggests to me that the underlying 86-year-old hull was not in the best condition."

We asked Commodore to speculate on what might have gone wrong on the schooner.

"The first thing that occurs to me is that there was still something wrong with the base of the foremast, and that under the tremendous compression of heavy weather, it opened up the garboards. That would sink the boat in a hurry. The second thought is that maybe one of the deformed turnbuckles had failed, causing the big aluminum main mast to fall, fill with water and, still attached to the boat, ram a big hole in the hull. Or the butt could smash a large hole in the hull. A distant third possibility is that the some of the fiberglass sheathing

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## deep trouble for

A stranger-than-usual incident came out of Sausalito last month. On July 21, New Zealander David McCormick (a dual national who also holds an Irish passport) was arrested 2.5 miles outside the Golden Gate by a heavily armed U.S. Coast Guard boarding party. He was charged in U.S. District Court with making false distress calls, failure to heave to, and assault on a federal officer: When the boarding party moved to cuff him, he reportedly smacked one of the officers several times — always



Spread: '*Niña*' in a 1958 East Coast race. Inset: The Dyche Family were dedicated to the classic beauty.



## troubled kiwi

a bad idea.

The more we learn about this bizarre case, the more we wonder about McCormick's state of mind. At roughly 9 a.m. that morning, the Coast Guard received a call "from a male voice with an Australian accent saying, 'Mayday relay, mayday relay, spots overboard, oh, he's over mate and he needs some help. He's over, um, in the fog somewhere in the Bay, I don't know where, but I'm trying to search for him

*continued in middle column of next sightings page*

## niña — cont'd

no longer adhered to the hull and led to some kind of hull failure."

Is there any hope for the crew of the *Niña*? It's true that the Tasman Sea is large and not home to many vessels. Indeed, one poster to a report on *SFGate.com* said he'd been on a fishing boat in the Tasman Sea that lost all power, and drifted helplessly for a month or so before being stumbled upon by a sailboat. When we started *Latitude* in the late '70s, and when EPIRBs were much less common and reliable, it was not that rare for boats or crews of boats in liferafts to survive unheard from for a month or more.

While the chances of the *Niña* or her crew being found become slimmer by the day, we, like the Dardens, continue to think positively.

— richard



**Aboard the Dardens' Morrelli & Melvin 52 catamaran 'Adagio' (l to r): Rosemary Dyche, Nancy Tompkins, Frank Moncrief, Commodore Tompkins, Dorothy Darden and David Dyche.**

SPREAD: NORMAN FORTIER; LEFT INSET: COURTESY NIÑA; RIGHT INSET: STEVE DARDEN

# SIGHTINGS

## where will you be on october 28?

With six weeks left until the September 15 entry deadline, the 20th annual Baja Ha-Ha cruisers rally from San Diego to Cabo is shaping up to be a standout. The entry roster has swelled recently to just under 100 boats ranging in size from 29 to 58 feet, with homeports as far away as Europe.

In recognition of the nearly 10,000 sailors that past events have brought south of the border over the years, Mexico Tourism is offering an extra measure of support this year, which will result in some special enhancements to Ha-Ha parties. And because this is the big 2-0, many past participants have pledged to show up on the starting line October 28 for another dose of G-rated Ha-Ha fun.

Among this year's 'repeat offenders' will be a pair of our favorite cruisers, Jeff and Debbie Hartjoy of the Longbranch, Washington-based *Baba 40 Sailors Run*. This dynamic couple did the 1999 Ha-Ha, then spent six years cruising the South Pacific. They did a second Ha-Ha in 2006, after which they sailed down the west coast of South

continued on outside column of next sightings page

## trouble

so if you boys got a pretty quick boat to whip over here, get over here, jiffy. Cheers, buddy, thanks." The USCG launched a search-and-rescue helicopter in response, but found no one, and could not confirm the location of the caller.

Several hours later, however, they heard the same voice stating that the lost shipmate had been found. Soon after, a CG patrol reportedly located McCormick aboard his 45-ft boat *Fortune*, which was moored off the Sausalito YC. When confronted, he told the guardsmen, "This is a peace ship and any attempt to board my vessel is an act of war." He also claimed to have firearms aboard, so the officers reportedly backed off and called



LATITUDE / ANDY

## — cont'd

for backup. While other assets were *en route*, McCormick cast off and made for open ocean, apparently thinking he could outrun the Coast Guard vessels that pursued him — another bad idea. With guns drawn, the guardsmen boarded the sailboat, where one of them was assaulted by the lone sailor. The boat was towed to Station San Francisco, while McCormick was booked on multiple charges.

But there's more to the story. According to Sausalito YC member Jeff Zarwell, *Fortune* had been moored on one of the club's guest buoys for several days, but by that morning some members had become alarmed by the captain's behavior. Saying

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## ha-ha — cont'd

America. Jeff said he always wanted to sail around Cape Horn, but it wasn't Debbie's idea of fun. So Jeff singlehanded around — as reported in *Latitude* — while Debbie flew to Punta del Este to meet him there.

If you're not familiar with the Baja Ha-Ha rally, let us clarify that it's a 750-mile cruise down the Baja coast with rest stops at two all-weather anchorages: Turtle Bay (Bahia Tortugas) and Bahia Santa Maria. We kick it off with a pre-Halloween costume party at the Shelter Island West Marine, this year on October 27. A procession through the harbor the next morning creates a photo op for San Diego media, as soon-to-be cruisers head out to the offshore starting line. Daily radio nets keep everyone accounted for.

Sailors from all walks of life have participated in past rallies, ranging in age from 3 months to 87. Any boat over 27 feet may enter if it was built and maintained for offshore sailing. The entry fee? Still \$375 per boat (or \$325 if your age or your boat's length is less than 35). That price includes several parties, lots of 'swag' and, of course, the rally administration.

Needless to say, the rally is big fun and the sailing is often superb, but as we've frequently been told, the best thing about it is the concrete exit date that gets you out into the cruising life. For complete info see [www.baja-haha.com](http://www.baja-haha.com).

— andy

## cat rescues six near cabo

"*Mayday, mayday, mayday!* This is the motor vessel *Alexis*. We are at 23°12.595N by 110°25.092W and we are sinking! Are there any boats that can hear us?"

"That's the radio call we heard at 2 p.m. on the afternoon of July 12 while 17 miles southwest from Todos Santos," reports Geo Uhrich, the Canadian owner of the Catana 431 catamaran *Our Shangri-La*. The sinking boat was Emilio Castañeda's Huntington Beach-based Hatteras 85, which had spent much of the winter at Marina de La Paz.

"We told the *Alexis* people not to worry because we were only six miles away and were headed to their position as quickly as possible," remembers Uhrich. "They thanked us and said there were six people aboard, including three children, and that the safety of the children was their primary concern. We told them that we estimated we could be there in less than an hour, but that we should stay in radio contact."

Joaquin Moya, the captain of *Alexis*, had explained that the boat's problem was that "one of the shaft seals had exploded and water was gushing in as though from a fire hose."

A half-hour after the original contact, Joaquin reported that he, the three children, Clark (the cook) and Chris (a crewmember) were getting into the 40-hp powered RIB.

"About that time we heard a response, in Spanish, from the freighter *Tula*," says Uhrich. "They said they were also on their way to the scene. Two of our crew are of Mexican heritage, so I had them ask *Tula* if they could contact the Mexican Navy. They said they would."

"We arrived at the location of the incident to see the Hatteras listing badly to one side," says Uhrich, "with her crowded dinghy heading toward us. We threw them a line and immediately took the youngsters aboard. They were wide-eyed and seemed to be a bit shocked by the turn of events. They soon calmed down and started asking questions,

continued on outside column of next sightings page



**Living 'la vida loca** — After doing the 1999 Ha-Ha, Jeff Hartjoy sailed 'Sailors Run' around Cape Horn. Debbie prefers hot Ha-Ha action so the couple will be back for Ha-Ha XX.



**Emilio Castañeda's Hatteras 85 'Alexis' sank when her shaft seals blew.**

COURTESY OUR SHANGRI-LA

# SIGHTINGS

## rescue — cont'd

such as how they were going to get home now that their boat was sinking."

The three adults returned to *Alexis* to retrieve the log book, personal effects, the EPIRB, a first-aid kit, some suitcases and other stuff.

"About a half-hour later *Tula* arrived at the scene. They were in constant contact with us by radio in Spanish as they stood off about

a quarter of a mile. They advised that the Marina Mexicana Search & Rescue was on the way by fastboat from Cabo and was expected in about 90 minutes. When the SAR arrived, they took everyone from *Alexis* aboard. They took lots of video, and had me sign a document about the basic facts of the case and my identity."

The crew aboard *Our Shangri-La* consisted of owner/skipper Geo

Uhrich, a talented fiddler who played a lot in the La Cruz area last winter, Fernanda Fenton, and crew Mike Kimbro and Carla Kutter. They had been *en route* to San Diego from Banderas Bay.

— richard

## south to santa cruz

Santa Cruz is a fabulous destination for a weeklong cruise. We chose to go over the Fourth of July holiday and got a few boats to join us. Instead of making the trip all at once, we broke it up with a stop at Pillar Point. The trip around Año Nuevo can be rather boisterous so getting an early start from Pillar Point is a good idea. But once clear of that, things mellow out and the sailing is stellar.

We chose to anchor off the boardwalk rather than going in to the marina. It can get rolly but we wanted the full boardwalk experience. The view was spectacular and it was so much fun to sit in the cockpit and listen to the people screaming on the rides. At night, the boardwalk looks so pretty all lit up, and we were even treated to some fabulous sunsets. The sea lions can be a problem so be sure to hoist the dinghy at night.

We landed the dinghy along the municipal wharf and set off to explore. There is so much to see and do in Santa Cruz, the most obvious being the boardwalk. That in itself will take at least a whole day, depending on how many rides you go on and how much food you eat. Be sure to be there on a Friday night to enjoy a free concert on the beach.

The Santa Cruz Surfing Museum is a short walk from the wharf and worth a visit. We sat on the rocks by the museum and watched the surfers while having our picnic lunch. A longer walk up the coast will take you to Natural Bridges State Beach, where there is, as the name implies, a great beach with a natural bridge. Keep going from there and you'll find yourself at the Seymour Marine Discovery Center. This little jewel is part of UC Santa Cruz and has some great stuff, including whale skeletons and hands-on exhibits. The Sanctuary Exploration Center on the Municipal Wharf is also a place worth checking out.

For the Fourth festivities, we gathered in the cockpit of the biggest boat in our fleet for a potluck and fireworks viewing. We figured the boardwalk people would do up some fantastic fireworks but as it turned out, they didn't. The locals stepped up and did their own show. We were all very surprised by the display they managed to put

continued on outside column of next sightings page

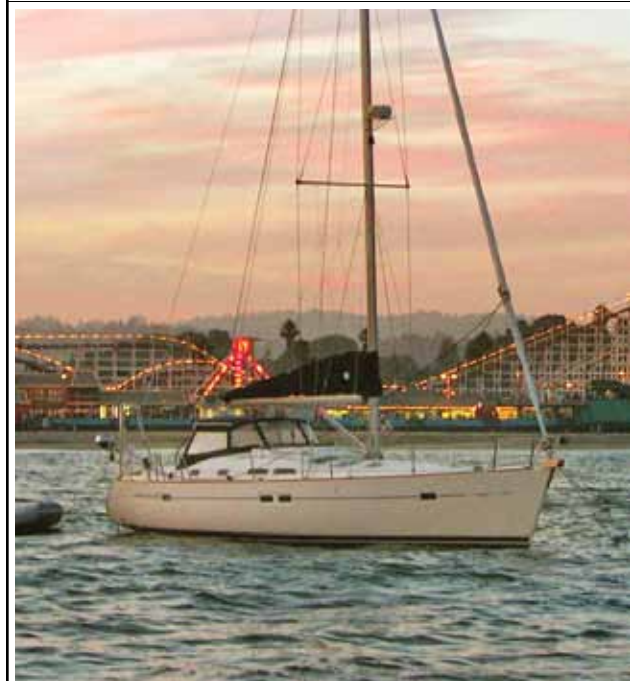
## trouble

something about an America's Cup protest, McCormick left his dinghy oars on the club dock — apparently on purpose — and hand-paddled out to his boat. Soon after, he was seen tossing several of his own sailbags overboard. That behavior precipitated a call to the Marin County sheriff, but their boat was unavailable, so the Coasties were alerted. There the two accounts converge. A Sausalito policeman was also involved with the pre-escape confrontation — he arrived at the club

COURTESY OUR SHANGRI-LA



The crew of 'Alexis' — three adults and three kids — took shelter on 'Our Shangri-La' until rescue services arrived.



South to Santa Cruz (clockwise from above) — Anchoring off the boardwalk is part of the thrill; a hike to the lighthouse lets you stretch your legs; riding the coaster allows you to stretch your vocal cords; 'Nataraja' enjoyed the sunny, if rolly, anchorage; Natural Bridges State Park is worth a visit; as is the Seymour Marine Discovery Center; (center) all goofballs welcome!



## — cont'd

carrying a loaded shotgun.

One thing that still remains unclear is the nature of McCormick's AC protest — and how dumping sailbags into the Bay could possibly strengthen his cause. No doubt we'll hear more about this embattled sailor because — based on the seriousness of the (federal) charges leveled against him — he is likely to remain in the Bay Area long after his Emirates Team New Zealand countrymen have returned to Auckland.

— andy

## santa cruz — cont'd

on. It was quite the pyrotechnic show that went on for hours!

Santa Cruz is a great destination with something for everyone. You can add to the fun by sailing over to Capitola, Moss Landing and even Monterey. For more information on fun stuff to do, check out [www.beachboardwalk.com](http://www.beachboardwalk.com), [www.seymourcenter.ucsc.edu](http://www.seymourcenter.ucsc.edu) and [www.santacruz.com](http://www.santacruz.com).

If you don't want to anchor out, be warned that reconstruction of the south harbor docks means that guest berthing is limited to one night. Guest berthing in the north harbor is allowed for up to two weeks, and reservations are not accepted. For more info, head over to [www.santacruzharbor.org](http://www.santacruzharbor.org) for details on getting a slip.

— emmy newbould




ALL PHOTOS EMMY NEWBOULD

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# TRANSPAC 2013 —



# A CLASSIC IN EVERY WAY



**T**he 2013 TransPac was a classic race in every sense of the word. There was a classic Pacific High dominating the weather map, albeit a little larger and stronger than usual. There were classic squalls to intercept or avoid, behaving exactly according to the classic right-hand-shift formula. The classic strategy — go south — was the winning call. There was a classic mixed fleet of 58 starters. And the most classic artifact in the race: the 1930 Sparkman and Stephens yawl *Dorada*, which corrected out to first place in class and fleet.

That's how the race will go down in the TransPac archives. But on the water, no two races are alike, and there was no shortage of 'this-has-never-happened-before' moments for crew, skippers and navigators. Especially navigators.

All good navigators start doing their homework well before the start date, and what the map showed in the week leading up to the first start made us all grateful that the race had been moved back a week from the traditional (if not classic) July 4 date. A large low was stationary right on the course and the trade winds were gone. Fortunately this resolved into the more normal pattern just in time for the first start on July 8, when the Pacific High returned to dominate the map — an ocean-sized mass of high-pressure air spinning clockwise about its center.

The strength of this high reached an impressive 1037 millibars at times, with readings of 1035 early in the race. It was far north and it was strong, suggesting a northern route for the best wind and a position on the inside of the shift as the wind follows the curve along the bottom of the high.

At least, that's what the widely-used Expedition software made of the situation, calling for a dramatically northern course banging the right corner from 1,000 miles out. Commander's Weather, a popular routing service that's only legal to use before the prep signal, suggested a more conservative route closer to the Great Circle, but still suggested exploiting the shift on the north side. But the Pacific High doesn't read weather forecasts, and it turned out to be so big that the wind gradients were shallow, even to the far north. A few days into the race, it became apparent that the best wind would be found to the south.

The boats that relied less on software-generated optimal routes and played their hunches seemed to do best. All that was needed was the classic instruction for sailing to Hawaii: "Sail south until the butter melts, then turn right." If your boat had refrigeration, you were likely to finish at the back of the pack.

**T**ransPac starts the slowest divisions on Monday, the mid-range boats on Thursday, and the rocket ships on Saturday. Unlike Pacific Cup, which starts in San Francisco on an ebb current that spits the fleet right out into the offshore breeze, the TransPac starts off Long Beach, usually in a light sea breeze, and can involve more than a day of light upwind work to clear the Channel Islands and reach the offshore wind.

Monday's starters — Divisions 7 and 8 — had a good northerly and a quick departure. Not so for the Thursday divisions — Divisions 4-6 — which faced a long night of shifty headwinds before clearing San Nicolas Island. On Saturday it flipped back to good sea breeze and the big boats — Divisions 1-3 — also got

***Saturday's big boat start offered up enough wind for racers to get well offshore and for spectators to get good photos.***

# TRANSPAC 2013 —



COURTESY DORADE

**The crew of overall winner 'Dorade', Matt Brooks' San Francisco-based S&S 52, took their jobs very seriously.**

away clean. But the Thursday start was the slow one, and this is clearly reflected in the overall results.

TransPac navigation experts (aka Stan Honey) will describe the early part of a typical race to Hawaii as the "slot car" phase. This is when the strong offshore northerly starts to fade and veer clockwise, and boats are forced to sail more to the north to keep the wind angle hot and the speed up. There is very little option to correct an early mistake in routing during this phase. If you aim too high after the start, you're lifted up into lighter air. If you aim too low, you stay in good breeze but waste time sailing extra miles.

This year was different. That massive Pacific High produced northerlies that persisted much farther offshore than usual, so the fleet was sailing close-hauled or on very close reaches just to stay up near rhumbline. It was a kind of reverse slot car race. Most of the fleet wanted to get north, to follow the best routing advice money could buy. But the wind forced everyone south.

**Tiburon's Chip Megeath and his crew of 'Criminals' won Division 4 by under four minutes!**



TRANSPAC YC

"The wind will tell you what to do if you just listen to it," remarked Chip Megeath, skipper of *Criminal Mischief*, the Tiburon-based R/P 45 that won Division 4. And the wind was saying, "Crack off, set your code zero or your flattest asym, and make your best VMC (velocity made good to course) to the finish, even if it means ignoring that so-called optimal northern route."

The wind had it right. Some-time around day five or six, the GRIB files switched from showing slightly more wind to the north to showing significantly more wind to the south. The trend increased each day, and the boats that had fought for leverage to the north now had to get themselves south to minimize their losses.

*Medusa*, a Santa Cruz 52 in the all-Santa Cruz Division 6, was the northernmost boat of the pack. They reportedly found a five-hour squall containing a generous right-hand shift that allowed them to jibe to port pole and reposition to the south. This helped them earn second-place finish in the division, five hours behind Jack Taylor's first-place SC50 *Horizon* — but only four minutes ahead of third-place *Bodacious IV*, Jeff Urbina's SC52.

*Horizon* did not have to make any latitude corrections to win. Their navigator was Jon Champaign, the "hippie navigator" from Santa Cruz with the Santa Claus beard. Assisted by Jon's son Eric, *Horizon* was one of the family efforts with two father-son pairs on board.

*Horizon* did its usual horizon job. They had the Commander's routing info, too, but wisely changed to the southerly plan early on, aiming for the 1016mb isobar (1020 is the rule of thumb) and going as deep as their polars would allow. This was *Horizon's* third consecutive TransPac division win.

Interestingly, Champaign's approach is relatively low-tech. Unlike boats with broadband access that can get Yellowbrick tracker updates that are only six hours old, *Horizon* had to make do with the roll call positions transmitted only once every day. He plotted his competitors' positions the old-school way, on celestial plotting sheets that eventually got taped together, making a very large map of the entire course.

In fact, access to real-time, time-shifted or day-old tracker data was a major topic at the post-race navi-

gators' briefing. The consensus among navigators in attendance seemed to be that in the future they would prefer a 24-hour delay in tracker plots on the public website. That way, nothing available to the public — or available to racers who might access the site or communicate with the public, deliberately or accidentally — would be any fresher than the 6 a.m. roll call positions that are always available to all the racers. It would level the playing field for the boats that don't have onboard broadband.

Another possible game-changer, at least for the top end of the fleet, is the roll-out of the new High Performance Rule. HPR is largely the creation of Bill Lee, designer and builder of the Santa Cruz line of ultralights. It's aimed squarely at contemporary designs like the TP52, and is intended to fit anything in the same style from 26 to 70 feet LOA. And unlike ORR, which keeps the formula secret, HPR is an open, type-forming rule with a public formula.

Nine boats in Divisions 1 and 2 agreed to score under this alternative system, in addition to the default ORR rating, and the winner — by 22 minutes — was Isao Mita's Judel/Vrolijk-designed TP 52





# A CLASSIC IN EVERY WAY

*Beecom*. This upsets the official TransPac ORR score, under which Tom Akin's TP 52 *Meanie* won by about four minutes. So maybe *Beecom* won the bragging rights. Or maybe not, since ORR was the official system for the race and the rule that the boats were optimized to rate under. We'll leave it as an exercise for the reader to puzzle out the real meaning of the split result.

With 58 boats in the fleet, there are 58 stories to tell, and some of them are more interesting than others. *White Knight* and *Foil* were the first Farr 40s ever to race a TransPac, and they had a great time despite hearing "You're crazy!" and "Is your life insurance paid up?" while preparing for the race. *Foil* ended up taking first in Division 5.

There were shoestring-budget operations, barely making it to the starting line with all systems functioning. *St. Vitus' Dance*, an '80s-vintage Beneteau First 42, was one of them, sailed by five ex-Navy guys and a 26-year-old woman with only two years of sailing experience who was recruited from Cal Sailing Club. (Turned out that she had all the big-boat racing chops and pretty much ran the show.) They lost three halyards,



had a leaky rudder bearing, suffered with battery-charging problems, needed a tow after the finish, and came in last in class. But they had a great time and caught the biggest fish.

One not-so-welcome new feature of this race was the increased presence of floating debris, believed to be largely a result of the 2011 Japanese tsunami. Most of the fleet reported close encounters and some near misses with large logs, tires, a small capsized boat, and other unidentified junk of all sizes. Some boats had damage. The 73-ft trimaran *Lending*

**If the new HPR ratings had been used, the Japanese TP 52 'Beecom' would have won its division by 22 minutes.**

*Club* was poised for a record crossing when a collision with flotsam damaged the boat's daggerboard. The crew was able to end-for-end the board and keep sailing, but the record eluded them, as they later struck five more objects. The only other multihull in the race was Lloyd Thornburg's M&M Gunboat 66 *Phaedo*, whose upper mast snapped not long after the crew recorded a 427-mile 24-hour run.

For the TransPac finish, a new wrinkle in the weather map appeared in the form of a weak low right over the Islands. Counterclockwise circulation superimposed on the already lighter-than-usual trade winds created a southerly wind shift on the approach. It was better than a dead-down angle on the last day or two, but it also moderated the usual hot spot north of Molokai and turned the infamously rough and windy Molokai Channel run to the finish line into a pleasant daysail.

As mentioned earlier, the biggest star of this show — and by far the most classic — was *Dorade*, the 52-ft yawl designed in 1929 by 21-year-old Olin Stephens. In her heyday, *Dorade* was a radical departure: fine lines, narrow beam, deep ballast, light scantlings and a long waterline. *Dorade* was the boat that put Olin Stephens and the Sparkman and Stephens design office on the map.

More than 70 years ago *Dorade* won the Transatlantic, Bermuda, TransPac and Fastnet races. Current owner — or rather, the current custodian — Matt Brooks of St. Francis YC is taking the boat to as many of those original venues as possible to see if he can duplicate past glories. So far he's on track, and even if *Dorade* doesn't sweep the world's ocean racing circuit a second time, the beautiful vintage boat turns heads at every guest dock and anchorage that's graced with



**Thomas Akin's Sausalito-based R/P 52 'Meanie' brought another division win home to the Bay.**

# TRANSPAC 2013 —

LLOYD THORNBURG / PHAEDO



**Lloyd Thornburg's tricked-out Gunboat 66 'Phaedo' dismantled after logging a 427-mile day.**

her presence.

Reflecting on *Dorada's* win, TransPac YC Commodore Dave Cort posed the rhetorical question: "Will a TP52 still be able to win an ocean race 70 years from now?"

— paul kamen

*With the last finisher crossing the line the day we went to press, we knew it would be a scramble to put this report together, so we tapped Contributing Editor Paul Kamen to write the previous overview. He sailed aboard Dave MacEwen's Los Altos-based SC52 Lucky Duck in Division 6.*

*Meanwhile we tasked race reporter Ronnie Simpson with keeping track of the action in the big boat divisions, while he crewed aboard Chip Megeath's Tiburon-based R/P 45 Criminal Mischief in Division 4.*

— Ed.

## Big Boat Highlights

*Division 1 — The competition in Division 1 was as much a spectacle as it was a yacht race. A 100-ft canting keeler,*

*Alameda's 'Invisible Hand' and Roy P. Disney's 'Pyewacket' handily won their classes.*



*Ragamuffin 100's* goal was to break *Alfa Romeo's* four-year-old monohull course record of 5d, 17h, while the turboed Volvo 70 *Maserati* and a fleet of mini-maxis — including 2011 Barn Door winner *Wizard* (ex-*Bella Mente*) — aimed to win on corrected time.

What no one expected was a semi-Corinthian program from the Bay Area to steal yet another class win in this year's TransPac. But that's just what happened when Frank Sloodman's R/P 63 *Invisible Hand* threaded her way through the fleet to steal a hard-fought and well-earned victory from pre-race favorite *Wizard* in what was a close and challenging navigator's duel.

Unlike the Thursday starters who were becalmed for much of the first day, Division 1 boats were launched off the coast on Saturday in a traditional northwesterly that allowed the fleet to quickly work past Catalina and begin sailing in fast reaching conditions. Early on, *Wizard* stayed high and closer to the rhumbline, while the two canting keelers dug south earlier looking for breeze.

Even farther south was *Invisible Hand* and the Kernan 70 *Peligroso*. For three days, *Ragamuffin 100* was on pace

for the record, but once they entered the light trade-wind running conditions that covered much of the course, they quickly fell off pace.

*Ragamuffin 100* extended out on the fleet to the north while *Maserati* dove south. Behind them, *Wizard* was playing the rhumbline while *Bad Pak* and *Invisible Hand* quietly jibed down the middle of the course, playing

the shifts. On corrected time, it was a three-boat race between *Ragamuffin*, *Wizard* and *Invisible Hand*, and it came down to which boat could run downwind the best.

As expected, *Ragamuffin 100* stretched out her lead to beat *Maserati*, but fell well short of breaking *Alfa Romeo's* 2009 course record. *Wizard* claimed her second consecutive Barn Door Trophy despite finishing more than a day slower than she did in 2011.

*Division 2* — Before the race started, much of the buzz on the dock was centered around Division 2. While Division 1 boasted the glitz and glamor of the big maxi-yachts, Division 2 offered up what looked to be one of the most competitive TransPac divisions in years.

The favorite was Isao Mita's TP52 *Beecom* (ex-*Audi All4One*). The Judel/Vrolijk-designed TP52 from Japan was widely regarded as the most highly-stacked team in the entire fleet, with a crew list chock-full of America's Cup and Volvo Ocean Race vets, and Olympians. The contenders included eight other teams hailing from Germany, Japan, Mexico and the U.S., with several of them also being full-on professional programs.

Just after rounding Catalina, Tom Akin's R/P 52 *Meanie* made the first major move of the race, setting their massive masthead genoa and getting pushed south, while most of the rest of the fleet stayed harder on the wind to make more westing. Only *Beecom* covered.

By the time the fleet made it out of the



# A CLASSIC IN EVERY WAY



PHOTO BY SCHEIDT PHOTOGRAPHY/ALFA SAILING.COM

**'Maserati' approaches Diamond Head. She was gunning for a record but didn't quite pull it off.**

Channel Islands, *Meanie* had already gained southerly separation, and four distinct groups formed: *Meanie* to the south, *Beecom* and two other TP52s covering the middle ground, a four-boat pack to the north (still well south of rhumbline), and *Rapid Transit* rapidly falling behind.

Three days into the race, the fleet slowed dramatically in light air, allowing the southerly boats to leg out and pass their northerly rivals. On day four, the fleet all dove south aggressively to look for pressure, with *Meanie* still being farthest south and *Beecom* again covering. Tom Akin's boys from the Bay Area were giving *Beecom* all they could handle, while *Lucky* and *Vincitore* remained within striking distance.

As the entire fleet sailed well south of the rhumbline — a rarity this late in a Hawaii race — it was an all-out drag race toward the Islands with no clear favorite.

first to jibe back and converge with the two leaders, creating a near-three-way tie. A day and a half out, the R/P 52 *Vincitore* made an aggressive move to the south to become the southernmost boat, finding more pressure and taking big gains on the top three in the process. It was then a four-boat race.

*Beecom* came ripping into the Molokai Channel close to the northwest point of Molokai. *Meanie* came in an hour and a half later, staying several miles farther north of Molokai. With too tight an angle to the finish, *Beecom* couldn't carry a kite and had to jib-top into the finish. *Meanie's* more northerly route allowed her to rip into the finish with a chute up.

Having not led for a single minute of the last 1,000+ miles of the race, *Meanie* stole a breathtaking 4m, 32s victory over *Beecom*. Even more incredibly, *Vincitore* and *Lucky* finished third and fourth, with all four boats correcting out to within 50

minutes after more than eight days of racing.

*Meanie* skipper Tom Akin was in disbelief at the crew reception party. "We never led the race until the very end but we moved ahead when it mattered. To win a division this competitive by just a few minutes . . . it's just amazing. I'm so proud of my crew."

Navigator Jeff Thorpe improved his record in Hawaii races to an impressive seven class wins in eight races, and was equally thrilled. "This is the most competitive and stacked division that I've ever sailed in," he said. "To me and every guy on that boat, this is huge." Huge indeed. A Bay Area boat stole a victory by the



TRANSPAC YC

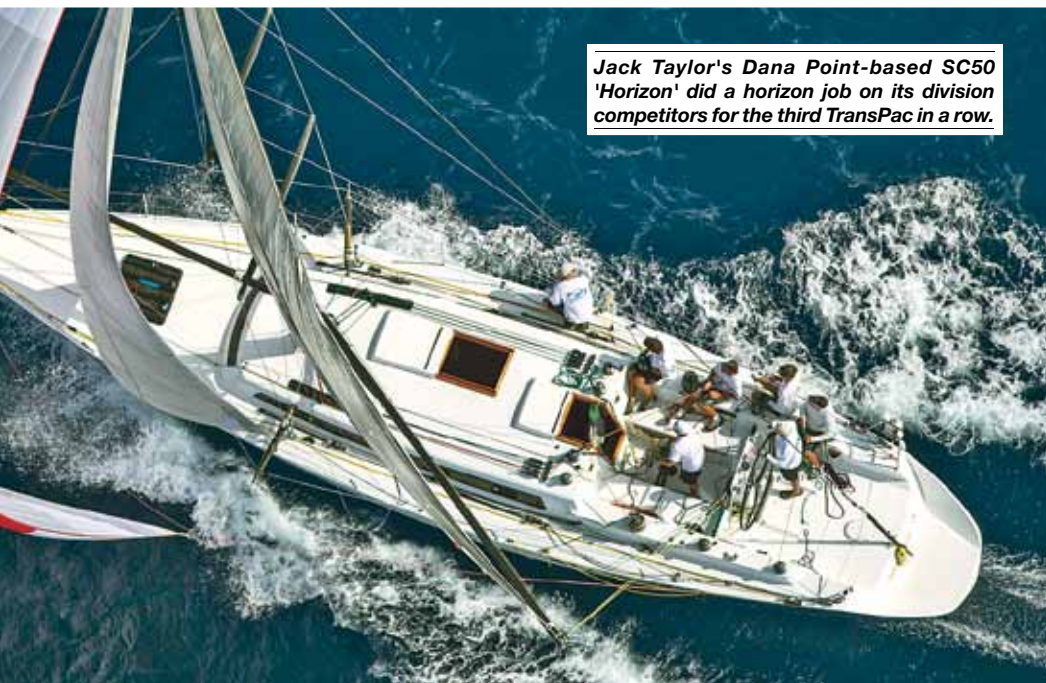
**Aloha hugs from loved ones are one of the best parts of finishing the race.**

narrowest of margins.

**Division 3** — Nothing says TransPac like the sleds that competed in Division 3. Long and sleek with flat sheer lines, the iconic 70-footers share the most successful design in the history of the race. The pre-race favorites were defending (and two-time) overall winner *Grand Illusion* and Roy P. Disney's famed *Pyewacket*, although no one discounted class stalwart *Alchemy*. With Santa Cruz 70s *Retro* and *Maverick* rounding out a five-boat fleet, there was little doubt in anyone's mind that the quintet of massive ultralights would be close and competitive all the way to the barn, while vying for the overall race win at the same time.

Departing Long Beach on Saturday, the small fleet of classic speedsters enjoyed mild but consistent northwesterlies that launched them off the coast and past the Channel Islands without the no-wind-induced delay that plagued the Thursday starters. With lots of waterline, comparatively stumpy rigs and modest ratings, the sleds immediately started posting 300-mile daily runs to claim an early lead in the overall standings. After the first couple of days, *Pyewacket*, *GI* and *Alchemy* sat at 1-2-3 overall.

The total race domination wasn't



**Jack Taylor's Dana Point-based SC50 'Horizon' did a horizon job on its division competitors for the third TransPac in a row.**

# TRANSPAC 2013 —

## 2013 TRANSPAC FINAL RESULTS

FL	CL	BOAT NAME	BOAT TYPE	OWNER	ELAPSED	CORR.
<b>DIVISION 1</b> (Started Sat., 7/13/13)						
20	1	<i>Invisible Hand</i>	Reichel/Pugh 63	Frank Sloomman	188:49:51	149:50:36
25	2	<i>Wizard</i>	Reichel/Pugh 74	David & Peter Askew	175:53:46	151:53:51
26	3	<i>Ragamuffin 100</i>	Elliott 100	Sydney Fischer	152:17:26	152:17:26
27	4	<i>Peligroso</i>	Kernan 70	Lorenzo Berho	204:30:24	155:05:19
30	5	<i>Maserati</i>	VOR 70	Giovanni Soldini	173:02:38	157:50:50
31	6	<i>Bad Pak</i>	STP 65	Tom Holthus	195:41:47	158:03:18
36	7	<i>Medicine Man</i>	Andrews 63	Bob Lane	212:29:50	165:28:00
<b>DIVISION 2</b> (Started Sat., 7/13/13)						
5	1	<i>Meanie</i>	Reichel/Pugh 52	Thomas Akin	200:20:21	138:18:11
6	2	<i>Beecom</i>	TP52	Isao Mita	198:46:15	138:22:43
7	3	<i>Vincitore</i>	Reichel/Pugh 52	Ricardo Brockmann	201:12:45	138:44:59
8	4	<i>Lucky</i>	TP52	Bryon Ehrhart	206:13:32	139:08:14
10	5	<i>Varuna 51</i>	Ker 51	Jens Kellinghusen	202:47:20	142:56:46
15	6	<i>Natalie J</i>	TP52	Philip & Sharon O'Neil	211:24:18	148:08:25
19	7	<i>Grins</i>	TP52	Rick Orchard	215:39:53	149:41:05
21	8	<i>KLC Bengal7</i>	Humphreys 54	Yoshihiko Murase	215:44:02	150:03:59
46	9	<i>Rapid Transit</i>	Antrim 49	James Partridge	242:07:57	174:54:59
<b>DIVISION 3/SLEDS</b> (Started Sat., 7/13/13)						
2	1	<i>Pyewacket</i>	Andrews 70	Roy P. Disney	207:41:03	134:51:21
3	2	<i>Alchemy</i>	Andrews 68	Per Peterson	210:07:11	135:23:18
11	3	<i>Grand Illusion</i>	SC70	James McDowell	219:57:24	143:06:15
16	4	<i>Maverick</i>	SC70	Chris Slagerman	221:29:38	148:15:29
17	5	<i>Retro</i>	SC70	David Team & Doug Baker	225:27:19	148:48:37
<b>DIVISION 4</b> (Started Thurs., 7/11/13)						
12	1	<i>Criminal Mischief</i>	Reichel/Pugh 45	Chip Megeath	224:49:32	145:46:01
13	2	<i>Bretwalda 3</i>	Rogers 46	Bob Pethick	230:51:24	145:49:48
18	3	<i>Resolute</i>	J/125	Tim Fuller	254:27:42	148:55:11
22	4	<i>Varuna 46</i>	Rogers 46	Chris Hemans	236:15:28	150:10:24
33	5	<i>West Coast Warrior</i>	J/125	Greg Constable	271:28:13	163:43:48
51	6	<i>Funnelweb</i>	Hick 15	Ivan Macfadyen	278:08:04	190:40:37
<b>DIVISION 5</b> (Started Thurs., 7/11/13)						
37	1	<i>Foil</i>	Farr 40	Gordon Leon	276:40:43	166:34:56
40	2	<i>Crescent III</i>	S-40	Akimitsu Hirai	282:49:00	169:36:15
43	3	<i>Pipe Dream</i>	Davidson 50	John Davis	286:23:31	173:20:58
47	4	<i>White Knight</i>	Farr 40	Zoltan Katinsky	285:26:57	175:21:10
53	5	<i>Alpha Puppy</i>	1D35	Alex Farrell	316:20:16	192:21:53
55	6	<i>Kahuna</i>	1D35	John Higham	330:08:43	201:59:05
<b>DIVISION 6/SANTA CRUZ 50s</b> (Started Thurs., 7/11/13)						
32	1	<i>Horizon</i>	SC50	Jack Taylor	263:29:36	158:28:11
34	2	<i>Medusa</i>	SC52	Jay Spalding	266:03:36	163:54:08
35	3	<i>Bodacious IV</i>	SC52	Jeff Urbina	258:05:11	164:00:04
38	4	<i>Prevail</i>	SC52	Bill Guilfoyle	272:38:50	168:05:42
39	5	<i>Deception</i>	SC50	William Helvestine	275:59:38	168:16:22
41	6	<i>J World's Hula Girl</i>	SC50 Mod	Wayne Zittel	271:14:03	170:01:40
42	7	<i>Relentless</i>	SC52	Dan Woodworth	270:15:56	172:38:22
44	8	<i>Lucky Duck</i>	SC52	Dave MacEwen	280:30:18	173:24:59
52	9	<i>Chasch Mer</i>	SC50	Gib Black	300:16:46	167:49:32
<b>DIVISION 7</b> (Started Mon., 7/8/13)						
14	1	<i>Ten Quarter</i>	First 40	Yuichi Takahashi	283:30:44	147:39:55
24	2	<i>Kiho</i>	X-41	Hiroshi Kitada	283:19:20	151:16:06
28	3	<i>Sansiri</i>	Tripp 40	M. Spies & P. Buranrom	302:39:13	155:25:34
45	4	<i>Gefion</i>	Reichel/Pugh 44	Kazuhiro Nakajima	319:14:56	174:24:48
50	5	<i>La Sirena</i>	Beneteau 47.7	John Sandrolini	320:50:11	186:10:19
54	6	<i>Creative</i>	J/105	Edward Sanford	343:55:21	194:56:59
<b>DIVISION 8</b> (Started Mon., 7/8/13)						
1	1	<i>Dorado</i>	S&S 52	Matt Brooks	293:23:18	132:20:55
4	2	<i>Sleeper</i>	Jeanneau 44	Ron Simonson	298:44:05	135:59:10
9	3	<i>Westward</i>	Lapworth 50	Sam & Willie Bell	296:09:24	141:47:48
23	4	<i>Between the Sheets</i>	Jeanneau 52	Ross Pearlman	291:12:01	150:13:28
29	5	<i>Manatea</i>	Seastream 650	Bob Hayward	264:10:57	156:30:01
48	6	<i>StumpyJ</i>	Columbia 43 MkIII	Ed Stumpp	347:33:35	178:33:51
49	7	<i>St. Vitus' Dance</i>	Beneteau First 42	Christopher Haines	359:35:19	183:56:38
-	-	<i>Aquarius</i>	Jeanneau 43	H. Funaoku & J. Nicholson	DNF	DNF
<b>MULTIHULLS/DIVISION 9</b> (Started Sat., 7/13/13)						
1	1	<i>Lending Club</i>	ORMA 73	John Sangmeister	131:52:33	131:52:33
-	-	<i>Phaedo</i>	Gunboat 66	Lloyd Thornburg	DNF	DNF

to last though, as the fleet hit light air when entering the trades. They dove farther south and briefly slowed to daily runs in the 220- to 230-mile range. With *Pyewacket*, *GI* and *Alchemy* engaged in a close three-boat race, everyone else covered — no one took a flyer or made a major tactical deviation.

Jibbing down the track in VMG running conditions, the trio of sleds was well-committed to the south. Hooking into a nice header that propelled them straight to the Molokai Channel on starboard jibe, it became a two-boat race between *Pyewacket* and *Alchemy*. They exchanged the lead at nearly every check-in, separated by just minutes on corrected time. With the 3- and 4-minute deltas in Divisions 2 and 4, the race committee, racers and fans alike held their collective breath as yet another division looked destined to be won — and lost — at the last minute.

Rumbling down the northern side of Molokai, *Pyewacket* was able to lay the finish without jibbing. *Alchemy* had to take a last-minute hitch onto port to get south into the increased pressure off the beach. Ripping into the finish at an average speed of 14 knots, *Pyewacket* had done everything right, and their stellar, straight-line finish allowed them to pull away when it mattered most, earning a division win by just a half-hour over *Alchemy*. Despite being in the Saturday start, which looked good on departure but was slow in the middle of the course, *Pyewacket* managed to move into second overall, 2.5 hours behind overall winner *Dorado*.

**Division 4** — One of the most intriguing divisions in this year's race was Division 4. Consisting of two J/125s, two Rodgers 46s, an Open 50 from Down Under and Tiburon's R/P 45 *Criminal Mischief*, the class looked to be wide open with no clear favorite. The fastest of the Thursday starters, Division 4 drifted out of Long Beach in gray and gloomy Catalina eddy conditions. Much of the fleet covered less than 100 miles in the first 24 hours.

The light and veering breeze forced crews to complete numerous sail changes during the first night, much of the time showing 0.00 on the speedo. The two Rodgers — *Bretwalda 3* and *Varuna 46* — loved the light stuff and pulled out to an early lead, with *Criminal* in the middle and the two stumpy-rig J/125s suffering in the back of the fleet.

Once beyond the Channel Islands and into more northwesterly breeze, there was a major split. The Rodgers and the J/125 *Resolute* stayed in jibs and hugged the rhumbline, positioning themselves just

# A CLASSIC IN EVERY WAY

south of it, while *Criminal*, the J/125 *West Coast Warrior* and the Open 50 *Funnelweb* all set close-reaching sails and began making southing. On days two and three, *Criminal*, *Funnelweb*, *Warrior* and *Varuna* all set reaching spinnakers and dove south while *Bretwalda* and *Resolute* continued favoring the rhumbline.

It was to be a navigator's duel. *Varuna* worked back up to join her sistership, while *Criminal* and *Funnelweb* continued diving south. Now entering the trades, *Bretwalda* and *Resolute* swapped the corrected-time lead while *Criminal* began making serious gains on the fleet. By day five, the fleet was VMG-running in the trades and *Criminal's* southerly position saw them in a private "puff-header," where they had more breeze from a more desirable angle than the rest of the fleet. This allowed them to gain 50 miles overnight and move from fifth to second.



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**'Tritium Lending Club' missed the TransPac record by 2.5 hours, but it wasn't for lack of trying.**

Continually gaining miles, *Criminal* caught up to *Bretwalda* until the two were locked in a match race, despite a huge north-south split. Converging near the rhumbline 900 miles from the finish, the computer models showed the class to still be a four-boat race.

Locked in a drag race to the Islands, *Criminal Mischief* and *Resolute* made

a move back to the rhumbline to set up a northerly approach, while the Rodgers chose to maintain a southerly approach. *Criminal* navigator Brendan Busch and tactician Ian Klitza made all of the right calls, and the *Criminals* came smashing into the finish line at sunset to earn the Division 4 victory by the smallest margin of any division in this year's TransPac: a minuscule 3m, 47s!

"Three minutes corrected in a TransPac race," said skipper Chip Megeath upon hearing the news. "That says every moment is a game changer."

With *Invisible Hand* and *Meanie's* wins in Divisions 1 and 2, and *Criminal Mischief's* Division 4 win, the Bay Area's three most prominent offshore programs that sailed in the 2013 TransPac earned an almost unprecedented sweep of class wins.

— ronnie simpson



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# GREAT SAN FRANCISCO SCHOONER RACE —



# A BEVY OF BEAUTIES



**S**adly, we weren't able to run the buoys in the Great San Francisco Schooner Race this year, which was a shame because it's one of our favorite Bay events. That's not because there's lots of close-quarters boat-on-boat competition, but simply because the sight of these

time-honored vessels blasting across the Bay in a stiff breeze puts a smile on our faces and warms our hearts. Not only do these vintage classics and replicas have a

direct link to the Bay Area's colorful nautical history, but their elegantly balanced sailplans and graceful lines combine to make them a splendid balance of form

**Spread:** The lovely 'Elizabeth Muir' beats west. **Insets, clockwise from upper left:** 'Seaward' and 'Elizabeth Muir' off Angel Island; 'Brigadoon' gains on 'Maramel' in Raccoon Strait; the green-hulled 'Bluenose' shows her winning form. — all photos Roxanne Fairbairn / roxshots.smugmug.com

# GREAT SAN FRANCISCO SCHOONER RACE

and function.

As much as we admire these schooners, we also have great respect for their owners — or more appropriately, caretakers. A salty group of mariners, they spend untold hours (and buckets of money) each year maintaining these demanding boats. But no matter how perfect their varnish or finely polished their bronze fittings, none of these skippers hesitate to push their boats to their full potential out on the race course — and none of them would ever dream of calling off a race due to high-wind limits. (A few years ago they raced in winds over 40 knots!)

By all accounts this year's race, June 29, was a pleasant jaunt around the Central Bay in up to 25 knots of wind, with little drama or carnage — not even a single blown sail. It was set up as a pursuit race, meaning handicaps were factored into starting times so that, in theory, all boats would finish at the same time. This year the handicappers apparently did an excellent job, as there



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**Sweet symmetry. 'Brigadoon' and 'Aldebaron' trade tacks as they work west through the Central Bay.**

were some very close finishes. Among the gaffers, *Brigadoon* roared across the line only a minute ahead of *Freda B* to take second (behind *Bluenose*). And among the Marconi rigs, *Seaward* squeaked across only 13 seconds ahead of *Gold Star* to take first.

Ten boats raced, which was down a bit from last year — both *Santana* and *Eros* were conspicuously absent. But the mighty M-class sloop *Pursuit* made a special guest appearance in a class all her own, having been declared on honorary schooner for the occasion.

As always, this annual gathering of the schooner tribe was generously hosted by Tiburon's San Francisco YC, which became 'Schooner Central' for the weekend, with raft-ups both before and after the race.

It's all great fun, so we suggest you put your antennae up now in search of a ride for next summer's contest. We'll see you there!

— **latitude/andy**

## GREAT SAN FRANCISCO SCHOONER RACE

GAFF — 1) **Bluenose**, Dennis Pietso; 2) **Brigadoon**, Terry Klaus; 3) **Freda B**, Paul Dines. (4 boats)  
 MARCONI — 1) **Seaward**, Alan Olson; 2) **Gold Star**, Jim Cullen; 3) **Marmel**, Stan Bennett. (5 boats)

CLASSIC — 1) **Pursuit**, Ron MacAnnan. (1 boat)  
 Complete results at [www.sfyf.org](http://www.sfyf.org)

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## BAJA HA-HA MELTING POT

One look at the Ha-Ha XX entry roster at [www.baja-haha.com](http://www.baja-haha.com) shows you that boat types in this year's fleet were as varied as ever, and you can bet that the crews who sail them are as colorful as in years past.

In addition to many first-timers, there were plenty of 'repeat offenders' who want to replay some of the fun and great sailing that they'd experienced the last time around. Some full-time Mexico cruisers even sail all the way back to San Diego each fall just to re-do the rally.

If you're new to the event, let us explain that the Ha-Ha is a 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops along the way at Turtle Bay and Bahia Santa Maria.

You'll find occasional updates about this year's event on 'Lectronic Latitude'. Check it out at: [www.latitude38.com](http://www.latitude38.com).

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## MEET THE FLEET

Among the important dates to note (on next page) is *Latitude's* annual Mexico-Only Crew List and Ha-Ha Party, September 4. There, hundreds of potential crew mix and mingle with Ha-Ha boat owners who are looking for extra watch-standers. Get a head start on the process at our constantly updated Crew List site at [www.latitude38.com](http://www.latitude38.com). As many Ha-Ha vets will confirm, the best way to prepare for doing the event in your own boat is to crew for someone else first.

## IS THE PACIFIC PUDDLE JUMP IN YOUR FUTURE?

For many cruisers, the next logical step after cruising Mexican waters for a season or more is to hang a right and head west into the Pacific.

We call that annual springtime migration the **Pacific Puddle Jump**, and report on it heavily in the pages of *Latitude 38*. Making that 3,000-mile passage is one of the most thrilling accomplishments in the realm of sailing. Learn more about it at [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).



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## IMPORTANT DATES

- Sep. 4 — Mexico-Only Crew List Party at Encinal YC, 6-9 pm. Preceded by Mexico Cruising Seminar, 4:30 - 6 pm
- Sep. 15 — Entry deadline (midnight).
- Oct. 19 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.
- Oct. 26 — Pacific Puddle Jump seminar, West Marine, San Diego, 5 pm.
- Oct. 27, 11 am — Skipper's meeting, West Marine, San Diego. Skippers only please.
- Oct. 27, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.
- Oct. 28, 10 am — S.D. Harbor Ha-Ha Parade.
- Oct. 28, 11 am — Start of Leg 1
- Nov. 2, 8 am — Start of Leg 2
- Nov. 6, 7 am — Start of Leg 3
- Nov. 8 — Cabo Beach Party
- Nov. 10 — Awards presentations hosted by the Cabo Marina.
- Nov. 20, 4-7 pm — La Paz Beach Party. Mexican folk dancing, live music, & more.

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# CRUISER CONVERGENCE —

If there's one thing we've learned after years of interviewing South Pacific cruisers, it's that you really can't sail across thousands of miles of open ocean, then navigate through volcano-formed

at the wheel for days at a time with no sleep. Eventually, they both became so exhausted that boat and sea noises sounded like voices. In fact, at one point they were both convinced that someone was yelling for help in the waters nearby, so the bleary-eyed couple rushed to assist them. After that scare, recalls Bill, "I knew we just had to get some sleep. We dropped our sails, went to bed and just drifted under bare poles."

We also caught up with a pair of New Zealanders — sorry, we didn't catch their names — whose story was unique within the fleet, as they'd done what you might call a backward Puddle Jump. A couple of years ago they jumped

rienced their calmest crossing ever on that same route: "We had two absolutely incredible nights when the water was glassy calm, and the full moon rose, reflecting on the surface like a mirror, just as the sun was setting!" Special memories like that can't be photographed, of course, but they tend to permanently etch themselves into a cruiser's memory. We'd bet that special moments during the 2013 Rendezvous will be similarly seared into the memories of this year's participants.

With a number of Rendezvous boats berthed at the downtown Papeete

**Right after the start the big Swedish sloop 'Breeze' started walking away from the fleet, but the Kiwi Gunboat 'Kiapa' surfed past her to win.**



**Bill and Belinda were probably happier to make landfall than most others, having hand-steered their 33-footer for 39 days — a fleet record.**

anchorages and vast coral atolls without having a few riveting stories to tell. So it was no surprise that we heard plenty of salty tales at the eighth annual Tahiti-Moorea Sailing Rendezvous, June 28-30.

Bill and Belinda Tackett of San Diego explained that it took them 39 days to complete their Pacific Puddle Jump from Mexico to the Marquesas, partly because they were forced to hand-steer their Morgan Out Island 33 *Orca Suite* nearly the whole way, after their autopilot failed early in the trip. When conditions got rough, Bill — who, Belinda says, actually did almost all the driving — stayed

**In a heartfelt ceremony, skippers received a local chieftain's blessing, and a fragrant flower lei from one of the dancers.**



off from the West Coast and cruised all the way home to New Zealand. But not long after settling in, they began yearning for another dose of tropical Tahiti. So they layered up and charged east between latitudes 30° and 40°S for close to 2,000 miles, then clawed north another 900, finally making landfall in the French Polynesian archipelago called the Gambiers. "We are very glad to be back here," they said, "but we would never do that trip again!"

Illustrating just how different the cruising experiences can be on a given patch of water on different days, New Zealanders Lionel and Irene Bass said the 200-mile crossing from the Tuamotus to Papeete aboard their M&M Gunboat 52 cat *Kiapa*, was the roughest sailing they'd experienced since leaving the Mexican coast April 1.

But Maria Gates of the San Diego-based *Tayana 46 Peregrine* reported that just a week or so later, she and Bill Chapman expe-



ALL PHOTOS LATITUDE / ANDY

# TAHITI-MOOREA SAILING RENDEZVOUS

yacht quay, activities got underway Friday afternoon just a stone's throw away at the waterfront offices of Tahiti Tourisme, which is a major event partner.

*"The full moon rose, reflecting on the surface like a mirror."*

along with Air Tahiti Nui, *Latitude 38* and others. Our longtime Tahitian friend Stephanie Betz (of the firm Archipelagos) — who dreamed up the Rendezvous game plan eight years ago — was on site with several bright young assistants who checked in participants, gave them swag bags and event shirts, and explained the activities that lay ahead. Several New Zealand partners were also on hand to share info about North Island services and activities.

Due to the vastness of French Poly-

nesia, and the fact that Puddle Jumpers head west from various ports each year any time between February and June, it's always impossible to pick a date when all Puddle Jumpers will be in or near Papeete. More than 200 boats registered this year, and at the end of June they were spread out across the Marquesas, Tuamotus and Society Islands. Nevertheless, this year's event drew 40 boats from at least 10 countries, and some had rushed or delayed in order to attend.

For example, Swedes Per Eliasson and Sabrina Fischer (whom we'd met at our Mexico Send-off Party) had just arrived at Tahiti's Point Venus the night before

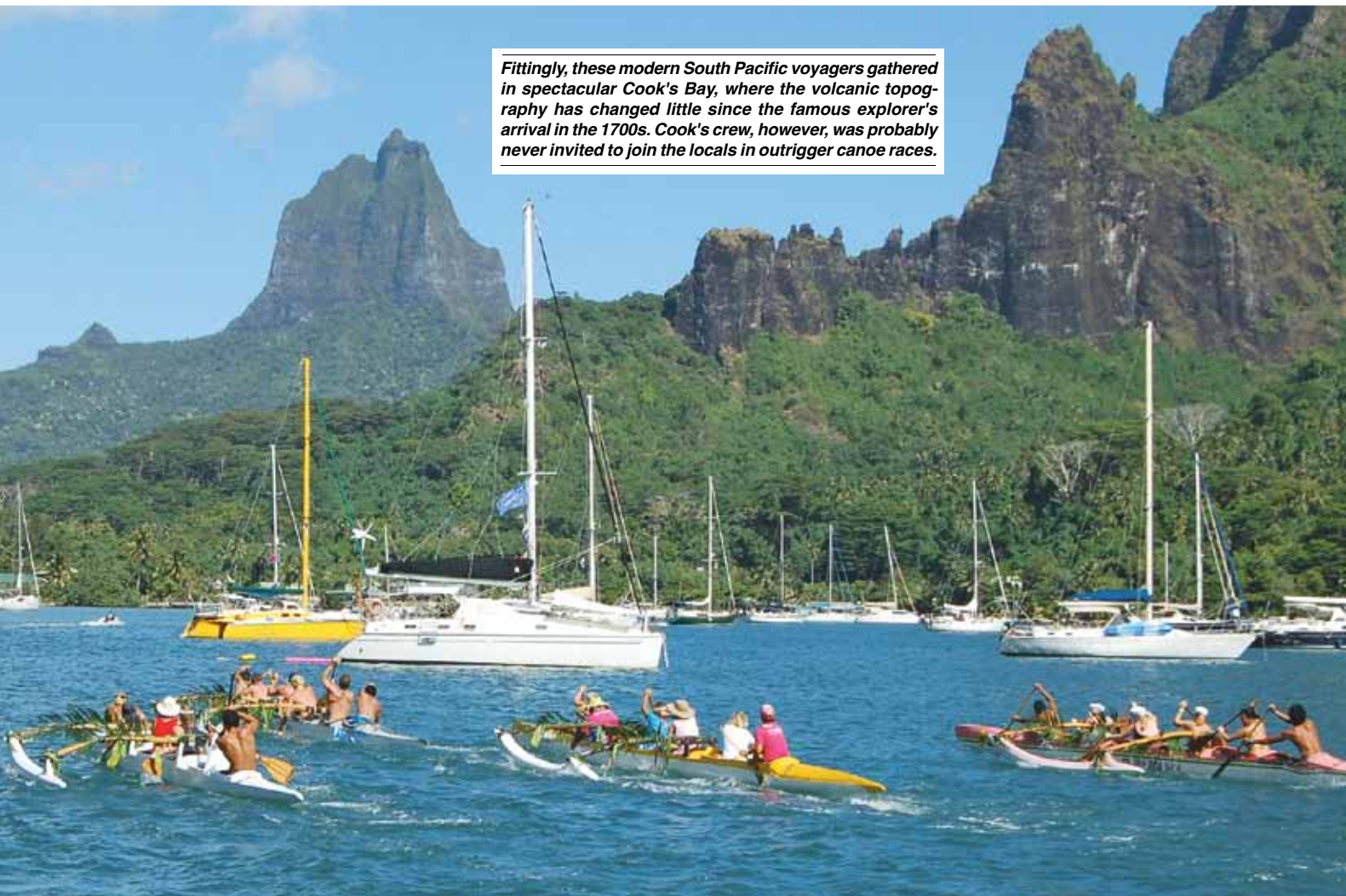


**Adorned with a flower headress, this lovely Moorean dancer's reverence for age-old Polynesian traditions is obvious by her beautiful smile.**

who plays Q on *Star Trek*. He and some friends had sailed out from L.A. aboard his Hans Christian 43 *Nepenthe*.

After a stint of reconnecting, swapping tales, and an inter-island cruising briefing, fleet members were treated to a rum punch made with local fruit juices

**Fittingly, these modern South Pacific voyagers gathered in spectacular Cook's Bay, where the volcanic topography has changed little since the famous explorer's arrival in the 1700s. Cook's crew, however, was probably never invited to join the locals in outrigger canoe races.**



# CRUISER CONVERGENCE —

and the skippers were called together to receive a traditional blessing by a local chieftain. Afterward, with drummers keeping tempo on carved hardwood drums, and ukes and guitars laying down sweet melodies, a troupe of lavishly costumed dancers gave many Rendezvousers their first look at the sensual, generations-old dances that are still highly revered throughout Polynesia.

With a promise to meet outside Papeete Harbor the next morning at 10 a.m. for the start of the rally/race to Moorea, fleet members dispersed to the waterfront plaza, where food-sellers offered

everything from crêpes to fresh seafood from their mobile *roulettes*. Compared to many cruising destinations, Tahiti has a reputation for being very expensive. But it's affordable when you eat where the locals eat.

**B**ecause most cruisers have little or no racing experience, the starting line

action for the 15-mile cruise to Moorea is always comically chaotic, but eventually they all get headed in the right direction. This year, winds had piped up into the mid-20s by the time Thierry Hars of the Tahiti YC sounded the starting gun, and the fleet took off on a screaming reach toward majestic Cook's Bay.

Although *Breeze* took an early lead, *Kiapa* apparently out-surfed her on the

*Clockwise from upper left: Big Mako coaches the tug-of-war; yes, real men dance; Iloa sounds the horn as the fast Aussie tri 'Macha' places third; the French cat 'Spirit of Pontapreta' glides down a swell; Iris of 'Andromeda' husks a coconut; Liz of 'Set Me Free' lifts; dancers move in splendid synchrony; drummers keep the beat; fruit-carrier Ken of 'Dancing Walrus' sprints to the finish.*



# TAHITI-MOOREA SAILING RENDEZVOUS

ALL PHOTOS LATITUDE / ANDY

6-ft swells, taking line honors. That afternoon all crews came ashore to the Club Bali Hai Hotel, where they were introduced to the lovely Miss Moorea, and given just-made flower leis. After a complimentary cocktail, virtually everyone stuck around for that evening's International Ukulele Festival, which was staged on the hotel's grounds. At least a half dozen groups showcased a broad range of uke stylings that ranged from strictly traditional to modern, pop-influenced approaches. It was a feast for both the ears and eyes.

Sunday was dedicated to traditional Polynesian beach games, including a

*Cruisers joined forces with battle-tested Tahitian paddlers.*

series of six-person outrigger canoe races where cruisers joined forces with battle-tested Tahitian paddlers. (Canoe racing is the national sport.)

This year, rather than a single, straight-line sprint, the broad-shouldered organizers set out a two-leg course through the lagoon with a mark-rounding that complicated strategy and logistics dramatically. Although very fast, these boats don't exactly spin on a dime, so taking the inside track doesn't always pay off — there was at least one capsized.

After a series of five round-robin races, each with five canoes, the victors distilled down further through a semi-final to two remaining teams. The first was a group of fit young Australian and Eu-



# CRUISER CONVERGENCE —

ropean guys off Simon Davis' Marshall Islands-based Privilege 39 cat *Skimpy*, whose team name was We're Not Wearing any Underwear. The second was Q's team, appropriately named Make It So. Although decades older than their competition, he and his crew, which included Elaine Bryson off *Mazu* and single-hander Michael Bove off *Patarjali*, gave it their best shot. Naturally, the youngsters showed no mercy on their elders, and took home a hand-carved hardwood paddle as a trophy.



**Tattooed from head to toe, Mako Roometua carries out the traditions of his ancestors. But we think he looks awesome in his TMSR tank top.**

laid out for those who wanted to sample traditional Polynesian dishes such as poi, taro, roast pork, and *poisson cru* (fish marinated in coconut milk).

Afterwards, several ornately tattooed islanders demonstrated other traditional sports, including a stone lifting contest and the ancient fruit carriers race — a relay where racers carry a pole laden with stalks of bananas and coconuts.

Later, a big, affable Tahitian named Mako, who wore a hand-woven palm-frond hat, gave a comical yet instructive demonstration of several traditional ways to wear colorful *pareos*. These origami-like techniques are a minor Polynesian art form.

By their nature, Polynesians are a warm and welcoming people, and one of the manifestations of their hospitality is that they love to invite foreign visitors to learn their traditional dance steps — no matter how pathetically the newcomers interpret the centuries-old movements.

So before the Moorean experts put on their eye-popping afternoon show for us, they did their best to guide the international sailors: foot-stomping and rapid, knee-knocking moves for the men, and fluid hip-gyrating for the women. Fun as it was to try, no fleet members will be turning pro any time soon.

Afterward, with drummers pounding out a time-honored cadence, a troupe of bronze-skinned men and women reminded us all of how it's supposed to be done. The most remarkable aspect of Tahitian dance, of course, is how the women get their hips to flutter side-to-side and up-and-down in such a rapid-fire motion that it seems humanly impossible. No doubt they start practicing as soon as they can walk, if not before.

In any case, it was a fitting finale to a

An optional Ma'a luncheon was

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# TAHITI-MOOREA SAILING RENDEZVOUS

wonderful weekend, that left everyone smiling. At the brief awards ceremony, every boat received a polished mother-of-pearl shell, etched with the Rendezvous' distinctive logo.

Stephanie thanked all who'd participated and in return received a hearty round of applause for a job well done.

As we wished the fleet safe travels, we reminded them that the payoff for all of *Latitude's* efforts with the Rendezvous and the Pacific Puddle Jump rally comes when cruisers like them send us stories and photos from the far-flung places they explore. Firsthand accounts from 'out there' are, after all, a big part of what makes *Latitude 38* magazine unique.

Hopefully you'll be hearing about these sailors' adventures in the coming



ALL PHOTOS LATITUDE / ANDY

months. It may not be your turn yet to start living the cruising lifestyle, but experiencing it vicariously may help keep the dream alive.

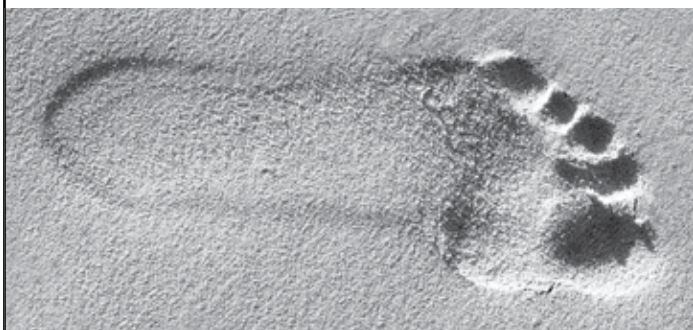
— **latitude**/andy

Look for our recap article on the 2013 Pacific Puddle Jump in September. And

**Having just completed the crossing from Moorea in booming winds, the Rendezvousers were in high spirits.**

if you're thinking about sailing west next winter, PPJ registration will begin in December at [www.pacificpuddlejump.com](http://www.pacificpuddlejump.com). The 2014 Tahiti-Moorea Sailing Rendezvous will take place July 4-6.

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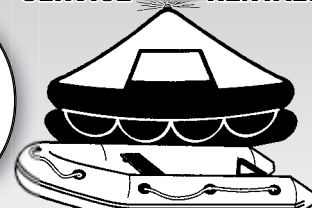
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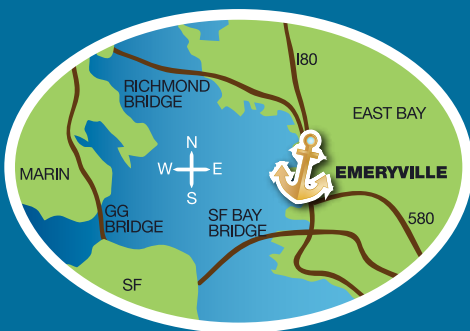
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# LOUIS VUITTON CUP —

We're happy to report that America's Cup 34 has moved from the frustration phase — due to contentious haggling over proposed rule changes — to the unbridled enthusiasm phase. Rule mediation has concluded, Artemis Racing's new boat has been launched, and all shoreside infrastructure is in place. The Louis Vuitton Cup Semi-Finals are slated to begin August 6, with the Finals starting on the 17th. The winner, of course, will advance to the America's Cup in September.

In order to enhance your spectator experience, we checked in with self-described America's Cup nerd Jack Griffin to bring you up to date with the latest developments, and clarify some of the subtleties of the boats, crew gear, and race administration.

## Sailors & Their Gear

Sailing an AC72 demands exceptional athletes. The sailors need stamina, strength and balance, combined with sailing smarts and intense competitiveness. The boats are overpowered — like a go-kart with a V8 engine. They sail shorthanded — only 11 crew to manage these monsters.

Imagine strapping on a 22-lb backpack, then sprinting from sideline to sideline on a doubles tennis court. This court is made of trampoline netting. It pitches up and down. You are running in a 40-mph crosswind. And, you are regularly sprayed by a firehose. When you are not sprinting, you are turning

motocross body armor. Since there is the chance of a capsize, each sailor has an emergency air supply and three knives in case he becomes tangled underwater in the lines or the netting. They wear three water-activated, high power strobe lights. Every man wears a climbing harness and carries 50 feet of rope with a self-lowering device. Boat shoes or sea boots have been replaced by trail running shoes — better to grip the trampoline netting.

## Can Anyone Catch Emirates Team New Zealand?

In their first race against Luna Rossa, ETNZ finished over five minutes ahead, enough of a lead that Luna Rossa was scored DNF. In their second head-to-head, the shackle holding up ETNZ's jib broke during the first windward leg. The Kiwi crew struggled to take down their flogging jib, then threw it overboard (where a chase boat retrieved it). Even with that setback, Luna Rossa barely reduced ETNZ's lead. Once free of the pesky jib, ETNZ extended its lead over Luna Rossa, continuing to demonstrate full foiling jibes while powering to a 2-minute, 19-second delta at the finish.

Why are they so fast? Excellent execution everywhere. From designing and building their boat to crew choreography and maximizing practice time on the water, ETNZ has checked all the boxes.

Early in the design cycle ETNZ spotted a completely legal loophole in the AC72 class rule:

although daggerboards may not have moveable flaps or tabs, nothing said you could not rake and cant the entire daggerboard to enable hydrofoiling.



ACEA / ABNER KINGMAN



GUILAN GRENIER / ORACLE TEAM USA

Oracle crewman Kyle Langford imitates Spider-man after the October 2012 capsize.

the handles on a grinding pedestal at 200 rpm. Keep it up for 40 minutes. When the boat does not sail, you simulate this workout in the gym. That's what it feels like to be an AC72 sailor. That's why they burn 6,000 calories in a day.

Clear communication onboard is essential and difficult. All crew have head-phones built into their helmets, but only the helmsman, tactician and pit man have open mics. The other crew have "push-to-talk" capabilities, but usually need all their lung power for grinding.

Big boats going fast are risky — so the crew's gear includes helmets and

But, should you gamble your entire design program on that clever idea? No need to, if you could test it on a smaller scale. ETNZ bought two relatively inexpensive Morelli and Melvin SL33 catamarans — just smaller than 10 meters LOA, and therefore legal for testing under the Protocol. They replaced the traditional mainsails with wings, and — far more importantly — completely reworked the daggerboard cases to add rake and cant, not just board up and board down.

Once they had proven the concept with the smaller cats, ETNZ committed to a fully foiling AC72 design. It was months later that Oracle Team USA's



ETNZ

Before the Kiwis committed to a foiling AC72 they studied techniques with two M&M SL33s.

# FULL SPEED AHEAD



days before we went to press, Artemis' team had just put their new boat in the water with a new wing, and had taken their first sail where they attempted to foil (July 24). They need to be ready to race in the Louis Vuitton Cup Semi-Final, which begins August 6.

Artemis quickly mastered foiling on their modified AC45 and it is a big plus that helms-

*They have practiced every sailor's role in every maneuver.*

man Nathan Outteridge is a top foiling Moth sailor. Nevertheless, the Swedish team now faces the monumental challenge of mastering foiling techniques on their brand new AC72.

And what about Luna Rossa? They bought the design of ETNZ's first boat and are the only team not to build two boats. They have continued to modify and develop their boat, but it is hard to see how ETNZ's first-generation design could be faster than their second boat. And, indeed, that's what we have been seeing on the water.

**The Kiwis found a loophole in the AC72 class rules that allowed them to pursue foiling, and they've had more time on the water to perfect their technique. Can anybody beat them?**

intelligence gathering uncovered the Kiwi concept. The Kiwis also tipped their hand by asking for a measurement ruling — required to be public — to be sure their daggerboards would be ruled class legal.

**Aboard an ETNZ boat, this is a view down one of the foil trunks.**



ETNZ

Oracle had been planning a non-foiling AC72, and shifted gears during their design phase. ETNZ foiled on their fourth day and sailed all 30 days that were allowed through January 31, 2013.

OTUSA struggled with foiling before capsizing on their eighth day of sailing in October 2012, and lost more than three months' sailing time while they repaired their boat.

Artemis continued to believe that non-foiling was the right concept until they found themselves at a clear speed disadvantage after lining up with OTUSA in February 2013. Artemis then committed to a fully foiling design for their second boat — fully two years after ETNZ.

When their first boat capsized on May 9, tragically killing Bart Simpson, the Artemis team lost not only their friend and teammate, but also their wing, which was destroyed in the crash. In the

## Crew Work

ETNZ has shown flawless crew work. Their choreography during maneuvers



ACEA / GILLES MARTIN-RAGET

**You never know what might happen. Here, the ETNZ crew jettisons their jib in mid-race.**

on the race course shows the result of all those sailing days. They also set up in their gym a full scale model of their boat layout, complete with trampoline. They have practiced every sailor's role in

# LOUIS VUITTON CUP —

every maneuver.

When their jib let go and started flogging in their second race against Luna Rossa they quickly mastered the situation with little drama. Luna Rossa's crew work has not been nearly as sharp.



***With a huge sigh of relief, Artemis finally launched their new boat late last month.***

Artemis has just started sailing their foiling AC72. They have top sailors, but their design team clearly left them with a big deficit of training time.

### **Artemis Racing's 'New Blue'**

Artemis Racing climbed

a mountain, getting their new boat and wing built and in the water for a christening ceremony on July 22. The shore team made a heroic effort, including complete structural testing by flipping the boat upside down and loading it with weights and hydraulic jacks. The team still faces

mountains beyond mountains, however, as they prepare for their first sail, then try foiling and, if all goes well, line up to race on August 6.

So... can anyone beat ETNZ? Luna Rossa has not come close, even when ETNZ had an equipment failure. Artemis will score high emotionally by getting their boat on the water and into action, but barring massive breakdowns, they have little chance of taking a race from ETNZ, much less winning the seven races needed to claim the Louis Vuitton

BOTH PHOTOS: SANDER VAN DER BORCH / ARTEMIS RACING



# America's Cup

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# FULL SPEED AHEAD

Cup. And, of course they would first need to beat their presumed opponent, Luna Rossa, in the semi-final.

That leaves Oracle Team USA. Although they have not lined up against ETNZ, they clearly have speed. Their

second boat looks fast, powerful and stable on her foils. And, they have two extra months to refine their crew work

CARLO BORLENGHI



Accidents like this (an AC45) were sobering.



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## LIVELINE GRAPHICS & RACE MANAGEMENT

The LiveLine augmented reality graphics continue to work their magic, making the races easy and enjoyable to follow on TV. Developed by Stan Honey and his team, LiveLine also drives the umpire workstations that show the facts clearly, enabling instant, accurate ruling on protests, OCS (false starts) and out of

bounds. Principal Race Officer John Craig uses LiveLine, too. On board the Race Committee boat he uses a workstation to drag and drop course boundaries and marks into alignment with the wind, then pushes a button to transmit the info to the boat drivers who set the marks.

For the AC45 racing last year, the marks

were boats, held in position by a GPS system. Those mark boats were prime viewing places for official photographers and VIP guests, but in the interest of safety, soft buoys will be used for AC72 racing. The photographers and VIPs thus lose their great viewing locations, and John Craig's team must now set anchors for the marks.



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# LOUIS VUITTON CUP

## HOW PENALTIES WORK

Penalties are still hard for the audience to understand. Basically, they are "slow and go" — the penalized boat must slow down until a "penalty line," calculated by LiveLine, catches up.

For being over early at the start, for going out of bounds, or for fouling the other boat when it is on a different leg, the penalty line is set two lengths behind the penalized boat. When there is a foul between boats on the same leg, the penalty line is set two lengths behind the boat that was fouled — effectively meaning that the penalized boat must let the fouled boat get two lengths ahead. If a penalized boat tacks, gybes or goes out of bounds before offloading their penalty, the penalty is increased by two boat lengths.

In a boat-on-boat foul, why does it matter whether the boats are on the same leg? Imagine that one boat is clearly slower than the other. The slower boat could let the faster boat get a lap ahead and lurk near the last mark, hoping to get a penalty on the faster boat. The faster boat would then need to wait for the slower boat to sail the course and then get two lengths ahead. That would put a completely new twist on tactics. Fortunately we don't have to deal with it. Just remember: slow and go, and don't tack or jibe while you have a penalty.



ACEA / ABNER KINGMAN

while two-boat training. So, the question could just as easily be, can anyone beat Oracle Team USA?

We'll find out in September in the best-of-17-race America's Cup Match. Will ETNZ win 9-0? Will OTUSA win 9-0? Or will we have a knockdown, drag-out heavyweight slugfest that goes the full

*The Kiwis may be in the spotlight now, but come September, Oracle Team USA will undoubtedly give them a run for their money.*

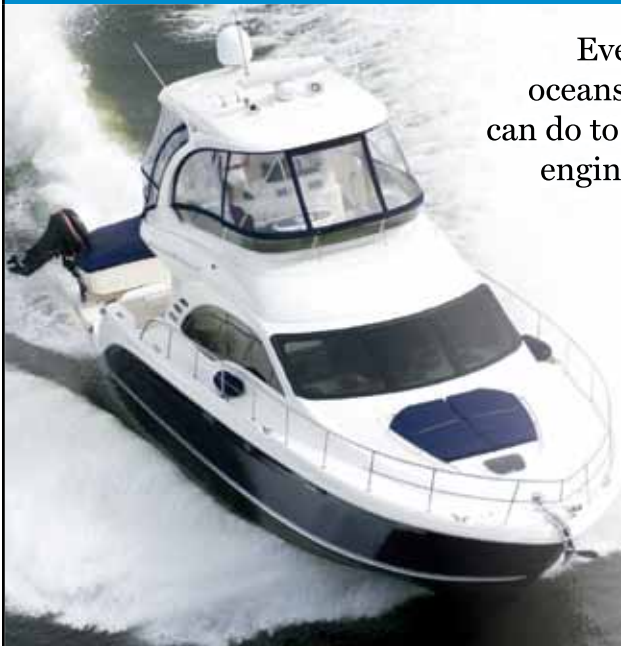
17 rounds? Be there!

— jack griffin

*For more insights on AC 34 check out Jack's site: [www.cupexperience.com](http://www.cupexperience.com)*

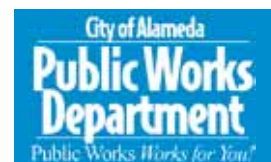
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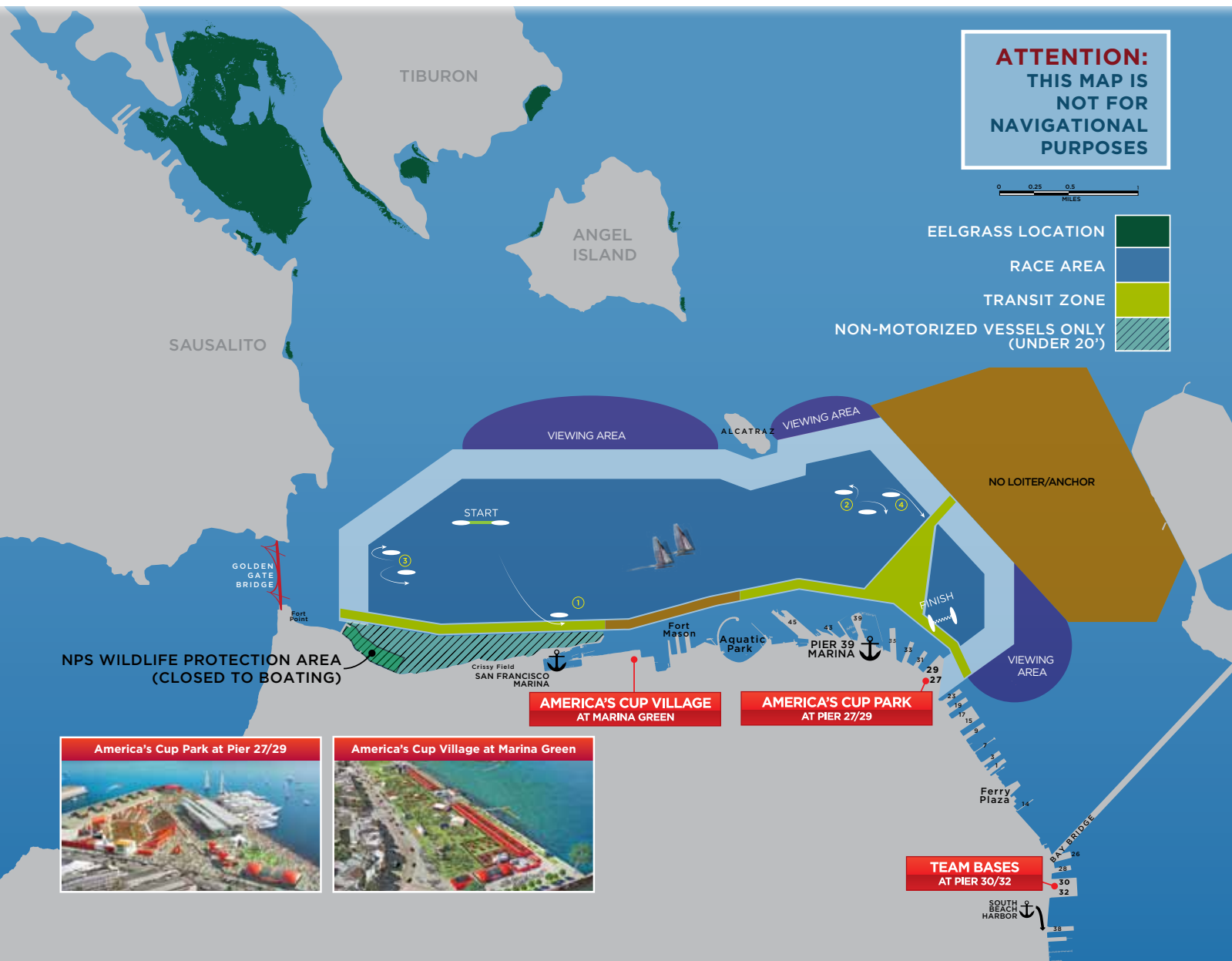


# 34 SAN FRANCISCO 2013 AMERICA'S CUP®



## BOATER GUIDE TO SAN FRANCISCO BAY

PREPARED BY





## THE 34TH AMERICA'S CUP

The City and County of San Francisco and Port of San Francisco are proud to host the best sailors in the fastest boats when the America's Cup, the oldest trophy in international sport, returns to the United States for the first time in 18 years. The 34th America's Cup will be the first time this event is visible from shore and we're counting on boaters such as you to help make it a sustainable and responsible event. Following are some tips to help you enjoy the Summer of Racing, including the Louis Vuitton Cup Challenger Series July 7 - August 30, the Red Bull Youth America's Cup September 1-4, and America's Cup Match Finals September 7-21 on San Francisco Bay.

## BOATER SERVICES

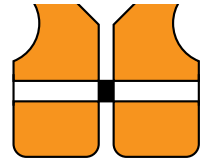
The attached San Francisco Bay Area Clean Boating Map lists locations of marinas, yacht clubs, and pollution prevention services including: used oil collection, sewage and bilge pumpouts, oil absorbent distribution and collection, marine battery collection, as well as marinas designated as clean marinas, mobile boat-to-boat services, eel grass locations, marine protected areas and helpful information about clean and safe boating practices.

Go to:  
[www.coastal.ca.gov/ccbn/SF\\_Bay\\_Clean\\_Boating\\_Map.pdf](http://www.coastal.ca.gov/ccbn/SF_Bay_Clean_Boating_Map.pdf)



## SAFE BOATING INFORMATION

All mariners should be aware of safe boating practices and California's boating laws prior to setting out to view the America's Cup races. Visit the following links for more information: Safe Boating/Boating Laws: [www.dbw.ca.gov](http://www.dbw.ca.gov); Race Course/Regulated Areas: [www.americascup.com](http://www.americascup.com); Weather: <http://www.wrh.noaa.gov/mtr/marine.php>. Boaters are also encouraged to subscribe to the U.S. Coast Guard's Notice to Mariners at <http://cgls.uscg.mil/mailman/listinfo/eleventh-cg-dlnm> and to listen via marine band radio (VHF-FM Channel 16) for other updates regarding the race.



## Operating Restrictions

Vessels of less than 20 meters in length (including sailing and non-motorized vessels) shall not impede the safe passage of a power-driven vessel following a traffic scheme, such as a ferry or commercial ship.

Unless expressly permitted by the Port's Maritime Manager or in the case of a marine disaster, vessels may not:

- Embark or disembark persons at ferry terminals,
- Moor at any wharf, dock or landing or occupy a stall, berth or mooring within the Port of San Francisco,
- Operate within 500 feet of the pierhead line, except for entering or leaving a berth or slip, or
- Operate personal watercraft within 1/4 mile from all Port of San Francisco waterfront facilities or National Park Service shorelines.

## Protected Areas

Boaters must avoid all eelgrass beds, wetlands, marine protected areas and environmental buffer zones along Crissy Field shore and around Alcatraz Island delineated on the attached map.

## Who to call

Emergency Contact Info: Use VHF-FM Channel 16 to contact U.S. Coast Guard for on-water emergencies or dial 911.

For non emergencies, contact the SF Police Department: (415) 553-0123 or U.S. Coast Guard (415) 399-3530.

Contacting Other Boaters: To contact another vessel use VHF-FM Channel 16. Once contact has been established, shift your conversation to an alternate frequency.

## ENVIRONMENTAL PROTECTION

San Francisco Bay is the West Coast's largest estuary and hosts a rich diversity of plant and aquatic life, including over 150 species of fish, insects, amphibians, reptiles, birds, mammals and plants that are considered threatened or endangered. About two-thirds of the state's salmon pass through the Bay as well as nearly half of all the birds migrating along the Pacific Flyway. In addition, the Bay supports extensive shipping, fishing, and other commercial and recreational maritime uses.

### Invasive Species Control

**Clean before you come & Clean before you go.**

Hull fouling degrades sailing performance, increases fuel consumption, and can damage your systems and equipment.

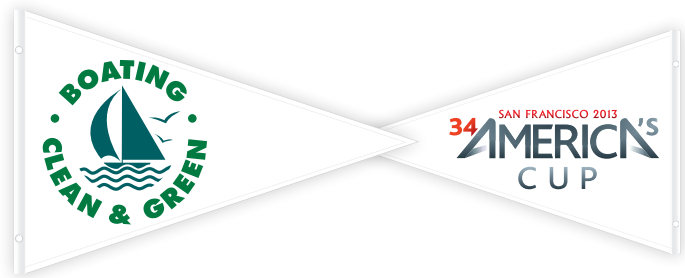
Introduced by visiting boats, invasive species can spread throughout the Bay, where they foul structures, displace native plants and animals, threaten public health, and upset the local ecology. Please make sure invasive marine pests are not part of this event by doing the following:



- Ensure appropriate anti-fouling paint is still within the defined effective period as indicated by the manufacturer. Use multi season anti-fouling protective coatings suitable for San Francisco Bay.
- Clean your trailer and boat, including all underwater surfaces, intakes, and internal seawater systems prior to coming to SF Bay in a location out of the water as close to your departure date as possible, but no longer than one month before you leave. If your boat was not cleaned before coming to San Francisco Bay, DO NOT clean the boat while it is in the water. Instead, haul the boat out of the water to clean.
- When leaving, if the vessel has been docked/moored in the Bay for a month or more, clean your equipment prior to returning to your home marina.
- Do not transport live bait. Properly dispose of residual fishing bait in trash receptacles. Drain all live wells before departure.

### Marine Mammal & Seabird Protection

The Federal Marine Mammal Protection Act prohibits harassment of marine mammals, including feeding or attempting to feed a marine mammal in the wild or negligently or intentionally operating a vessel to pursue, torment, annoy or otherwise disturb or molest a marine mammal. To report a marine mammal incident, contact the National Marine Fisheries Service at (562) 980-4017. Similarly, the Federal Migratory Bird Treaty Act prohibits harassment of migratory birds, including pursuing, hunting, taking, capturing or killing migratory birds, nests, or eggs.



## CLEAN BOATING PRACTICES

You too can be part of the solution. Pledge to clean your vessel and take the following actions and get a special AC34 Clean Boater Flag at

<http://www.americascup.com/boater-pledge>.

- Implement Invasive Species Control Measures
- Prevent illegal dumping of any raw sewage or garbage overboard in the Bay, including plastics, solid, biological or hazardous wastes, fishing line, cans or bottles, cigarette butts, cleaning or maintenance products. Take advantage of shore-side facilities to properly dispose of your trash and recycle plastic, glass, metal, and paper. Use the attached San Francisco Bay Area Clean Boating Map to locate sewage pumpouts or mobile-pumpout services to properly dispose of raw sewage.
- Use cleaners that are water-based, biodegradable, phosphate-free and labeled as less toxic. Check out these less toxic cleaning alternatives for all types of uses: [www.coastal.ca.gov/ccbn/lesstoxic.html](http://www.coastal.ca.gov/ccbn/lesstoxic.html)
- Prevent pollutants from entering the Bay by practicing preventative engine maintenance, using oil absorbents and recycling used oil and filters. Dispose of used oil absorbents as hazardous waste at a marina or household hazardous waste collection center. For locations please check the attached San Francisco Clean Boating Map. A list of Certified Used Oil Collection Centers can be found at: <http://www.calrecycle.ca.gov>

Other helpful clean boating links include:

- A Boater's Guide to Keeping Pollutants Out of the Water: <http://www.coastal.ca.gov/ccbn/bindercard.pdf>
- Clean Boating Habits: <http://www.dbw.ca.gov/Pubs/CleanBoatingHabits/Default.aspx>.
- Environmental Boating Laws Brochure: <http://www.coastal.ca.gov/ccbn/EnvironmentalLawsBrochure.pdf>

## FOR MORE INFORMATION

More details on how to be a clean, responsible and informed boater can be found at:

[www.americascup.com](http://www.americascup.com) | [www.sfgov.org/americascup](http://www.sfgov.org/americascup) | [www.dbw.ca.gov](http://www.dbw.ca.gov)

Thank you for doing your part to make the 34th America's Cup in San Francisco a safe and clean international sporting event. We'll see you at the regatta!

# THE LATITUDE 38 INTERVIEW

## Jim & Kent Milski

*Long-time West Coast sailors Jim and Kent Milski completed a circumnavigation aboard their Lake City, Colorado-based Schionning 49 catamaran Sea Level in June, and we caught up with them in an interview at La Cruz de Huanacaxtle, Mexico.*

**Latitude 38:** How long were you gone and how many miles did you cover?

**Jim Milski:** We left Zihua in mid-April three years ago and arrived back in mid-May. So three years and one month. We didn't keep track of our mileage, but we probably covered somewhere between 35,000 and 40,000 miles. We took a slightly different route than most, as we skipped New Zealand, but sailed all the way down the east coast of Australia and crossed the Bass Strait to spend a few months in Tasmania. We then sailed up the east coast of Australia, continued west via Papua New Guinea, Indonesia, Singapore, Malaysia, Thailand, the Indian Ocean, South Africa, the Atlantic Ocean and the Caribbean Sea.

**38:** Would you have preferred to go by way of the Red Sea and the Med rather than South Africa?

**Kent Milski:** Almost all the cruisers we met would have preferred to go around via the Med, in part because it's shorter and easier than going by way of South Africa.

**JM:** I wished we could have gone to Turkey and Greece. But not France, Italy or Spain, because cruisers tell us those places are very expensive and it's hard to anchor out. But with the continuing threat of Somali pirates in the Gulf of Aden at the time, we had no choice.

**38:** Tasmania isn't exactly on the 'Milk Run', but cruisers who have been there tell us they really like it.

**JM:** Tasmania was our favorite part of Australia. While there, we stayed at the Royal Tasmanian YC, where you can get a mooring for \$10 or less a night.

**KM:** Hobart is very pretty.

**JM:** They have hardy sailors down there. I saw them hold a beer can race when it was blowing 35 knots. They told me they call off races when the wind gets in the mid-40s. It's cool down there, and even colder when you go surfing.

**KM:** The problem with Australia is that it's really expensive if you have U.S. dollars.

**38:** Which explains why so many Aussies are coming to California to buy sailboats. They can actually make a profit on their cruises.

**JM:** We met a lot of Aussies who had bought California boats and were taking them to Australia. Some of the guys were doing it for the second or third time.

**38:** Potential cruisers are always interested in how much it costs to cruise. Can you give some guidance?

**JM:** That's a tough question to answer because it depends on what standard of cruising you're talking about. For example, we saw young couples out there who hardly had any money at all. I'd say they could easily get by on less than \$10,000 a year.

**38:** Were you able to get by on \$35,000 a year?

**JM:** We could have, but we like to go out to dinner and do things when we visit places, so we spent a little more. Of course, we couldn't afford to go to dinner in places such as Australia because it was \$100 for the two of us.

**KM:** We could, however, sign in as guests at Aussie military or veterans clubs that served food — and usually had gambling and allowed smoking. It was cafeteria-style food, but at least it was reasonably priced. Of course, even the best Aussie food isn't very good. The food in Thailand, on the other hand, was both delicious and inexpensive.

**38:** You completed your Schionning 49, a performance cruising cat, from a kit. How did she hold up?

**JM:** Really well. I was very impressed. The other thing that impressed me was how comfortable she was at anchor and in rough weather. Kent kept a big shell collection on a shelf in the salon. We sailed all the way around the world without the pile ever falling over.

**KM:** Some of the shells did fall.

**JM:** Well, a few did on one occasion, but not many. I was really impressed.

**38:** What kind of speeds were you able to maintain on passages?

**JM:** We once did 985 miles in five days, which isn't bad for a couple who weren't pushing it. This happened while we were sailing from Cocos-Keeling to Rodrigues Island in the southern part of the Indian Ocean. Cruisers call this stretch of water 'The Bitch', and it truly is a nasty piece of work. Every cruiser I talked to in Rodrigues, Mauritius, Reunion and South Africa said it was the worst bit of water they ever sailed. And some folks had been cruising for 20 years.

**KM:** We might have hit it at the wrong time, too.

**JM:** Part of what made 'The Bitch' so bad was that the swell came out of the southeast and hit us on the beam.

**38:** There were just two of you, you're both in your 60s, it was windy, the seas were hitting you on the beam — what kind of sail did you carry?

**JM:** On that stretch we had a double reef in the main and the partially furled headsail. We actually sailed much of the way around the world with a double-reefed main. When you go westaround, it's mostly

downwind, so you can do that. We can't carry a full main when sailing deep because the main rests on the shrouds. But with a double reef in the main, we could let the main out much farther and therefore sail much deeper. In addition to the often double-reefed main, we'd carry either the headsail or a spinnaker. By experimenting, we found that we could sometimes effectively sail wing-on-wing.

**KM:** When it was really windy, we'd sometimes fly only the jib. A lot of times it was almost as fast as sailing with the main and jib.

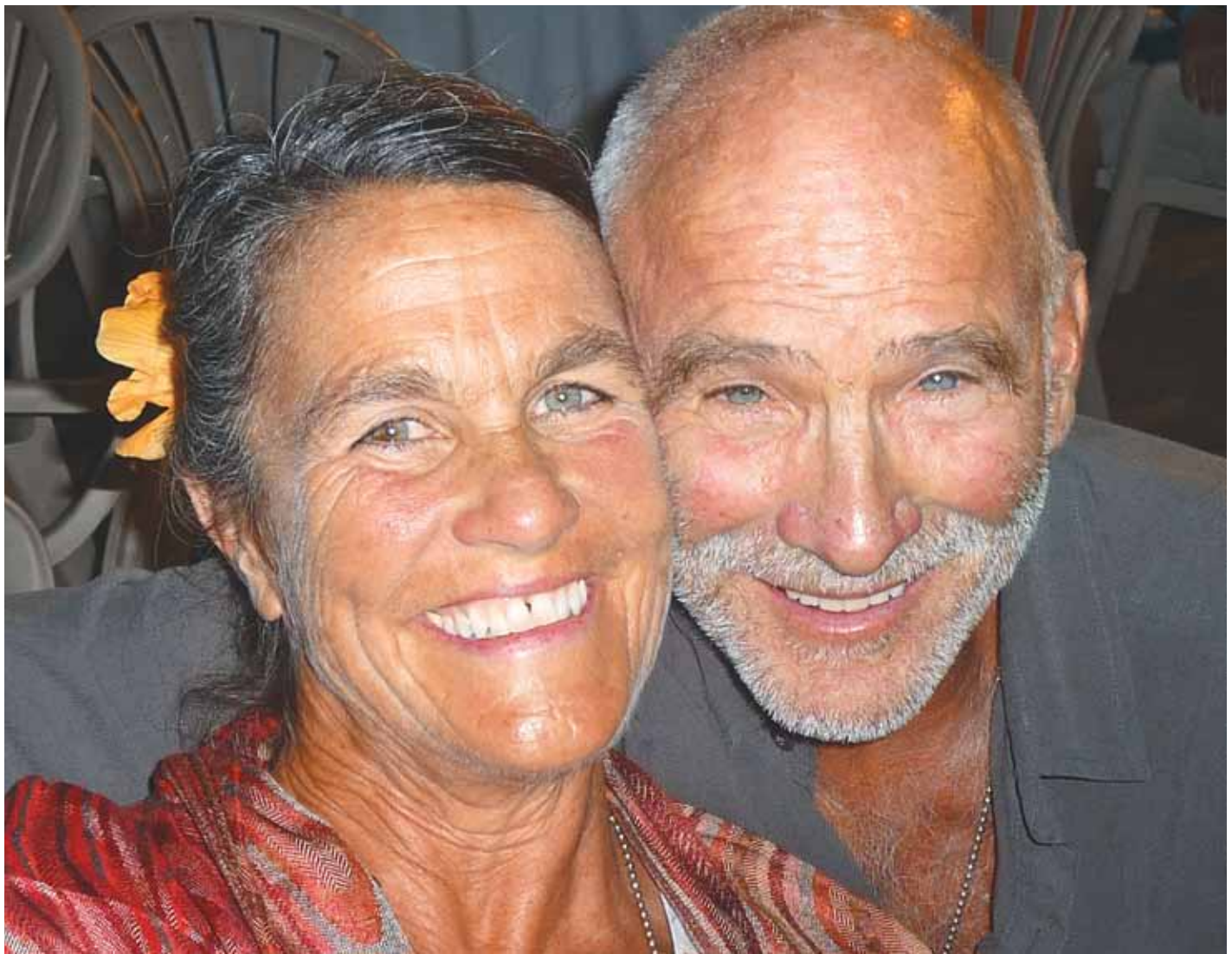
**38:** Ever get caught with too much main up?

**JM:** Sure. [Laughter.]

**38:** To the point where you were tentative about rounding up through the 'zone of death'?

**JM:** I know what you're talking about, but no, not really,

*"Part of what made 'The Bitch' so bad was that the swell came out of the southeast and hit us on the beam."*



because we usually had a double-reef in the main.

**38:** *What was the worst weather you had?*

**JM:** We had close to 50 knots and 25-ft seas for two days while south of Madagascar. So we lay to a Para-Anchor we'd bought from Fiorentino of Los Angeles. It's an excellent product and worked unbelievably well in 25-ft seas, some of which came over the length of the boat.

**38:** *Tell us more about the Para-Anchor.*

**JM:** We'd never used it before, so we watched the instructional DVD three times before putting it out. It worked just as advertised. We kept ours — it includes 400 feet of 5/8" flaked line along with the chute and retrieval ball — in a big tub we bought from Wal-Mart. The only thing we did differently from the DVD was use zip ties on the last 30 feet of line because I wanted it all to go out to the bridle at the same time. And pop! pop! pop! — it did. Retrieving the Para-Anchor in 25 knots of wind was more difficult than setting it.

**38:** *What was it like to ride out 50-knot winds and 25-ft seas at the end of a Para-Anchor?*

**KM:** We were both exhausted, so it was the only time during the circumnavigation that we both went to sleep without even discussing it. We both got a good night's sleep.

**JM:** We also played Scrabble and watched movies. It was perfect.

**38:** *Weren't you getting thrown around a lot?*

**JM:** No. Well, on the second day the swell and wind weren't lined up, so we had the cockpit fill with water a couple of times,

something that never happens. And the wind in the rigging caused a deep humming sound. If we hadn't set the Para-Anchor, I suppose we could have headed back to Madagascar.

**KM:** But we were doing 18 knots off the back of the waves. And if we'd hit a wave and the boat had broached, it wouldn't have been good. It's also possible that we could have just continued on under tiny jib alone.

**JM:** The other time we had strong wind — in the 40s — was while sailing up the west coast of Africa from Cape Town to Namibia. Boats in the anchorage at Luderitz were reporting 50 knots, and we were just outside, so we dropped the main and just carried a tiny bit of jib. *Sea Level* rode out those conditions just beautifully. It made me wonder if we should have just carried on with a tiny jib rather than set the Para-Anchor in the previous blow — although it was a more concentrated and intense storm.

**KM:** Prior to the strongest winds of the first blow, Jim had to go up the headstay because some of the screws holding the roller furling sections together had come out.

**JM:** We'd had it happen earlier in Australia, too, and it resulted in the jib's being torn. I sure didn't want that to happen again in the nasty conditions of 'The Bitch', so I had to fix it. In retrospect, I should have just left a wrap or two in the jib and kept going until we could repair it in South Africa. I don't know why I didn't think of that.

**KM:** The result was that our expected seven-day passage from Rodrigues to South Africa ended up taking 19 days. It

## the latitude interview:

took a couple of days to fix the roller furler, we were on the Para-Anchor for two days, and after two days of sailing toward Richards Bay, South Africa, we got blown up to Mozambique, losing much of the ground we'd made.

**JM:** We ended up anchoring behind some point in Mozambique for two days while it blew 25 knots. So yeah, it wasn't our best passage.

Speaking of wind, we had quite a bit on Christmas Day while tied up at Simon's Town, South Africa. On two occasions it hit 50 knots, so I went up to the office to alert them to the fact that their long dock was 30 feet out of line and looked like a snake. "Ah, don't worry," they told me, "we've had 100 knots before." [Laughter.]

**38:** Given these experiences, you must have developed a lot of confidence in your cat as a seagoing vessel.

**JM:** Yes. But as you know from owning *Profligate*, a 63-ft performance cruising cat, and a Leopard 45, which is a typical eight-person charter cat, there are big differences in catamarans. We used to own a Privilege 39 in the Caribbean. She was very comfortable at anchor, but she was overweight and didn't sail very well. I would not have wanted to sail her around the world. But performance cats, man, we had a spectacular ride with *Sea Level*!

**38:** The two of you could easily handle the 49-ft cat?

**KM:** Jim can handle the boat himself, but I'm not strong enough to do things like put up or change sails. But the rest wasn't a problem.



ALL PHOTOS LATITUDE / RICHARD

'Sea Level' was built on Mare Island in Vallejo.

**38:** How often did you fly the chute?

**JM:** A lot. We started with a couple of chicken chutes.

**KM:** We went through those two chutes, but have a nice new one now.

**38:** How much wind would you fly them in?

**JM:** I would start to get concerned in 18 to 20 knots of true



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## jim & kent milski

wind. But I remember running up the coast of Australia one time when we did 75 miles in six or seven hours. "We're here already?" we said to ourselves. It was really cool.

**38:** *Do you blanket the chute with the main to drop it, which is what we do on Profligate, or do you use a sock?*

**JM:** We used a sock. It's tricky figuring out the best way to use one, but once you do, they're great. If it was blowing pretty hard when we wanted to drop the chute, we'd start both engines and motor downwind as fast as possible to reduce the apparent wind on the chute.

**38:** *What can you motor at?*

**JM:** Ten knots, with both engines at full throttle. But we don't do that often. We usually motor with just one engine, as it saves a lot of fuel and hours on the engine. At 2,200 rpm we can cruise at six knots with our triple blade Volvo folding props.

**38:** *Prior to the circumnavigation, you made trips to the Pacific Northwest and to Mexico. How many hours do you have on the engines now?*

**JM:** Probably about 4,000 on each, but it's a bit of a guess as both engine hour meters stopped working at nearly the same time.

**38:** *Let's talk about gear or systems that worked well for you.*

**JM:** SailMail was great! From Reunion to South Africa is a pretty remote part of the world, and there's a SailMail station in Mozambique, but the signal isn't good. On several occasions we'd have to use a lot of time — maybe 20 minutes — to download a GRIB file. But after 19 minutes, it would inevitably

disconnect and we'd have to start over. [Laughter.] It drove me crazy. SailMail sent us a letter saying that we were using so much time they'd have to shut us down. When I explained the situation, they said they knew it was a problem area, they would give us more time, and not to worry about it. Those people rock!

Our Harken, Lewmar and Garhauer stuff all held up well.

**38:** *What didn't hold up?*

**JM:** We went through a lot of spinnakers. We picked some up from Bacon Sails on the East Coast. They were cheap and good. We paid \$1,200 for a red and white chute that was like brand new. We got great use out of it for three years. We used it for an 8.5-day-and-night spinnaker run out of St. Helena. Then it tore to shreds.

**KM:** We'd had it repaired a couple of times before, and even had part of the bottom cut out. I liked it smaller because it was hard to see forward in its original size.

**38:** *What about white sails?*

**JM:** We had a Spectra mainsail from North that lasted 35,000 miles. When I called to tell them it wasn't good anymore, they said, "Wow, you got 35,000 miles out of it?!" They said they'd never heard of one lasting that long. [Laughter.] Our roller furling headsail is a North NorLam sail, and it's still going strong. We replaced the main with one made at the big Rolly Tasker loft in Phuket. Their sails aren't as technologically advanced as those from lofts such as North, Quantum, Ullman and others, and what they call a high-tech sail may be a low-tech sail here in the States. But the main was a lot less expensive, too.

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It might have a little too much belly, but it's been a good sail.

**38:** *What's the ideal number of crew for a passage on Sea Level?*

**JM:** Four on passages was perfect, as everybody got plenty of sleep and there was plenty of help if we needed it. While four was the perfect number, Kent and I did much of the circumnavigation ourselves.

**38:** *We talked about the worst weather; what were some of the best sailing passages?*

**JM:** Sailing across the Marquesas was really nice. It took 21 days, which is a long time, but only because we hung out for two days after I thought I'd seen a flare. It turned out to be meteorite that had hit the water and then threw sparks into the air. I learned this from Steve and Manjula of the Gualala-based Corsair 41 catamaran *Endless Summer*.

**38:** *Where are Steve and Manjula now?*

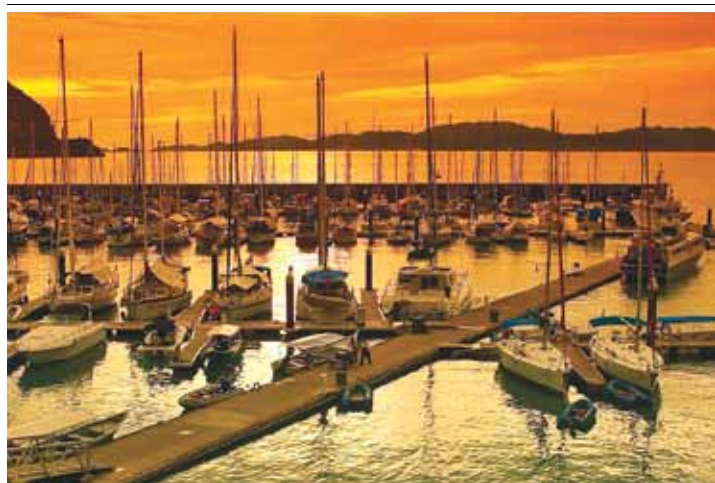
**JM:** We split paths in the Hermit Islands near Papua New Guinea, and they headed up to Palau. They are now working in California while *Endless Summer* waits for them in Darwin.

**38:** *It's a long way across the Atlantic from South Africa to the Caribbean. What was that like?*

**KM:** Sailing across the South Atlantic was a piece of cake.

**JM:** It was the best sailing of our entire circumnavigation, particularly from St. Helena on. But all the way across the South Pacific was great — although we had some pretty rough weather on the way between Fiji and Tonga. But it was the people on the monohulls who really got beat up.

We were in Niue when the Chris White-designed Atlantic



*Royal Langkawi YC, Malaysia, one of the Milskis' favorite stops.*

57 catamaran *Anna* got hit by a 62-knot squall and flipped. A bunch of us cruisers in Niue were watching the approaching storm and couldn't figure out what *Anna* was doing out there. We could see these two lows coming together, so we knew there was going to be big wind. Fortunately, they both survived.

**KM:** I talked to the crewmember, and he told me that the cat had been built in Chile, sailed to New Zealand, and they were heading up to Tonga to be part of some whale research

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## jim & kent milski

program.

**JM:** My understanding is that they had offered the services of the boat to the whale research people, so they were trying to meet a schedule of people flying into Niue. I'm not sure how *Anna* was rigged, but *Sea Level*, like a lot of multihulls, has dedicated winches for the halyards. We do not use sheet-stoppers, as it can be hard to open them quickly in emergency situations. I think cats should have dedicated winches for halyards so they can be released instantly.

**KM:** Jim and I aren't crazy about the idea of having to open the front door of the salon in order to go to a forward cockpit to get at the sail controls.

**JM:** I don't think it's crazy, I know it's absolutely crazy. You mean if you want to adjust the sails in really rough weather you have to open a door at the front of the salon and go forward? You want to flood the salon with a bunch of sea water? I'd yell, "Don't let the guy from the cockpit in, don't let him in!" [Laughter.]

**38:** *We can't help but wonder if the crew of Anna, having to open a door to go out to the forward cockpit, weren't able to get to the sail controls in time to keep from flipping. After all, every half-second could mean the difference between going over and not going over. If Anna had rope clutches instead of dedicated winches for halyards — and we have no idea if this is the case — it would have slowed their response time even more.*

*That speculation aside, we know a number of very experienced multihull sailors — such as Paul Hand, the skipper of the much-raced Gunboat 66 Phaedo — who are just fine with the*

*forward cockpit concept. John Franklin of Chico has done 13 trips from the Caribbean to the Northeast, and 12 trips from the Northeast to the Caribbean, on either his Atlantic 42 Lightspeed or his Atlantic 55 Spirit, and seems to not have any problem with a forward cockpit.*

*During your three years did you learn anything about the wisdom of trying to meet people at a certain place and time?*

**JM:** We live by the saying 'You get to choose the time or the place, but not both'. [Laughter.]

**38:** *Tell us about some other good passages.*

**JM:** I liked going around Papua New Guinea. We left Townsville and northern Australia, and went to the Louisiades. They are lovely, but almost nobody goes there.

**38:** *Crocs up there?*

**JM:** All of New Guinea and Indonesia have crocs.

**KM:** But we didn't see any.

**JM:** All of Vanuatu has crocs and so do all of the Solomons. But it was funny, because when in Indo or New Guinea, we'd ask in the local language if there are any crocs at a certain place, and they always respond, "No, not here. But there are crocs in those mangroves 200 yards away. So we swim here but not there." Geez, unbelievable.

**38:** *We recently got a letter from Bob Bechler of the Gulfstar 41 Sisiutl, who has cruised a lot of places. He said Indonesia didn't have any wind and was the worst place, for a variety of reasons, that he'd ever cruised.*

**JM:** We had some pretty good wind there. We went around New Guinea without stopping. There was just us, *Endless*

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## the latitude interview:

Summer, and a Dutch boat with two little kids, and we hung together. In three months of going west through Indonesia, we didn't see another cruising boat. It was really cool. The diving was great and it was very pretty.

**38:** You went to Indonesia's Mentawi Islands, home of world-class surf, didn't you?

**JM:** We did. But I couldn't surf most of those places because they were above my ability. [Laughter.] I'm too old and slow now. But my son had a great time as the waves were perfect barrels. "Why couldn't I just be 40 years younger?" I'd say to myself. [Laughter.] Oh man, those waves were great!

**KM:** Such great waves and there is nobody there.

**JM:** The Mentawis are a great cruising ground, too. Unlike the rest of Indonesia, which is overwhelmingly Muslim, we were surprised to find that most of the people in the Mentawis are Christian. They were really friendly, and because of all the surfers that come through, some speak English. There are a couple of surf lodges, but most of the surfing is done from charter boats. The captains are really nice guys who try to spread the surfers out among the spots.

**38:** Where else did you find good surf?

**JM:** Tahiti. That's where we met Liz Clark of the Santa Barbara-based Cal 40 *Swell*. She stays around Huahine. What a great gal! We had so much fun visiting with her.

**38:** Was there any place that you really didn't like or found the weather to be awful?

**KM:** Thailand was too hot for me. The same with Costa Rica, Panama and Singapore.

**JM:** Singapore is expensive, too. A car costs something like \$280,000 USD.

**KM:** And nobody can have a car that's more than 10 years old.

**38:** How can people afford them?

**JM:** They can't, which is how they get everybody to take public transportation. They have an excellent system.

**38:** Any major breakdowns?

**JM:** No, just lots of little things. I'm actually amazed that some cruisers make it around, because some of the cruising boats we saw were in really poor condition. I couldn't believe that some of them were even floating.

**38:** What about most valuable equipment?

**JM:** AIS is a really great safety device, but ours went out right before the Malacca Strait, which is where you need it more than anywhere in the world. Because we couldn't get it fixed or replaced, and other reasons, we still haven't gotten another one. But the next one is going to have the capability to both transmit and receive. Having both gives you a greater safety factor.

**KM:** Not that AIS is being used around the planet.

**38:** Did you ever fear for your personal safety?

**JM:** A couple of times. Once off the coast of New Guinea a boat showing no running lights hit us with a spotlight from a couple of miles off. We didn't know who they were, and we were warned that there were pirates — euphemistically called 'rascals' — in the area. So we turned off our lights, maxed out both engines and beat feet. Fortunately there was no moon.

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## jim & kent milski

**38:** But you don't know for sure they were pirates.

**JM:** No, we don't. There was another time in New Guinea when we were with Steve and Manjula of *Endless Summer* and the Dutch boat. Some guys kept eyeing our boats suspiciously, so we decided to up anchor and get out of there. Another cruiser told us that the 'rascals' were armed and known to be pretty nasty.

**38:** The latest news is that Australia is now going to deport all illegal immigrants to New Guinea. They figure that will reduce the influx in which many have died at sea.

Did you come across any anti-American feeling anywhere?

**JM:** None.

**38:** Is three years too fast to do a circumnavigation?

**KM:** Yes.

**JM:** Probably.

**38:** Where would you have spent more time?

**KM:** New Zealand and Micronesia.

**JM:** New Zealand, the Philippines and Vietnam.

**38:** As wonderful as visiting Vietnam is, you can't cruise there.

**JM:** That's a shame, because we visited Vietnam by land and loved it. We did a four-day motorcycle trip on their version of Harleys, with a guide driving each one. They knew where to get off the main roads. They have all these new black-colored roads, but they all looked white because they were covered with rice. When we asked them what they do when it rains, they said they sweep it up and put it back in the barn. [Laughter.]

**38:** We recently got a report from a couple who have done

28,000 miles, and they still haven't left the Pacific. Knowing what you know now, would you go all the way around again, stay in the Pacific, or what?

**KM:** I can understand people spending so much time in the Pacific, as the weather is nice, there are lots of fish . . . we didn't see enough of it. But we loved going to all the places we did.

**JM:** It was all good. The place that surprised us was South Africa. I hadn't expected to like it because of all the racial hatred and tension. It is tense there, and both sides will admit they have lots of problems. Everybody knows it could work out well or work out terribly. But they have hope.

**38:** What does the future hold for you and *Sea Level*?

**JM:** We don't know, except that we're headed back to California. We've been sailing a lot, and we need to take a break. We might sell the boat, we might not.

**KM:** I'm the one who wants to keep *Sea Level*. I like being on her. Building her was a big investment in time and money, and I don't think we're done getting our return. The best thing would be if we could afford to have a little something on land and keep the boat. After all, *Sea Level* is such a great tool for cruising. But I understand Jim's point of view, as he's the one who always has to fix stuff. My job is cleaning.

**JM:** Who knows, maybe we'll try to do some charters. As far as I'm concerned, the coast between Zihuatanejo and here [La Cruz] on Banderas Bay is one of the greatest places to cruise in the world. It's got great sailing, great surfing on sand, and is inexpensive.

— latitude/richard



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Jean and Stephanie on SV Le Letty, a Roberts 44 Ketch, in Barra de Navidad, Mexico. Hydrovane mounted with dinghy davits.

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SURVIVE YOUR DREAM

# MEMORIES OF VAVA'U —

*With only a couple of months left before the South Pacific cyclone season begins and the unofficial cruising season ends, many boats are now heading to the Vava'u Group of Tonga to stage for their southbound sprint to New Zealand. While there, many crews will take part in the annual Regatta Vava'u, created by former Bay Area sailors Ben and Lisa Newton. This report gives you a sense of what this year's event will be like, plus the author's insights about cruising this remote 'Kingdom'.*

It was obvious on the first day of the fourth annual Regatta Vava'u in the Kingdom of Tonga last September that this was not your typical volunteer sailing regatta.

Glossy colored schedules were distributed. High-end mobile sound systems were in place. Tongan officials attended in traditional dress. And opulent prizes — including a haulout in New Zealand — were awarded.

The week-long Regatta Vava'u is the brainchild of former San Francisco sailors Ben and Lisa Newton, who arrived in these islands almost a decade ago aboard their Cooper 42 *Waking Dream*. In 2004, they fell in love with the northernmost Tongan island group — the Vava'u group — and decided to make it their home base.

*Waking Dream*, which was built in Canada, drifts on a mooring in front of the couple's under-construction island home, ready for more explorations. Their home sits on two-acre Fetoko Island. Having leased it, they are the only inhabitants.

Former corporate event and high-end adventure sports planners in the Bay Area, Ben and Lisa have applied their professional talents to Regatta Vava'u, hoping to entice more cruising sailboats to enjoy these pristine islands. It's working.

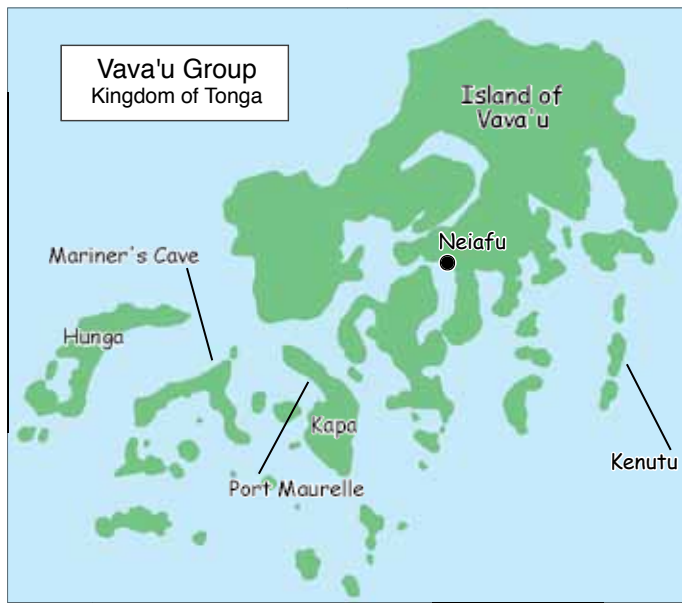
Although preparations are now being made for the fifth annual regatta (October 10-14), memories are still fresh from last year: 68 boats from around the world signed up for the 2012 event, establishing it as a late-season destination before heading on to avoid the south-of-the-equator summer cyclone season.

Cindy Russell — another cruiser from California who relocated to Vava'u from San Diego — made her way to Tonga with Baker Hardin on *Lite N Up*, an Islander 44. They spent 1998 in Puerto Escondido in the Sea of Cortez, then headed south to Costa Rica, Nicaragua, El Salvador, Panama and Ecuador before heading to

the South Pacific.

They arrived in Tonga in December of 2001, and the next year opened Tropical Tease, a silkscreen T-shirt shop located on the waterfront in the capital, Neiafu. A decade later, Cindy is one of Vava'u's biggest fans — and a regatta sponsor — creating original designs for Regatta Vava'u crew shirts, and customizing them for the regatta boats.

She says Tonga remains a favorite destination because it is small and not



overdeveloped.

"The regatta really works because it draws in not only the cruisers, but the small, friendly local community," she says. "It's our biggest event of the year."

### Be Prepared to Party

Regatta Vava'u week began Saturday with a day of fun and music including outrigger races by competing Tongan villages — a fund-

raiser to purchase a new outrigger for competitions.

Sunday, the Regatta was quiet because almost all businesses are closed and almost everyone goes to church at 10 a.m. But late that afternoon a cruiser's floating potluck and cocktail party in the harbor got people ready for Monday, a day that started with a Zumba class on the deck of The Balcony pub. At 11 a.m. the Tridecagonathlon (wacky sports day) began in earnest, ending at 4 p.m. with a hilarious pie-eating contest that predictably morphed into a pie-throwing contest.

The following day was Kid's Day, a much milder event that showcased a marching band that paraded through town, along with native dancers.

### The Sailing Regatta

After a warm-up just for fun, Regatta Vava'u put on its first race Tuesday, sponsored by Yacht Services New Zealand — a "Boot & Rally Race."

After months of drought, the rain came down in buckets that morning and cruisers and islanders were ecstatic about their newly collected rainwater. But by race time the clouds had cleared and the fleet, composed of catamarans, monohulls and a Tongan classic, set sail, making



# END-OF-SEASON CRUISERS' HAVEN

two land stops before finishing.

One stop required racers to enter a cave by water to read three letters written on a four-foot tall Tiki. The second stop had crews land on a beach where

*It provides one of the safest anchorages in the tropical South Pacific.*

a second tiki was in the palm trees with the remaining letters of a Tongan word. The phrase was Ofa Atu, which means both 'I love you' and 'cheers' in Tongan.

By afternoon, in 10- to 15-knot winds, the racers crossed the finish line and were soon back ashore swapping tales. The top finishers were: Catamaran division, *Citrus Tart* (Australia), *Ruby Soho* (Canada) and *Quixotic* (BVI). In the monohull division, *Hawkeye* (NZ), *Cuttyhunk* (Newfoundland) and *Aka* (Hawaii).

Race two was the Whangarei City Challenge, a spin around the Neiafu Harbor that was a classic beer-can-style contest. It included a lively downwind spinnaker run in which Bob Johnson and Ann Adams' San Francisco-based *Tayana 37 Charisma* earned inglorious distinction by flying their

spinnaker upside down.

It didn't matter, though. *Charisma* passed three boats before making the turn for the finish. The top finishers in the Whangarei City Challenge race were: Catamaran division: *Citrus Tart*, *Ruby Soho* and *Quixotic*. Over 40-ft monos, *Cuttyhunk*, *Hawkeye*, and *La Fiesta* (Australia). Under 40, *Cirrus* (Hawaii), *Aka*, and *Charisma*.

Race three was the Regatta grand finale — the Sunsail Vava'u Cup Race — an 11-mile sail to the beach at the Tapanā's Anchorage.

The race started mid-morning in Neiafu Harbor, near the Mango Restaurant, ending at a gorgeous protected beach where Ben, Lisa and the other regatta organizers had a beach party set up with elements that were reminiscent of Burning Man. It rocked through the night.

The Sunsail Vava'u Cup Race winners were: Cats: *Citrus Tart*, *Sarava* and *Ruby Soho*. Over 40-ft monos: *Cuttyhunk*, *Hawkeye* and *Superted V*. Under 40-ft monos: *Cirrus*, *Charisma* and *Evangeline*.

Of the 68 registered boats about half



SYLVIA FOX

**With their background in hosting special events, Ben and Lisa add elements of Burning Man to their Full Moon Parties.**

pean cities. From the number of boats in the anchorage at the Full Moon Party, it looked as if everyone who registered made it for that highly spirited celebration.

## A Great Cruising Ground & Aquatic Playground

Regatta Vava'u is one excellent reason to visit Tonga in September and October. But the biggest reason is that it provides one of the safest anchorages in the tropical South Pacific, and it's just an amazing cruising ground. Cruisers say the real beauty is underwater — crystal-clear water with visibility as far as 100 feet, with abundant reefs and caves for snorkeling and diving.

Ben and Lisa arrived in Vava'u needing to leave *Waking Dream* to handle a family emergency. They'd heard that Neiafu Harbor is a good anchorage if you have to leave your boat.

Ben says they had been underway for so long and anchored in so many "dodgy" anchorages along the way that when they arrived in Tonga with its flat water and protected anchorages, they could finally relax.

"I felt like we skidded home," Ben says. "We didn't feel worried any more." He said he hadn't seen similar anchorages since Tahiti.



SYLVIA FOX

**Above: Former cruisers Ben and Lisa are thrilled with their adopted home in Tonga. Left: Racing out of Neiafu.**

took part in the races. Boats from 17 U.S. homeports registered for the event, with eight from California. International homeports included Australia, New Zealand, Brazil and several Euro-



# MEMORIES OF VAVA'U —

The reefs that encircle the Vava'u group shelter the islands so well that even 25-knot winds only kick up chop, not rollers.

Neiafu is the main anchorage in Vava'u, and also the safest. It also has the immigration and customs dock, which is handy if this is your first Tongan landfall. Last season it cost about 10 *pa'anga* a night (\$5.75 U.S.) for a mooring in the Neiafu harbor.

Five miles around the island, Port Maurelle is a favorite cruising anchorage that is protected from the south. It has a wide sandy beach for swimming with an occasional show of 'flying foxes', fruit bats local to Tonga. The snorkeling there is exceptional, and a traditional Tongan feast is often offered at that beach on Sundays.

Swallow's Cave is on the way to Port



*One of the specifications for the Tug 'o War game was that Ben be used as a 'chain' on the boys side.*

Maurelle, a cave large enough to explore by dinghy. A cave just to its left has an underwater tunnel to another cave, if you can hold your breath and don't have claustrophobia.

Euakafa is further south and is only protected from the east and southeast. But it is located near a major whale area,

so whale songs may be heard during the winter whale season. A long beach extends along the north side.

Kenutu is one of the easternmost anchorages, and also one of the more challenging because of the number of reefs surrounding it. But it is protected and offers exploration of reefs, blowholes and caves.

Because of the protection offered by the many reefs, the water around the 61 islands of the Vava'u group is amazingly flat yet offers great sailing conditions.

Steady afternoon trade winds are common, often in the 10- to 15-knot range.

## You Haven't Seen Whales Until You've Been to Vava'u

The Vava'u group also offers something not found anywhere else — swimming with humpback whales. It doesn't matter how many whales you've seen from the deck of a boat. Tonga is still the place to go for whales where you can

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# END-OF-SEASON CRUISERS' HAVEN

actually hop off and swim with them.

You need a Tongan guide (by law) and the swimming is tightly controlled. From June to November, the gentle humpback whales from the Southern Hemisphere head to the warm Tongan waters to raise newborn calves until they are strong enough to make the migration home.

Whale lovers from around the world make it a destination, flying in to Vava'u to spend multiple days in the water. It's a life-changing experience. Throw on a mask, snorkel and fins and jump in the water with a 50-foot long humpback female, and usually a 10- to 15-foot frolicking calf. Calves are generally inquisitive so the challenge is to stay the mandatory distance from the mammals. But you're always being watched by the mother and sometimes a male sentry whale. Be sure to listen underwater. Whale songs are clear, loud and amazing. And underwater cameras are a must.

The numbers of whales have been increasing since the King of Tonga mandated protection in 1979. Now Tongan law requires a Tongan guide to be hired

to swim with the whales. No more than four people (plus the guide) can be in the water with a whale and its calf.

If you see a whale in the water in Tonga, it's not a good idea to jump in on your own (and it's illegal). But there are close to a dozen whale-watching companies in Neiafu, with guides and comfortable boats.



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## Best Hurricane Hole in the Tropical South Pacific

In late December 2012, Ben and Lisa were checking the mooring, ground tackle and decks on *Waking Dream* the day before 300-mile-wide Cyclone Evan was predicted to hit Fiji. A Category 4 storm with winds up to 125 knots, it proved to be the worst storm to hit Fiji in a decade.

Neighboring Tonga, 500 miles southeast of Fiji, was unscathed. Ben and

*Humpback whales migrate from New Zealand to Tonga annually, similar to their migration from Alaska to Mexico.*

Lisa believe staying in Vava'u is a safe choice for them, having been there for the past eight years. But they're not cavalier about the dangers. "Nothing is cyclone-safe in a cyclone belt," Ben says. "There are anchorages protecting boats from outside swell, but ground tackle for a boat has to be solid. If the winds are hundreds of knots, all the decks will be

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# MEMORIES OF VAVA'U

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cleared and all bets are off," he says.

But Ben believes it is also a big risk to do the 10-day passage to New Zealand for cyclone season. "It's a nasty corridor of weather," he says. It all boils down to risk versus reward, and which is a greater risk: a boat moving through the challenging corridor to New Zealand or hunkering down and making sure the ground tackle is sufficient for the boat. Ben notes that some boats have dragged moorings over

***Several years ago, Ben and Lisa secured a long-term lease on this little piece of paradise called Fetoko Island.***

the years, but few boats have sunk. It's not perfectly safe, he says, but cyclone insurance is offered out of New Zealand, and other insurance companies will also insure during cyclone season.

**Tonga is Close to Crime-Free**  
Tonga also has a reputation as a safe

place to hang out. While crime rates for petty theft on many South Pacific islands seem to be increasing, crime is almost nonexistent in Tonga.

"About every two years something is swiped but it's immediately recovered," Ben said. "It's an incredibly, incredibly safe place to leave your boat unlocked and just leave it. There are very few places left like that."

He says it's just a good place to relax, regroup and definitely worth the passage. "I've heard many cruisers say that this is what they thought cruising was going to be," Ben says. "The rest has been a lot of work. But you get here and you can let go. This place is a jewel."

So put Tonga on your YOLO List (You Only Live Once) with its destinations to race, anchor, snorkel, and swim with the whales.

Although the moon won't be completely full during this year's Regatta Vava'u (October 10-14), that won't keep Ben and Lisa from throwing an epic party. It will just have to be called an Almost-Full-Moon Party.

— sylvia s. fox

An aerial photograph of a white boat on turquoise water. The boat is in the lower center of the frame, with a rope extending from the bottom edge towards it. The water is a vibrant turquoise color, and the sky is blue with scattered white clouds. The horizon is visible in the distance.

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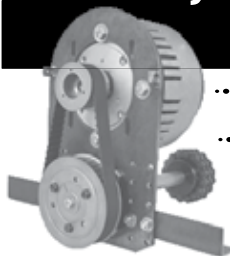


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# MAX EBB

"Anyone in the audience planning to enter the race next year," instructed the speaker, "please stand up."

The race was the biennial race to Hawaii. I hadn't really decided whether to enter or not, but it was an idea I had been toying with for quite a few years. Attending the Safety and Preparation Seminar was really just an exploratory exercise. But I was sitting in the front row taking detailed notes, and when I found myself standing up in response to that question, almost without conscious intent, I knew that the balance had been tipped. I was going to sail my own boat to Hawaii.

"Now, are there any crew looking for a boat? Please stand up."

I looked around to see what sort of crew prospects might be attending this seminar, a full year in advance of the race. There were more crew than skippers, but one of the crew prospects, way in the back of the room, was a surprise. It was Lee Helm, a grad student at the university and one of my regular crew for local racing — when I can drag her away from her windsurfer, that is.

Lee was in the back row and I was in the front row, so we couldn't talk until the first breakout session. Meanwhile we all listened to some informative, if somewhat preachy, lectures about boat prep: There was a boatyard owner telling us how to upgrade our rudders, a rigger with advice on how to inspect and renew our standing rigging, a sailmaker describing all the new sails we would need, and an electronics installer listing what components to buy for our onboard instrumentation network.

When the breakout session began, I intercepted Lee at the table where measurements and the handicap rating were to be discussed.

"This is totally awesome, Max! You're finally going to do it with your own boat! We need to schedule the measurement ASAP, and get going on the optimization program."

"Heave to and take in a reef, Lee," I cautioned. "I haven't really decided yet. And if I do sign up, it will probably be in the cruising division. The plan is to enjoy the sail to Hawaii. I don't want to make this a sleep-deprived marathon."

Lee made a face. "Gag me with a winch handle," she said. "The cruising division doesn't really count."

"What do you mean 'doesn't count'?"

I challenged. "It's still a sail to Hawaii, and it's still part of the race. Same tradewinds, same dolphin in the bow wave, same party when we get there."

"Read the Notice of Race carefully, Max. The cruising division isn't even going to be scored. Worse yet, they're allowing, like, unlimited use of engine power for propulsion. And then they announce, as if it's a good thing, that every entrant in the cruising division gets a trophy. It's like. . . it's like. . ."

Lee was practically at a loss for words, a very unusual condition for her.

"It's like the Power Squadron teamed up with Mr. Rogers to run an ocean race," she finally pronounced.

"I do want to sail in the race," I replied, "but realistically, I'm not going to be all that competitive, and I can't see spending well north of \$1,000 to get this complicated new measurement certificate that they're requiring next year. I'll need to haul the boat at some yard on the other side of the Bay to get weighed, just for starters."

"If your hull shape is on file, all they need to do is measure freeboards," added the official measurer as he joined us at the table to conduct the breakout session. "If we know the volume of displaced water, and the water density, then we know the weight. Archimedes worked that out for us."

"It's still a fairly elaborate process," added another sailor at the table. "I assisted with a measurement once, and it took a full day to get everything off, do the inclining test, measure the freeboards, and load everything back on. Emptying the fuel tanks was the biggest hassle. And it's still expensive even if you don't have to be weighted — for my boat the measurement would cost as much as a new jib."

"I don't know why people seem to think that's too expensive," complained the measurer. "Accurate handicap-

ping is such a vital element in yacht racing. You'd think that getting that for about the price of one new sail would be considered a bargain. But no.

After all that time and effort to race a sailboat, they'd rather have the results depend on the PHRF dart board, with half the ratings based on an incorrect displacement and the other half based on the wrong waterline length."

"I thought PHRF was empirical, based

*Aloha! Lee Helm works up a dastardly plan to encourage racers in the 'cruising division' to actually, ya know, race to Hawaii.*



only on observed performance of the class," I said, glancing over at Lee for approval as I spoke.

"That works great for large one-design fleets, Max. But there just isn't any empirical data for the collection of boats that enter ocean races."

"PHRF has become a kind of hokey measurement rule," said the measurer, who clearly had an interest in steering people to the better alternative. "Works great for beer can races, but PHRF really is past due for retirement for any major event. The price of a new jib is not an unreasonable price to pay for a fair rating."

"So what's the deal with the Cruising Division?" I asked the table at large. "My assumption was that it would be a PHRF division with some sort of limitation on racing sails. Maybe we wouldn't be in it for the main overall prize, but I thought it would still be a race."

"*Au contraire*, Max," countered Lee. "No rating, no score, motor as much as you want. I mean, why bother with the entry fee and the inspections? You can

# — A CRUISER CONSPIRACY



DOUG GIFFORD / TPYC

cruise to Hawaii any time you want."

"That's why I'm considering switching my entry from cruising division to fully crewed," said the other sailor. "Not much chance that I'll win, but I want to be part of the race. On the other hand, the cost and both of the measurement rating is hard to justify."

"Think we could convince the organizers to just score the Cruising Division under PHRF, as they did for most of the divisions in previous years?" I asked. "That's been the successful formula in the past, at least for most of this fleet."

"Not likely," said the measurer. "They are pretty much settled on the Cruising Division as a non-race division, with every boat receiving a nice trophy just for getting there."

"But they have ignored the First Law of the Sea," said Lee.

"How's that?"

"Whenever two sailboats are in sight of each other and going in vaguely the same direction," Lee explained, "they are racing."

"Sure, we know that, but. . ."

"And the first corollary," Lee contin-

ued. "When a bunch of boats leave at the same time from the same place headed for the same destination, they are racing."

"So you're saying there's going to be a race in the Cruising Division, regardless of what the race organizers think?"

"Zactly," said Lee. "Heck, I'll even put up trophies by me personally for first, second and third on my measly grad student budget. And those trophies will mean a crapload more than the happy-talk 'everybody's a winner' stuff they plan to hand out. It's a race! You can't win unless someone else loses!"

"Now we're talking," said the measurer. "But how do we get these cruisers to get rated?"

"For this crowd, lose the measurement rule and drag out that old PHRF dart board," said Lee. "For the Cruising Division, you could even give each boat the option to specify their own sail limitations. You know, like, no spinnaker, or cruising spinnakers only, or roller furling jibs only, or no jib over 120%, or whatever. I'd even give a few seconds per mile to a boat that only carried one racing spinnaker, instead of a whole quiver, because with no backup they have to be a lot more conservative with it."

"That would take a big dart board all right," confirmed the measurer, who I remembered had served time on the PHRF committee in past years.

"I could get interested in racing on those terms," said the cruiser. "I wouldn't need new spinnakers and I wouldn't have to get that high-priced rating certificate. Can I get a time allowance for a full dodger? What about if I carry a dinghy?"

"The dodger doesn't slow you down at all on a downwind race," Lee reminded him. "It's unmeasured sail area. But the dinghy should be worth about a second a mile."

"The Race Committee will never go for it," sighed the measurer, shaking his head. "As I said, they are committed to a non-race Cruising Division."

"Thing is, it might not really matter what the Race Committee wants to do," suggested Lee. "They can't stop the cruisers from agreeing to race. I'll type up the Notice of Race and circulate it when the timing is right."

"A conspiracy!" said the cruiser, his face brightening even more at the idea.

"The only hard part," Lee continued, "might be convincing all 10 boats in the Cruising Division to make the passage without using any power."

"I wasn't planning on using my engine anyway," noted the cruiser. "I want to be able to tell the guests who come out on my boat, years after the trip, that I sailed to Hawaii. Not that I motorsailed to Hawaii."

"My feeling exactly," I said. "But can we be sure that this is the prevailing attitude in the fleet? What if most of the cruisers still want the option to use power?"

"In that case it wouldn't be a sailboat race," noted the measurer. "It would go to the boat with the biggest three-blade propeller and the most jerry cans on deck. And even then, if it turns out to be a light-air year, there would be boats finishing with no fuel and no way to charge batteries."

"What if we allow, say, 24 hours of powering?" I suggested.

"Then count me out," said the cruiser. "I want to sail to Hawaii, not motorsail."

"That's the spirit," said the measurer. "I think it's settled. No powering."

"I still see one big snag here," I said. "What happens when the PHRF Committee doesn't cooperate with issuing these special downwind ratings for boats with special self-specified sail limitations?"

Lee was not at all concerned with this possibility.

"I have a dart board too," she said.

— max ebb

# THE RACING

We look to the horizon this month with reports on the Singlehanded Sailing Society's **LongPac Race**, the Ullman Sails **Long Beach Race Week**, the **Trans Tahoe Regatta**, and the very small **Mini 650 Pacific Challenge** to Hawaii. Closer to home, we have reports on the **Santana 22 Nationals** and Island YC's **Silver Eagle Race**, with more in **Race Notes**.

## SSS LongPac Race

The Great Pacific Longitude Race — LongPac for short — is truly the race to nowhere. Run by the Bay Area's Singlehanded Sailing Society in odd-numbered years, this 400-mile offshore event for single- and doublehanders starts and ends at the same spot and has only one turning point: a line of longitude 200 miles offshore.

Drifters in some years, this year's race started on June 19 with a good breeze in the 20s to 30s, and steady, moderate waves — ideal conditions for a #3 or #4 headsail and one or two reefs at times. Racers often experience wind holes along the way to 126° 40' W, the turning point for the race, but the wind never really dropped this time.

Fast sailing was reported on the second day and night, until the 18 starters reached the Farallones. The race committee was glued to the AIS app to monitor the racers' progress, especially that of *California Condor*, Buzz Blackett's Class 40. The boat, with Buzz and designer Jim Antrim aboard, flew across the finish line just 48 hours and 20 minutes after the start. After their successful campaign, Buzz says he's decided a doublehanded Pacific Cup is in *Condor's* future.

Meanwhile, back on the course, light winds foiled frustrated racers' efforts to move forward. The RC watched the tracker page as Rick Elkins' custom

Bonita and Dirk Husselman's C&C 110 *Xpression* was just 10 feet away. It was a long, long sail back to the Gate for the rest of the fleet.

The LongPac is a qualifying race for next summer's Singlehanded TransPac, from San Francisco to Hanalei Bay on Kauai. It's a great test for a boat's systems, and this race saw almost half the fleet return to port during the first 24 hours. Autopilot problems were cited by many retired racers.

In the end, Solo TransPac vet Daniel Willey sailed his Nauticat 44 *Galaxsea* to first overall out of 10 finishers. "I was so far going south I thought I was in first place," he reported.

— latitude / ladonna

## SSS LONGPAC (6/19)

SINGLEHANDED MONOHULL — 1) **Galaxsea**, Nauticat 44, Daniel Willey; 2) **Carroll E**, Dana 24, Chris Humann; 3) **Xpression**, C&C 110, Dirk Husselman; 4) **Lightspeed**, Custom Wylie 39, Rick Elkins; 5) **Archimedes**, Express 27, Joe Balderama; 6) **Maris**, Dana 24, Brian Cline. (13 boats)

DOUBLEHANDED MONOHULL — 1) **California Condor**, Antrim Class 40, Buzz Blackett/Jim Antrim; 2) **Pogo**, Moore 24, John McDonald/Steven Slater. (3 boats)

SINGLEHANDED MULTIHULL — 1) **Rainbow**, Crowther 10m, Cliff Shaw; 2) **Humdinger**, Walter Greene 35, Lawrence Olsen. (2 boats)

Complete results at [www.sfbaysss.org](http://www.sfbaysss.org)

## Santana 22 Nationals

Richmond YC hosted the Santana 22 Nationals July 12-14, with four short practice races on Friday, three races on Saturday and two on Sunday. Twenty boats took to the line, racing a windard-leeward course at the north edge of the Berkeley Circle. Racers ranged from former multiple Nationals champion Michael Andrews on his

Alameda-based *Bonito* to several brand new Tuna owners. Stefan Berlinski sailed *Hamachi* up from Santa Cruz to join the



competition.

The fleet saw winds gusting to 25 with 3-ft chop on Saturday, which meant plenty of carnage. There was one man overboard — graciously recovered by photographer Eric Simonson, along with the whisker pole that also went overboard — a broken boom, a lost rudder, a lost whisker pole, a crew with sprained fingers and a crew with a hurt back.

*Bonito* took the lead with three bullets and Garth Copenhagen's *Oreo* was close behind with two seconds and a third place. Everyone was in good spirits back at the dock as they rinsed the salt off both people and boats after a blustery day. "We were soaked before the first start," says *Meli'ki's* David Ross.

Winds were milder at 20 knots on Sunday, but the competition continued to be tough with *Alegre* and *Byte Size* climbing in the standings. *Byte Size* won the award for most improved over the course of the regatta. "I still don't know what happened on Sunday," says skipper Anna Alderkamp. "In the lighter winds we sailed higher and faster than other boats all of a sudden."

*Bonito* recovered from two MOBs. The skipper and his son, Jonathan Andrews, both ended up in the water and were quickly recovered by their two remaining crew. They went on to finish the race, barely losing their place in the fleet.



**Solo winners (l to r) — First Overall: Daniel Willey ('Galaxsea'); First Monohull: Dirk Husselman ('Xpression'); and First Multihull: Cliff Shaw ('Rainbow').**

Wylie 39 *Lightspeed* started going west again — drifting backward! At 6 a.m., Elkins called in to report he was at Pt.

**Schoolin' Tunas — The Santana 22 Nationals saw the whole fleet get spanked by killer summer conditions.**



Sailing — the North American builders of the Open 5.70 and Pogo 2 — Samarcelli and his partner Nik Vale organized the event to help build a West Coast fleet of Minis. We certainly hope they continue their good work, and big props to McGinn for persevering!

— latitude / ladonna

### Ullman Sails Long Beach Race Week

Ullman Sails Long Beach Race Week has proved itself to be one of the premier inshore regattas on the West Coast over the years, and this year's event, held June 28-30 at Long Beach YC and Alamitos YC, was no exception. Offering up huge, record-breaking one-design fleets, close racing, great parties and picture-perfect sailing conditions, LBRW should be on every racer's bucket list.

With PHRF and IRC fleets, Vipers, Open 5.70s, Olson 30s, Catalina 37s, J70s, 80s, 105s, 109s, 120s and J/24s, LBRW literally has a class for everyone. And this year, Bay Area boats collected their fair share of hardware.

Daniel Woolery's Pt. Richmond-based King 40 *Soozal* absolutely caned the fleet, winning almost every race they started, but only managed to eke out a class win by four-tenths of a point. How does that work?

After winning the first race in the PHRF 2 division, the class stalwart led the fleet upwind and down in the second race. A change in wind direction forced the race committee to set a new upwind mark and, with multiple fleets racing, that meant setting two new upwind marks (long course and short course). With a course that now had a total of four upwind marks, *Soozal* sailed around the wrong mark! Seven out of nine boats in

**Sean McGinn was the one and only finisher in the inaugural Mini 650 Pacific Challenge.**

After two double sausages, the fleet returned to RYC's docks by 2:30 on Sunday for the awards and to recover from a challenging weekend of racing. The race committee, who toughed it out in bumpy and wet conditions, reports there were hardly any over-earlies and only a few protests, some of which were resolved at the bar. "They're a great fleet," says PRO Fred Paxton.

Ultimately, *Oreo* prevailed and became the new National Champion, with *Bonito* a close second and *Alegre* in third. Owner Garth Copenhaver bought *Oreo* in December 2011, and this is his second summer season racing with the fleet.

According to *Oreo* crew Al Sargent, one of their secrets to success is trust from sailing together for 30 years. "The first regatta Garth and I sailed was the '84 Cal 20 Junior Nationals," he recalls, "where we came in second to some guy named John Kostecki."

— jennifer mckenna

#### SANTANA 22 NATIONALS (7/13-14; 5r,0t)

1) **Oreo**, Garth Copenhaver, 11 points; 2) **Bonito**, Michael Andrews, 14; 3) **Alegre**, Chris Klein, 20; 4) **Pariah**, Mike Kennedy, 24; 5) **Byte Size**, Anna Alderkamp, 28. (20 boats)

Complete results at [www.richmondyc.org](http://www.richmondyc.org)

#### Mini 650 Pacific Challenge

Five Mini 6.50s were set to race to

Hawaii from Marina del Rey in the inaugural Mini 650 Pacific Challenge on July 6 but shortly before the start, two — Charlie Calkins on *C's Folly* and Luiz Eduardo on *ARG 842* — failed to qualify, while Przemyslaw Karwasiecki on *Libra* bowed out just after the start. That left the event's organizer, Jerome Samarcelli on his Pogo 2 *Team Open Sailing*, and the Bay Area's Sean McGinn on the customized *Zero Daisy Cutter*.

Just two days into the race, Samarcelli informed his shore team that he'd suffered a medical emergency and would be heading for the barn. "He is okay," noted a post on the event's website, "but did not feel like he could safely continue sailing and chose to return to Marina del Rey."

That left McGinn alone on the course,

but he didn't give a thought to retiring. Instead he soldiered on and finished the course on July 23, 17 days after the start. In doing so, he became the second person ever to singlehand a 21-ft Mini to Hawaii — the first being Samarcelli in last summer's Singlehanded TransPac.

As owners of MDR-based Open



ERIK SIMONSON / WWW.PRESSURE-DROP.US

COURTESY MINI 650 PACIFIC CHALLENGE

# THE RACING



**Lovin' Long Beach —** Top row: 'Grace O'Malley' plows through a shrimping fleet; "The Catalinas are coming!"; the J/125s 'Derivative' and 'Double Trouble' get crazy with 'Wild Thing'; pre-start maneuvering and rig checking. Center: The 'DH3 Racing' crew celebrate their Catalina 37 Division win; 'Medicine Man', 'Picante', 'Crockette's Rocket', 'Bud' and 'It's OK!' head out on Random Leg 1. Bottom: Dueling Farr 40s; the PHRF 4 fleet bearing down on the mark boat; "We have a special on shrimp today"; the 5.70 boys and girls were looking hot; 'Tango's bow crunched 'Soozal's aft quarter but good.

the division followed suit.

Tiburon, Steve Stroub's SFYC-based SC37, was the first boat in the class to go around the correct mark. After the finish, the two boats that managed to sail the proper course got the rest of the fleet flicked, which added a nasty '10' to *Soozal's* score card.

The boys now had their work cut out for them. Taking straight bullets in the next three races, *Soozal* was once again looking good at the top of the heap. Until Race 6, that is.

"While everyone was doing the dance in the pre-start, Roy Jones' J/133 *Tango* was about to be over early, so the skipper turned the helm hard over and set up to gybe around and head back toward the committee boat," recalls *Soozal's* bow guy Greg 'Radar' Felton. "The skipper apparently didn't see us and T-boned us on the port aft quarter."

With a hole in the boat from deck level to the waterline, damage to the transom, and a deck that popped away from the hull-to-deck joint, *Soozal* headed to the

shed for a full repair under the watchful eye of renowned boat builder Brad Fitzgerald. Fitzgerald is the same magician who ran Paul Cayard's America One among other things, so *Soozal* should be better than ever after her repairs.

"Before that, our crew work was just phenomenal — magical, really," Felton adds. "Just a great weekend of sailing for us." By averaging *Soozal's* past race results — four bullets and that ugly 10 — the race committee awarded her a score of 2.8 for the last two races, allowing her to scrape out a close class win over Rob Sjostedt's R/P 47 *Flyer*.

Among smaller boats, the Viper 640s made a bold statement, and everyone at LBRW took notice. With a massive fleet of 24 boats on the line, they served up some of the hottest racing on the course. "It was nuts," says Viper sailor and Rondar Raceboats rep Garrett Greenhalgh. "The boats are so evenly paired and the crews are all getting up to speed, so the racing is extremely close and exciting."

The 21-ft sportboats are not a new

design — they've been in production since the mid-'90s — but with a dedicated dealer network and a new production facility pumping out boats in the U.S., the class is experiencing major growth with much of it on the West Coast.

"We've got a bunch of boats on order and interest is building to the point where we are fully expecting 40-plus boats on the line at the Viper 640 North Americans in Long Beach next year," Greenhalgh says. He and skipper Drew Harper made the trek down from the Bay to earn a hard-fought top 10 in a class that is now on every top-level small boat sailor's radar.

— ronnie simpson

## LONG BEACH RACE WEEK (6/28-30; 7r,0t)

PHRF-1 — 1) **Double Trouble**, J/125, Peter Krueger, 11 points; 2) **Wild Thing**, Farr 40, Rhonda Tolar/Chris Raab, 17; 3) **Derivative**, J/125, Mark Surber, 18. (4 boats)

FARR 40 — 1) **Dark Star**, Jeff Janov, 13 points; 2) **JoAnn**, Steve Murphy, 19; 3) **Tempress**, Ray



ALL PHOTOS RICH ROBERTS

Godwin, 26. (7 boats)

PHRF-2 — 1) **Soozal**, King 40, Daniel Woolery, 19.6 points; 2) **Flyer**, R/P 47, Rob Sjostedt, 20; 3) **Lugano**, Beneteau 40.7, Mark Stratton, 27. (9 boats)

J/120 — 1) **Caper**, John Laun, 31; 2) **Shenanigans**, Gary Winton, 42; 3) **CC Rider**, Chuck Nichols, 43. (11 boats)

PHRF-3 — 1) **Flyingfiche**, 1D35, Chris Wacker/Bob Zellmer, 14 points; 2) **Deja Vu**, 1D35, Thomas Payne, 18; 3) **Bolt**, 1D35, Carson Reynolds, 26. (7 boats)

RANDOM LEG 1 (3r) — 1) **Medicine Man**, Andrews 63, Robert Lane, 6 points; 2) **Bud**, TP52, Victor Wild, 7; 3) **Rock & Roll**, Farr 400, Bernard Girod, 11. (8 boats)

RANDOM LEG 2 (3r) — 1) **Gator**, Frers 40, Thomas Wheatley, 5 points; 2) **Swoosh**, Farr 38, Alex Cross, 7; 3) **Paddywagon**, Ross 40, Richard Mainland, 9. (7 boats)

RANDOM LEG 3 (3r) — 1) **Traveler**, Express 37, Jack Mayer, 3 points; 2) **Shockwave**, Newport 41, Mike Grijalva, 9; 3) **Out Patient**, Cal 2-29, Randy Alcorn, 10. (6 boats)

J/109 — 1) **Sugar**, Steve Crooke, 12 points; 2) **Electra**, Thomas Brott, 20; 3) **Shadowfax**, Chris Mewes, 24. (7 boats)

J/105 — 1) **Current Obsession 2**, Gary Mozer, 14 points; 2) **Sanity**, Rick Goebel, 22; 3) **Off the Porch**, Scott McDaniel, 23. (7 boats)

PHRF-4 — 1) **Rival**, J/35, Dave Boatner/Dick

Velthoen, 14 points; 2) **Legacy**, J/105, Brian Dougherty, 20; 3) **Brown Sugar**, Express 37, Steve Brown, 22. (11 boats)

J/70 — 1) **Perseverance**, Bennet Greenwald, 12 points; 2) **Jaya**, Craig Tallman, 20; 3) **DFZ**, Tom Jenkins/Eric Kownacki, 23. (8 boats)

J/80 — 1) **Avet**, Curt Johnson, 8 points; 2) **Nuhunu**, Steve Wyman, 16; 3) **Blue Jay**, Bob Hayward, 21. (5 boats)

OLSON 30 — 1) **Blue Star**, Larry Spencer, 10 points; 2) **Hoot**, Andrew Macfie, 17; 3) **Grey Goose**, Jeremy Quinton, 22. (7 boats)

CATALINA 37 — 1) **DH3 Racing**, David Hood, 21 points; 2) **Legends Racing**, Scott Mehler/Greg Morse, 23; 3) **Team ABYC**, Chuck Clay, 25. (10 boats)

VIPER 640 — 1) **It's All Good**, Flam/Golison, 17 points; 2) **Hot Mess**, Kevin Taugher, 18; 3) **Fer de Lance**, Glyn Locke, 18. (25 boats)

OPEN 5.70 — 1) **Open 570**, Tony Festa, 19 points; 2) **Shaken Not Stirred**, Alicia Mi-ana, 30; 3) **Mor Shenanigans**, Tracey Kenney, 32 (12 boats)

J/24 — 1) **Critter**, James Baurely, 18 points; 2) **Take Five**, Susan Taylor, 24; 3) **About Time**, John Cianciarulo, 25. (5 boats)

Complete results at [www.lbrw.org](http://www.lbrw.org)

### Trans Tahoe Regatta

Tahoe YC Staff Commodore Les Bartlett of San Diego and Tahoma won the 50th annual Trans Tahoe sailboat race on July 14 for the seventh time.

Following a course that was shortened by the race committee because of light and shifting winds, Bartlett's highly modified Venture 24 *Groovy* was perfectly suited for the day's conditions.

A longtime master of Tahoe winds, Bartlett took an inside course from Tahoe City to the first turning mark at Sugar Pine Point, thereby benefiting from the wind puffs coming in through Ward Canyon and Blackwood Canyon. On the return course, *Groovy* stayed close to Dollar Point to benefit from a steady sea breeze that came in as the race was ending. In finishing first for all keelboats, Bartlett won the Eric Conner trophy and, in finishing first among Tahoe YC members, the Jake Obexer trophy.

Second went to John Siegel. Sailing under a St. Francis YC burgee, Siegel sailed a near-perfect race aboard his Moore 24 *Moorigami*. Crew work on *Moorigami* was impeccable, but the boat could not quite overcome the handicap advantage held by Bartlett's *Groovy*, and finished 12m, 26s behind on corrected time.

Third place went to Bill Wahlander in his Ranger 23 *Dove*, beating John Morrison's Express 27 *Fired Up* by 5m, 21s.

# THE RACING SHEET

First place in the cruising division — a keelboat division that does not use spinaker sails — went to *Brainwave*, Charles Quagliari's Wylie 30, thereby winning him the Ray Hellman memorial trophy.

An interesting new boat in this year's competition was Les Robertson and John Claus' modified Moore 30 *Red Corvette*, which won Keelboat 1. Built in the '80s, the boat is remarkable for having folding decks that become wings on which the crew can sit to right the boat and present more sail area to the wind. Longtime Lake Tahoe sailors may recall when three unmodified Moore 30s — including *Red Corvette*, then named *B29* — raced out of Sunnyside, causing a lot of sensation with their sleek, "hot" looks.

Another remarkable new boat in the Trans Tahoe was Philippe Kahn's Nacra Carbon multihull *Pegasus*, whose -84 PHRF rating indicates that it was far and away the fastest boat in the competition. Nevertheless, because of the light winds, *Pegasus* could not fly across the lake as expected, and skipper and helmsman Kahn elected to withdraw, giving the win to Ross Stein's Corsair 24 *Origami*.

— jim mullen

## TAHOE YC TRANS TAHOE REGATTA (7/14)

KEELBOATS 1 — 1) **Red Corvette**, Moore 30, Les Robertson; 2) **Intruder**, Melges 32, Greg Dyer; 3) **RacerX**, Farr 36, Gary Redelberger. (6 boats)

KEELBOATS 2 — 1) **Moorigami**, Moore 24, John Siegel; 2) **Fired Up**, Express 27, John Morrison; 3) **Poopsie**, SC27, Jason Roach. (11 boats)

KEELBOATS 3 — 1) **Groovy**, Venture 24, Les Bartlett; 2) **Dove**, Ranger 23, Bill Wahlander; 3) **Gramma**, Santana 22, Ben Tanagra. (3 boats)

MULTIHULLS — 1) **Origami**, Corsair 24, Ross Stein. (2 boats)

CRUISING — 1) **Brainwave**, Wylie 30, Charles Quagliari; 2) **Cracklin Rose**, Captiva, Dennis Cleary; 3) **Knot Bitchin**, San Juan, Chaco Mohler. (4 boat)

Complete results at [www.tahoeyc.com](http://www.tahoeyc.com)

## IYC's Silver Eagle

Island YC's Silver Eagle is one of the few long-distance races inside the Bay, and it provides a true challenge of wit and patience for intrepid sailors. The courses are set — the Big Eagle and Little Eagle — with the dividing line of a 100 PHRF rating.

The course for all the boats started in front of the Golden Gate YC, went to Blackaller, Harding and Blossom just west of Treasure Island. From there the fleets split, with faster boats going to the Petaluma River entrance, then to Point Potrero (near The Ramp) then to a mark near the Alameda Naval Base, across to

AT&T Park, and finally down the Estuary to the finish. For the slower boats, the course is shortened after Blossom to go to The Brothers, and then south to the finish in front of the IYC.

It's a challenging race, and one that can be fun, so it's curious that so few boats — just 13 — showed up to the June 29 start, and even fewer — five — finished. Ultimately it was the light air and currents that sent many sailors home early.

"It was fun, a real kick in the pants," said Richard vonEhrenkrook, who raced his Cal 20 *Can O'Whoopass* to second in class. "Races like this really keep you focused. That's the game." Plotting a course through the wide bodies of water and figuring in the current and the breeze in the various parts of the Bay are the fun parts for him.

But no amount of strategizing could make the wind blow or current switch directions. "Pretty much everyone on their way back from Petaluma got hit by the flood and a dying breeze," vonEhrenkrook said. "It looked like glass up there."

In the end, the five multihulls that started all retired, one by one. "We had a good sail in good weather," said Richard Keeper of the F-31 *Triple Play*, "but light wind in adverse current for the first half of the race slowed us down."

"This year it was only the really fast monos that could do the long course," vonEhrenkrook said. "A Melges 24 or Flying Tiger can ghost around. The multis can't sail the high angles. *Rocket 88* did well, and passed us going back from Petaluma, but they damaged their headstay and they had to drop out."

Peter Cook's Ultimate 24 *For Pete's Sake* was first across the line one minute after 5 p.m., taking first in his division, with John Lymberg's Flying Tiger *Wild 1* bringing up the rear at one minute before 11 p.m. It was a long day for the volunteers of IYC, but they were obviously enjoying themselves while they waited, as each boat was well appreciated when they crossed the finish line.

— paige brooks

## IYC SILVER EAGLE (6/29)

MONOHULL <100 — 1) **Wild 1**, Flying Tiger 10, John Lymberg. (5 boats)

MULTIHULL — No finishers. (5 boats)

MONOHULL ≥100 — 1) **For Pete's Sake**, Ultimate 24, Peter Cook; 2) **Can O'Whoopass**, Richard vonEhrenkrook; 3) **Ghost**, Tartan 10, Glen Krawiec. (3 boats)

Complete results at [www.iyc.org](http://www.iyc.org)

## Race Notes

We started Race Notes just like this in the September, 2012, issue: "Santa Barbara's Deneen Demourkas sailed *Groovederci* to her second consecutive **Farr 30 World Championship...**" Now Demourkas has made it a three-peat, the first ever in the class. The championship went down to just one point and the final race. Jim Richardson's *Barking Mad* and Rod Jabin's *Ramrod* swapped the overall lead with *Groovederci* throughout the event, which was held in Newport, RI, July 17-20.

"Without the perfect prep and logistics work we get from Rob Huntingford, we'd never have won even one of these," said Demourkas, who was soaked in champagne and dunked in the Sail Newport basin, "and the same goes for my racing crew of Cam Appleton, Darren Jones, Flip Werheim, Andy Hudson, Kate McKay, and Zack Maxam. I love them all."



MARINA FONT / WWW.MARINAFONT.COM

**Having just graduated from high school, 17-year-old Marion Lepert from Belmont placed fourth in RS:X Girls at the ISAF Youth Worlds, held July 13-20 in Limassol, Cyprus.**

As we were going to press, Ben Lezin of Santa Cruz, a member of the Bay Area's Red Bull Youth America's Cup team, American Youth Sailing Force, was sailing with Ernesto Bertarelli's Extreme 40 catamaran team. Lezin joined the crew of *Alinghi*, skippered by fellow Santa Cruz native Morgan Larson, for Act 5 of the **Extreme Sailing Series** in Porto, Portugal, July 25-28. *Alinghi* went into this Act in first place with only one point separating them from second and three points from third. See [www.extremesailingseries.com](http://www.extremesailingseries.com).

— latitude/chris



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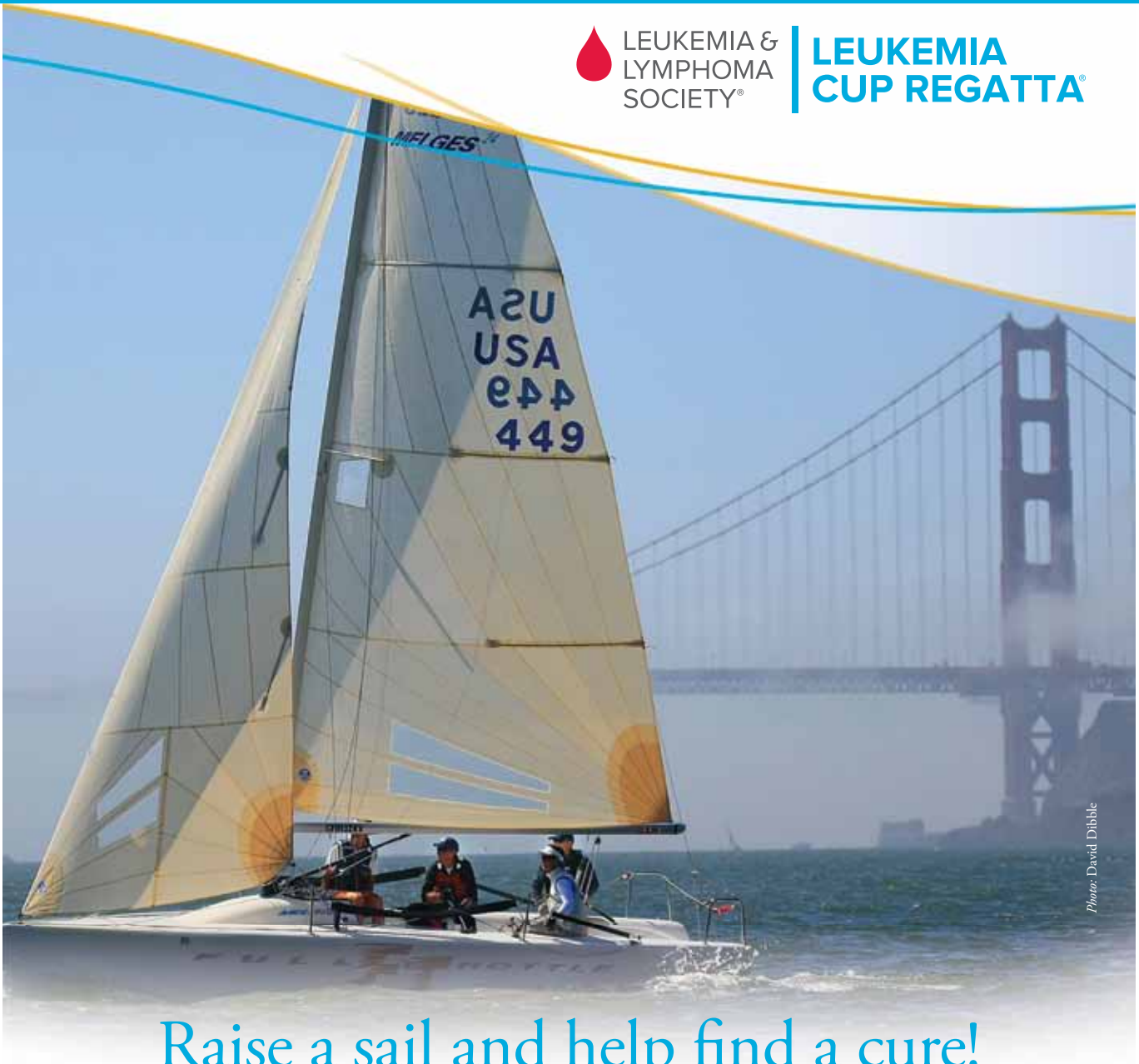


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With reports this month on **A New Concept for Occasional Chartering**, a Bay Area yacht club's **Mega Cruise to the South of France**, and miscellaneous **Charter Notes**.

## The Freedom of Being Boatbound: A Novel Charter Concept

It was sunny, T-shirt weather as we reached past East Brothers Island's lighthouse aboard a 44-ft sloop built for open-ocean racing. Aaron Hall exclaimed with a grin "Yep, just another day at the office."

Founder and CEO of a newly launched startup called Boatbound, Aaron was sailing aboard Scott Schreiber's *Roller Coaster* on an inspection cruise. His vision for Boatbound is to connect boat owners with renters, not only to help offset the costs of boat ownership, but to connect boaters, forge friendships and build networks in the unique community of boating.

"We strive to make boating more accessible and affordable," says Chris Oetting, director of business development, as he took a turn at the helm. "The secondary benefits are far reaching. Marinas, boat manufacturers and many more affiliated with the boating industry would benefit."

Also along for the sail was Sara Swenson, COO, who quit her corporate job to join Aaron and the Boatbound team. Sara is an avid sailor from the East Coast who started sailing on her parents' J/24 when she was just 8 years old. "I would like to

**For boat owners who'd like to defray expenses, but don't want to commit to a full-time boat management plan, Boatbound is worth a look.**

see more women interested in boating," says Sara. She has an the ideal mix of sailing knowledge and tech expertise.

"Chris and Sara came to me out of their love of boating. I didn't even need to recruit my top staff," says Aaron.

Walk any dock and invariably you will strike up a conversation with a boat owner who is happy to talk about his/her boat. Would that owner want to rent his precious baby to just anyone? Probably not, but through Boatbound's extensive online screening process, they aim to make perfect matches.

From the smallest of kayaks to luxury yachts with captain and crews, Boatbound is adding new boats to the online fleet everyday. Every vessel is inspected by Boatbound staff, and potential renters must fill out a boating resume. Once a renter chooses a boat, they communicate openly with the boat's owner about their experience and ability. Either party has the option of backing out if they are not comfortable.

Boatbound's headquarters are in San Francisco, where they are hoping to see a surge of interest to view the America's Cup races, or simply to enjoy the Bay Area's extensive waterways. Their other markets are Florida and New York, with plans to expand within the U.S. wherever there is water.

The idea for this venture started when Aaron was on vacation with his family by a lake and they wanted to rent a boat for a couple of hours. The small fleet of rentals was sold out, yet the marina was full of hundreds of boats that were sitting unused on a beautiful weekend.

After months of ironing out details, Aaron and co-founder Matt Johnston, acquired a contract with Lloyd's of London to insure each rental up to \$1,000,000. Generally, a boat owner's insurance is void if they take money for a rental. With Boatbound, Lloyd's would act as the primary insurer during the rental period. Boatbound keeps a percentage of the rental price, which helps pay for this liability insurance.

Boatbound also partners with

BoatUS to assist the renter if something goes haywire with the boat.

It's free for renters and owners to sign on to the Boatbound site. There, the lists of available boats on both coasts show the wide variety of vessels and costs. Rental times go from one hour to multi-day charters.

"Boatbound is a great way for boaters to meet other boaters and become part of the community," exclaims Aaron. In this "pier to pier" platform, Boatbound hopes to spread their aptly named "Ahoy! culture" where it's customary to wave as you pass any other boater, no matter the size or means of propulsion.

The enthusiasm of this trio of casually dressed top executives was very contagious as we sailed past the Marin Islands, which, I learned, are home to the largest heron and egret rookery in the Bay Area. Scott's boat passed inspection, so he will now offer *Roller Coaster* as a crewed yacht for daysails to Boatbound's client list.

It's not every day that the Boatbound crew get to spend time on the water, as much of their work requires them to be deskbound. A sunny afternoon of sailing is a sweet benefit, as evidenced by huge smiles and rosy cheeks. Next time they become 'boatbound' in their outdoor office, they won't forget the sunscreen.

For more information go to the special link for *Latitude 38* readers: [www.boatbound.co/join/latitude38](http://www.boatbound.co/join/latitude38). Or call (855) 462-6282 or (855) GO-BOATBOUND

— *lynn ringseis*

## Sequoia YC Conquers The South of France

After months of planning and anticipation, the Sequoia YC team arrived in France for our 'Mega-Cruise' from many starting points — Iceland, Frankfurt, Barcelona, London, and Paris to name a few — as well as directly from San Francisco.

Our boats were berthed in either St. Raphael (catamarans) or Golfe Juan (monohulls). In total, we chartered 15 boats that accommodated our group of more than 80 excited cruisers.



# OF CHARTERING



LYNN RINGSEIS

rigging whined, but we were berthed safely and had a great time exploring St. Tropez.

By the next morning wind conditions were much calmer, so we set off for the island of Porquerolles and had a great six-hour sail getting to this wonderful spot.

It is a delightful setting. We moored together, then enjoyed an afternoon of biking, walking, swimming and having a fun time before our evening's entertainment. This started with *pétanque* (a form of bowling similar to *bocce*) and *pastis*, plus wine in the village square, followed by a fish and veal grill in the Restaurant l'Alycastre. **Marvelous!**

It was great to see the Sequoia team get into the *pétanque* and do it the French way. We had 50 sets of *pétanque* balls. Pascal served as our instructor to make sure we knew the techniques.

A lot of fun followed with a marvelous meal and some great rosé wine from the vineyards in Porquerolles. People lingered a long while before returning to their boats. Our evening reporter described

***Cruising the French Riviera near St. Tropez is apt to yield plenty of wonderful memories — especially when you sail with 80 friends.***

***Busman's holiday: On a gorgeous, sunny day last month our reporter took a 'Roller Coaster' ride with the Boatbound staff.***

We gathered in Golfe Juan for a first-night party and briefing in the *Capitanerie* there. The team from the charter firm Seaways Yachting — Veronick, Rudolphe, Jean Louis and Pascal — were there to brief us.

It was a great evening to start the week with a reminder of the itinerary, and the sailing instructions for the first couple of days, plus the *bon viveur* of Sequoia enjoying a fun evening of good company, fine wines and *crudités*.

We set sail early the next morning for Port Grimaud which is just a mile away from St. Tropez. This was a six-hour sail with some motorsailing. A perfect start to the week. Port Grimaud is a location as well as the name of a marina and, our crews had the pleasure of mixing with residents and guests, in addition to experiencing some great restaurants in the port as well as in neighboring St. Tropez.

The winds were picking up, so it wasn't a complete surprise when Ve-

ronick and Jean Louis called to say the weather the next day was going to have Beaufort 7-scale winds. A *mistral* had developed quickly with little notice, as they can do in this area.

We made the sensible decision to stay another day and take in St. Tropez and the local atmosphere before heading off to Porquerolles.

A tough choice: Have fun in St. Tropez or be tossed about by 40-knot winds?

The good thing was that everyone really enjoyed the opportunity to hang out here for another day. Sometimes the weather does you a favor!

Our decision was wise as the winds howled all night, and the



MAHOWALD

# WORLD

revelry well into the night. . . but what happens in France stays in France!

For you history buffs, Porquerolles Island was established by a wealthy businessman who bought the island for his French bride. Good taste! It also has the first Provence wine awarded an *appellation controlle* certification. It is a great destination — along with its sister islands — with beauty, history and a lot to do.

The next day, we had a relaxing morning enjoying the island atmosphere before sailing back toward Cannes. We split the journey and anchored out in a beautiful bay at Pt. Taillet on the peninsula south of St. Tropez. This was after about five hours' sailing.

AMERMAN-KLINGLER



**On a sunny summer day, Sequoia sailors check the view from the foredeck of their late-model charter cat.**

The location is a quiet beauty spot with great swimming, a charming beach and not too many boats.

Some of our group also made a side stop at Isle de Croix, another island close to Porquerolles. It was fantastic to enjoy a quiet and very private anchorage where we could spend an evening on board with

our crew.

The following day we sailed from the bay to the Iles de Lerins, a pair of islands off the coast of Cannes. It was about five hours' sailing to get there and we anchored in the estuary between the islands.

Seaways Yachting organized two fast RIBs to take us to a

famous monastery on the south island where the monks make great wine.

The monastery stayed open especially for our group, so we had the pleasure of a private wine-tasting complete with an explanation of how they make such special wines on this tiny island. The monks did a wonderful job of looking after us and making it a very special degustation!

We then had a gourmet dinner at a famous restaurant called La Guérite on



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# OF CHARTERING

the North Island. The majority of the group voted for this activity and the place lived up to its reputation. We had booked the restaurant for ourselves, so we had a private party with extraordinary ambience at a great location with the lights of Cannes glowing in the distance. *Bon viveur est la Belle France!*

Our cruisers had a leisurely day heading back to the respective ports of St. Raphael or Golfe Juan. Everyone docked in good order before we had the final gathering, which was a beach party and dinner at Le Vieux Rocher in Golfe Juan. The folks from St. Raphael were brought over so we had the whole gang together for a relaxing and fun dinner, plus Salsa dancing as long as we all had the energy.

It was a wonderful way to cap off a cruise that went well from start to finish — including the experience of a *mistral* in the safety of a port.

My goal had been for everyone to have a tremendous experience in what I believe is one of the most special parts of the

world for sailing, wining and dining, and simply enjoying life. I think we nailed it!

Thanks to all who made it, and thanks to the Seaways Yachting team, who did a great job. Here's to all the marvelous memories we shall treasure for a long time!

— *commodore peter blackmore*

### Charter Notes

We had the exceptional good fortune to sail the **Leeward Islands of Tahiti** last month aboard a wonderful **Catana 55** cat from **Dream Yacht Charters**. We'll give you our full report on that fabulous four-island cruise in the coming months, but in the meantime we want to share a



TIM PETERSON

**As is the fashion all over the Med and Aegean, boats moor stern-to the wharf at picturesque Port Grimaud.**

couple of related charter notes.

First, it appears that bigger cats are becoming the latest industry-wide trend in bareboating. A couple of months ago The Moorings began offering its four-cabin, 12 passenger **Moorings 5800**, and Dream Yacht Charters recently intro-

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# WORLD OF CHARTERING

duced its "**Carbon Infusion**" **Catana 55**, which accommodates 12 passengers in six cabins. We'll tell you more about this amazing, high performance boat soon in our Tahiti charter report. But the point we want to make here is that for certain types of groups, these huge cats open up a new set of possibilities.

We don't know the exact motivations of these charter companies for introducing such large-capacity yachts, but we'd guess that in addition to it being a novelty for most recreational sailors to run such a big yacht, they also create **new possibilities for your guest list**. Rather than bringing along only your nuclear family, on a 12-passenger yacht three couples could each bring two kids, and only two or three of this group would need to be experienced sailors in order to run the boat. Plus, the price per person may actually be lower than on an eight-passenger bareboat.

The added stability that a 55- or 58-ft footprint provides is also a plus. In typical charter conditions you could bring along your great-granny who has never set foot on a boat, and she'd probably feel



LATITUDE / ANDY

**Jérôme Touzé of Dream Yachts has plans to open up the spectacular cruising ground of Rangiroa to his bareboat customers.**

perfectly comfortable. Also, rather than having to buddy-boat in order to accommodate a group of 10 or 12, you could now all travel together — **the more the merrier**, right? — thus saving on fuel,

requiring fewer highly experienced sailors, and allowing everyone to dine and party together in the enormous cockpits and salons that these boats offer. Food for thought. . .

The other charter note we want to share concerns Tahiti's sister archipelago, the **Tuamotus**. Although a favorite destination for world cruisers due to their serenity, minimal development, black pearl farms and truly exceptional diving, these low-lying coral atolls offer few opportunities for chartering. But that may soon change.

At Rangiroa, the world's second largest coral atoll, Dream Yachts has offered crewed charters for years, through its subsidiary Archipels. And The Moorings now offers crewed charters there aboard Moorings 4600 cats, but in a limited area near the capital.

Soon, Dream Yachts' base manager **Jérôme Touzé** plans to develop **way-point-specific cruising routes** through the vast, poorly charted, coral-speckled atoll, so that **bareboat** charterers can explore its spectacular shallows on their own. We can hardly wait!

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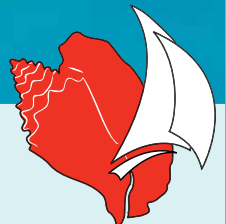
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# CHANGES

With reports this month from **Escapade** in the Bahamas and the Northeast; from **Esprit** at Tunisia, Sardinia, Corsica and Monaco; from **Dreamcatcher** on replacing the diesel in Singapore; from **Alegria** on waiting a year to Puddle Jump; from **Mintaka** on cruising toward Panama; from **Profligate** on boatwork at the La Cruz Shipyard; and **Cruise Notes**.

## Escapade — Catana 52 Greg Dorland and Debbie Macrorie Up to the Northeast (Lake Tahoe)

We've been lying low, maintaining the boat, and trying to stay positive through our most recent lightning episode. We're currently in Newport, Rhode Island, but we did spend a wonderful month in the Bahamas. We were mostly at Harbor Island, where they have an unbelievable three-mile-long pink sand beach. We walked nearly five miles almost every day, and hung out with our Parisian cruising friends, whom we first met in Cuba. The woman, Isabelle, was finishing up a book on Paul Gauguin, so she had to stay near a Wi-Fi connection.



Greg and Debbie beneath the New York City clock in Newport.

Harbor Island is the Bahamian version of St. Barth, so there were shoreside diversions when we wanted them. Sip Sip had great lobster quesadillas — but not at the prices we remember from our days cruising in Mexico.

In order to get into the harbor at Harbor Island, you have to negotiate the 'Devil's Backbone', a very tricky rock-and-reef-strewn passage at the northern tip of Eleuthera. Most people hire a local guide. We'd been there the year before in calm conditions, so we felt comfortable inching in, with Debbie on the bow. Our Parisian friends followed us in their boat.

**You can cruise the world and there won't be many places where there are pink sand beaches like the ones at Harbor Island in the Bahamas.**

which draws six feet. They were nervous, but both our boats made it.

After getting a little more lightning-related work done in Ft. Lauderdale, we decided to have the mast and boom trucked to Hall Spars in Bristol, Rhode Island. Then we started up the Intra-coastal Waterway with our spar-less *Escapade*, jury-rigged for the lights and radar. It was actually okay, as we'd motor for about 12 hours a day, then generally stop for the night and get off the boat to go for a bike ride or long walk. But Debbie got tired of the bugs somewhere in southern Georgia, so we headed offshore.

After stopping for fuel in the colossal dump that is Atlantic City, we motored up the East River to Long Island. We took the train to Manhattan, and rode all over town on the new bike-share program. Given the New York City traffic, it was pretty dicey, but we saw a surprising number of bicycles on the streets.

From New York, it was a quick trip up to Newport, where it was an unusually wet and gray June. But what a boat show this place is! We plan to re-step the mast in late July after we return from a two-week trip to California. After that, we'll cruise around the Northeast.

— greg 07/02/13

## Esprit — Peterson 46 Chay, Katie and Jamie McWilliam Tunisia to Monaco (Boulder City, Nevada)

After our arrival in Tunisia — see the July *Latitude* — we were busy with a mix of touring, sailing and the typical cruising craziness. We arranged for a two-day tour of the southern part of the country, which included a Roman coliseum, Troglodyte homes, three kinds of oases, the first and oldest mosque in Africa, and, of course, the Sahara Desert. The sand of the Sahara is so fine it's a wonder that it doesn't fill in the Mediterranean Sea.

Once back aboard *Esprit*, we prepared for our next passage, to the Italian island of Sardinia. After a few meals at Le Gourmet, our favorite restaurant, we arranged to get diesel — which cost us one-eighth of what it later would in Italy. We departed Tunisia on June 17, and picked just the right window. We had an



absolutely wondrous downwind sail to Sardinia — except for a close call with a ship the first night out — and once again saw sea turtles all along the way. The winds died the last six hours of the 45-hour passage, but we were still able to sail 87% of the way.

We arrived at Sardinia's small port of Arbatax, anchored just outside the breakwater, and dinghied ashore to check into Italy — and the European Union. It was *déjà vu* of our entry into Venice last year, as nobody knew what to do with us. One of the customs officers put us on a city bus to the police station to get our passports stamped. But when we arrived at the station 50 minutes later, they didn't know what to do with us — especially since we'd left Jamie on the boat to make sure *Esprit* stayed put. After the police made a few phone calls, they drove us back to the port and took us to the Marina D'Arbatax office.







**The McWilliams get around, from riding camels in the Sahara (inset), to calling at Monte Carlo (spread). This photo shows the old marina.**

Apparently the marina office handles the paperwork for checking in, and you can only check in if you come into the marina. To expedite the process, police drove us to our dinghy and waited while we dinghied out to *Esprit*, pulled up anchor, got the fenders and dock lines ready, and Katie filled out the paperwork. We tied off in the berth and went to the marina office where, yes, we were cleared into the country. It doesn't appear that the officials in Italy see many non-EU/Schengen boats checking into their country.

In between touring and sailing, Chay had to clean and repair the watermaker motor, as the watermaker is a critical piece of cruising equipment. The motor was almost full with carbon dust, the bearing was frozen up, and the brushes

were oddly worn. It's a wonder that it had worked so long.

So far we've met few cruisers who will be heading west across the Atlantic, as we plan to do. For the most part, the cruisers we've met spend a few months cruising the Med, and then settle down in a marina somewhere for the winter to wait for the next cruising season. The Med appears to be like the Sea of Cortez/Mexico — a sort of Hotel California you can never leave — although the Med is much larger and has many more countries and cultures than does Mexico.

The weather has been cool so far this year, with mid-70s during the day. This is drastically different from last May, when we were sweating out 90-degree temps in May. The night passages are cold, but comfortable for sleeping.

Thanks to a gale with 45-

knot winds — we only saw 27 knots in the marina — we waited until June 26 to move north up the 100-mile-long east coast of Sardinia. So after a week in Arbatax, we moved north to Olbia, a small city on the northeast coast of Sardinia.

**Katie, Jamie, and Chay McWilliam of 'Esprit'. They've seen a lot of the world since starting seasonal cruising with the 2003 Ha-Ha.**



# CHANGES

We anchored in the old port near the old town, and found it to be quaint and slow-paced. A large gale continued to blow for a week to the west of us, so we were

cautious about our weather windows.

On June 30th we motored up to Porto Cervo — the port where 'rich & famous' spend their summers with their megayachts. Porto Cervo felt a lot like Newport Beach or La Jolla — except that people have yachts as long as 300 feet. Porto Cervo apparently goes dormant

at the end of summer, as the superyachts all move to the Caribbean. In fact, there's now a high-end Porto Cervo YC at Gorda Sound in the British Virgins.

We were surprised when we learned that we had to Med-moor using our own anchor at Porto Cervo. Ten minutes after our getting secure, a departing superyacht pulled up our chain and dragged our anchor.

As it was still low season, we paid 50 euros — about \$68 — our first night at Porto Cervo. The next night was the first night of the high season, and we had to pay \$330 U.S.! It's a bit pricey hanging with the 'rich & famous', so the next day we sailed to the French island of Corsica.

We had a great sail across the Strait of Bonifacio — which is normally very rough — to Corsica. Great except for the fact that our 23-year-old Robertson J100B autopilot apparently needed a

**After a rough crossing between Sardinia and Corsica, beautiful Bonifacio has always made an excellent — and attractive — port of refuge.**

new 'brain'. We have spares for all the other pieces of the autopilot, but not the control box/brain. None of us was looking forward to hand-steering until we could get a repair or replacement.

The marina at Bonifacio, considered one of the most beautiful in the Med, is nestled back in a *calanque*, which is a fjord-like inlet. A very busy port of call, Bonifacio has restaurants and shops lining the waterfront. The medieval town, with its narrow, curvy streets and old buildings, overlooks the marina from a bluff above. We had a beautiful 85-foot classic yacht berthed next to us for two days — although they weren't happy about being put with us smaller boats. But they were pleasant folks, and we enjoyed chatting with them.

We celebrated the Fourth of July in Bonifacio with delicious hamburgers and fries at a small local restaurant, plus a sundae and chocolate chip cookies. One of the bars was all decorated in Americana, and had a Fourth of July party that night. Although we didn't attend, we ended up with an 'Uncle Sam'-style hat atop our flagpole the next morning.

After enjoying Bonifacio, we moved north to Anse de Roccapina, an anchorage on the west coast of Corsica. It was here, after the Fourth of July, that the water was finally warm enough for swimming. The water was crystal clear, and the sandy beach was one of the best we've seen in the often rocky Med. The anchorage was a bit rolly, so the next day we moved about 20 miles farther north to Campomoro, another anchorage with good protection from the prevailing winds.

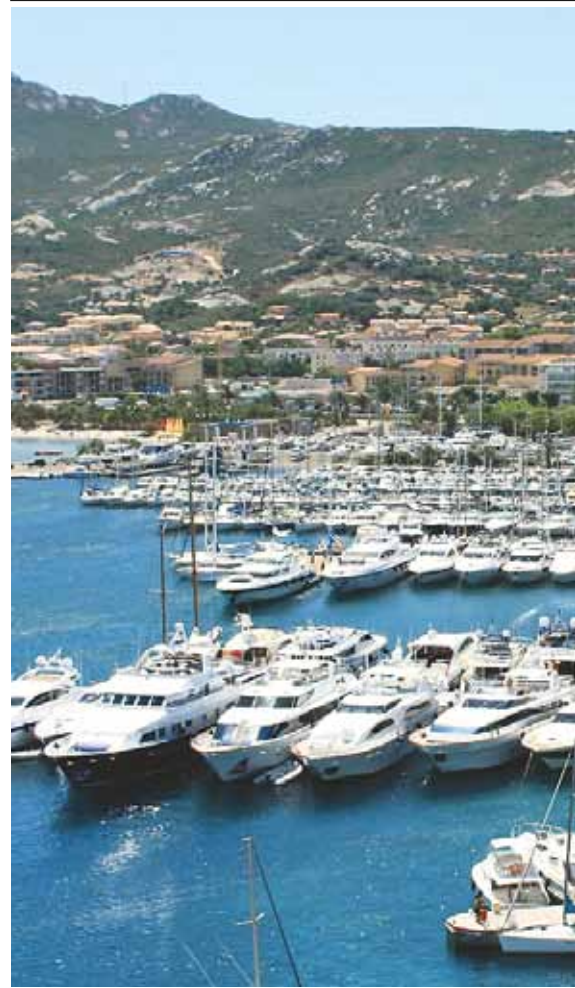
After Campomoro, we motored north to Ajaccio, where we berthed in the old port — Port Tino Rossi — for a few nights. The angels were guiding us again, because there was a marine electronics shop in the marina with an older gentleman

who was able to repair our autopilot brain! When he returned all of our parts, he informed us that one of the controllers didn't work, and that we should use our spare, which did work. Fortunately, we had written down the serial numbers for the parts we had given him, and realized that the non-working controller he gave back to us wasn't ours. It turns out he "inadvertently" gave us the wrong controller because he was testing

ESPRIT



**Katie still carries this now tattered Ha-Ha shirt from adventure's start in 2003.**



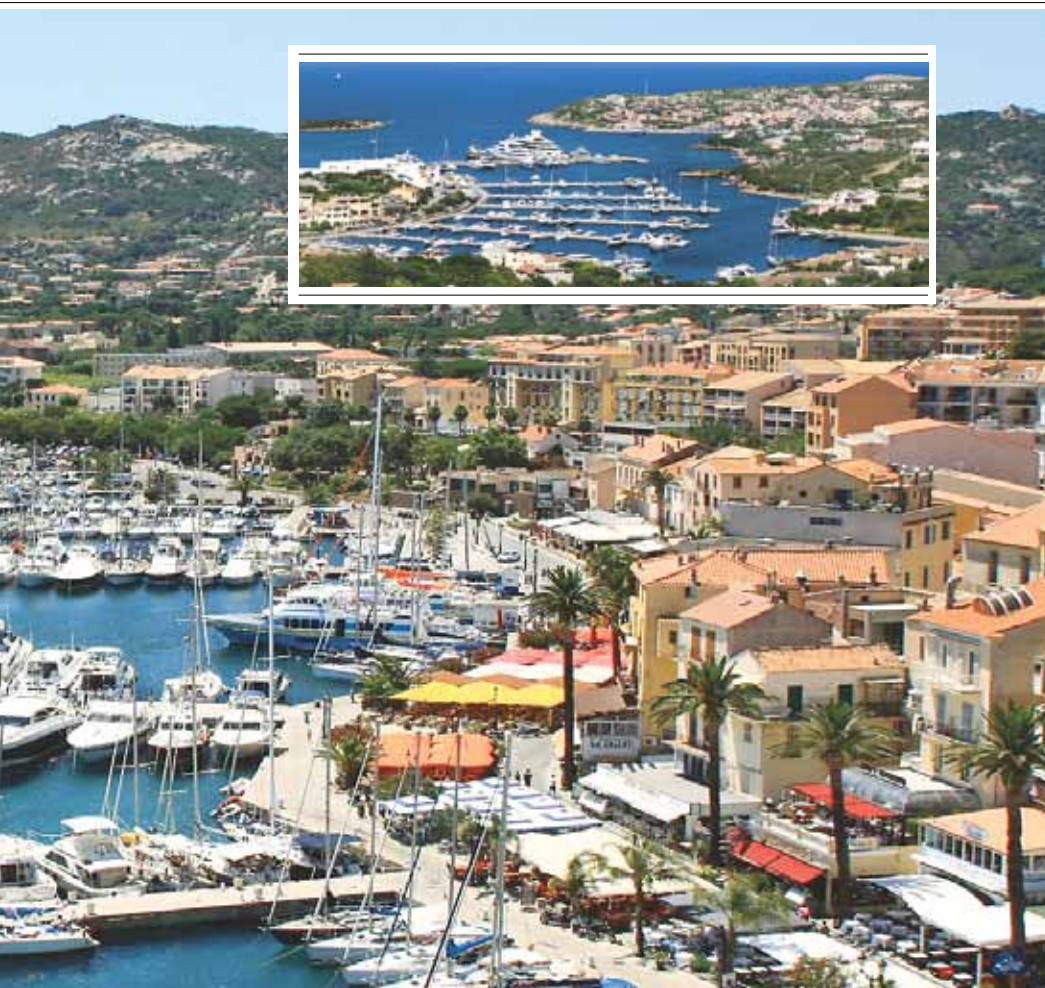
three of them, our two good ones and his bad one. We'll never know whether his was an honest mistake or if he just wanted a working controller in his inventory. But we were grateful to have our autopilot working again. Nonetheless, we ordered a spare autopilot brain off eBay just in case.

We toured the old town of Ajaccio, the birthplace of Napoleon, which is also the capital of Corsica. It's a typical French city, so there were sidewalk cafes everywhere. When we went to customs and immigration to check into France, we were told that there was no need. As long as we had a stamp from Italy showing that we had checked into the European Union, we were good.

After Ajaccio, we headed to Calvi on the north coast of Corsica. It looked like a nice fortified town with a good sand beach, but we didn't go ashore. Because the winds were supposed to be light, and Monaco was 93 miles away, our plan was to depart mid-morning and sail at five knots for an early morning arrival in Monaco. However, the winds were perfect for *Esprit* to sail at 6-7 knots! This would

NAPLOEAN PHOTO





NAPLOAN PHOTO

**Europeans are boat crazy in the summer. Spread; Calvi, Corsica. Inset; Porto Cervo, Sardinia, where 'Esprit' paid \$330 for one night.**

have gotten us in way too early, so we tried to cut the speed in half. When we arrived at Monaco, we found that the marina office opened at 7 a.m. — but not until noon for arriving boats! So we motored the length of the Monaco coast — about two miles — and then anchored for breakfast before heading into the newer Fontvieille Marina.

We thoroughly enjoyed Monaco. The old town is immaculate, and it almost felt as if we were in Disneyland. We toured the old town on the hill where the Prince's palace and Cathedral are. The Cathedral is one of the nicer churches we've visited in our travels. We took several long walks to the old port — famous Port Hercules — next door, where we checked out the superyachts. We were actually more impressed with the myriad of luxury cars: Ferraris, Bentleys, Rolls-Royces, Jaguars, etc. But where were the Porsches?

On our last night we took the bus to the famous Monte Carlo Casino. Un-

fortunately, 18-year old Jamie was too young to be allowed in. We were, however, able to get a streetside table at the Café de Paris, where we people-watched and, even more fun, car-watched! After yummy ice cream sundaes, we decided to walk the two miles back to the boat. Monte Carlo is a grand, unique place.

— *the mcwilliams 07/29/2013*

**Dreamcatcher — Cal 3-46  
Glenys Henry and Henry Mellegers  
Diesel Rebuild in Singapore  
(Singapore/Oakland YC)**

It's with joy that we can report that for the first time in nearly five months we are able to start our 'new' 36 year old Perkins 2-436 engine and leave the dock for sea trials.

Our tale of woe started on January 9, when *Dreamcatcher* was fully loaded with provisions, and a friend, ready to start our annual 550-mile pilgrimage from Singapore up the Malacca Straits to Phuket, Thailand. We had the VHF in hand to call the marina staff to slip the lines, but when we

tried to start the engine, there was no response.

We started looking at the usual suspects: battery power, wiring, even fuel. We took the starter motor off for inspection, but found no obvious problem. Four hours into our dockside angst, we called a mechanic for phone support. He suggested that we remove the injectors to see what we might find inside.

We found seawater in the number four cylinder. Ouch! Our mechanic arrived the next day and decreed the head had to come off the engine. Poor boat. Poor us. The villain was the exhaust manifold. It was found to be corroded and leaking seawater into the cylinders. It took us several days to process the fact that we had a catastrophic engine failure on our hands. Despite the fact that the engine — which had 5,000 hours — had started several days before, the cylinders had seized to the block.

We soaked the cylinders with ATF for days, hoping to free them. But they wouldn't budge. That meant the engine block, transmission — everything — had to come out. We were facing the prospect of a \$2,000 tow to the boatyard. Fortunately, Keppel Bay Marina allowed us to tow the boat alongside the restaurant pontoon early one morning, where we had arranged for a crane to lift the engine out.

The engine on a Cal 3-46 is not directly beneath the cockpit access opening, so we had to build a belowdecks scaffold, move the engine to the extreme port side under the opening, and then attach the belts and tackle for the crane lift. The crane driver was excellent, and the donk came out with just a half-inch to spare on each side of the access lid!

Concurrent with this, we'd done a ton of research on engine rebuilds and, of course, repowering. We would have *Glen and Henry are members of the Oakland YC who sailed to their new base in Singapore and (try to) make an annual cruise to Thailand.*



DREAMCATCHER

# CHANGES

done the latter, except that Perkins no longer makes the 85 hp 4-236. The next model down, 65 hp, would not have the grunt we needed to push *Dreamcatcher's* hull through strong opposing currents.



**Glenys, with Jeff the mechanic, takes inventory of engine parts on the dock.**

The next model up wouldn't fit into the engine room. We looked at Volvo and Yanmar, but both have right turning props. Ours is a lefty, so a repower with either of them would have meant a complete new drive train, propeller, and different holes in the bottom of the boat. That would necessitate a haulout.

Our problems weren't over. Our engine was soon in several different locations: the head at the re-grinder, the block and transmission at our mechanic's shop, and various other bits on the boat itself. We were dealing with Multico, Perkins' S.E. Asia agent for parts, and North American Boat Services for mechanical support.

Without going into great detail, Multico screwed up. Despite their being given the correct engine serial number, the replacement parts they ordered and implanted onto our block were wrong.

**The exhaust manifold is not that complicated a part of a boat's diesel engine. But if it gets a little leak, that can destroy the engine.**



There were some expensive consequences. We had already purchased most of the parts kit ourselves: cylinder linings, pistons, rings, connecting rods, camshaft bearings, head rebuild kit, new exhaust manifold, transmission rebuild kit, new engine mounts, and so forth.

We escalated the issue to Perkins Worldwide, who sent their Asia Pacific vice president to meet with us. Issues were documented, expectations made clear, and Multico, under the authority of Perkins, made good by re-assembling the engine with all the proper parts.

We also replaced all the inaccessible parts that come into view while the engine is out — including having a new exhaust elbow fabricated.

A big fillip for us was seeing the whole shebang running under test at Multico's premises. After the successful test bed run, the whole thing had to be unbolted and transferred back to the dock, crane arranged, and short block engine lowered back into the boat, moved into position on the new mounts, and head, and the wiring and plumbing woven back together.

At the same time we had the work being done on the engine, we had our Borg Warner Velvet drive 71C transmission rebuilt. We had excellent parts support from Jim at Federal Marine. He knows his transmissions!

We're not too proud to admit that we both shed some tears through all this. *Dreamcatcher's* heart had been torn out and our cruising season totally shot. It was a depressing and anxious five months. And the work hasn't stopped yet. Our genset needs to be re-installed along with a new hot water heater. The

rebuild project took a lot longer than we expected, but we did have several personal interruptions during the process that took us away from the task.

But *Dreamcatcher* now has a totally rebuilt engine, all 1,100 pounds of her, which we are required to 'run in' for 50 hours before a complete fluid change, settings review and tappet adjustments. All up, the cost to us has been around \$12.5k, including crane, our mechanic's time, parts



and a multitude of sundry expenses. Our takeaways from all this:

— Replace or at least pressure test your exhaust manifold every five years.

— Consider installing a fresh water valve system so the engine can be flushed with fresh water after use.

— A diesel engine rebuild takes twice as long and is twice as disruptive as you think it will be.

— Our Perky is still a great engine, and Perkins is an excellent company to deal with.

— No matter whether you can afford him, get the best mechanic possible. Ours — Jeff of North American Boat Services in Singapore — was great.

— Don't discount help from owners of sisterships. The owners of *Molly J* and *Liberty*, both Cal 46s, offered invaluable suggestions, photos and sympathy during the process.

We look forward to starting our cruising season in August, this time on the other side of Malaysia!



DREAMCATCHER

**Henry and Mark work to get the rebuilt engine into the engine room. As they had only half an inch to spare, it was a painstaking job.**

For those who don't remember from previous reports, we participated in the 2003 Baja Ha-Ha, and subsequently sailed across the Pacific to Australia, and then on to Singapore. We plan to make Singapore our home for the rest of our lives. *Dreamcatcher* regularly sails throughout Asia. Cal boat and/or Perkins owners are welcome to contact us for further details on the engine rebuild and challenges thereof. We can be reached at: [dreamcatchervoyage@yahoo.com](mailto:dreamcatchervoyage@yahoo.com).

— glenys 06/15/2013

**Alegria — Caliber 40  
Brian and Mizzy Black  
Waiting a Year Was The Right Move  
(Alameda)**

We left Alameda in early October of 2011, just in time to make the San Diego start of the Baja Ha-Ha. We're very glad

we did the Ha-Ha, as it provided us with a definite departure date and was great fun, and we were introduced to the cruising community. Dear friends crewed for us, which was priceless.

From Cabo, we went north to La Paz, and enjoyed that city and the local cruising. But it was a tough time of year to be there, as the Northerners came through nearly every week. By this time we were already enrolled in what one sailor described as "the year-long post-Ha-Ha course in anchoring and resource management."

After Christmas, we sailed from Frailes across the Sea of Cortez to Mazatlan. This 210-mile trip was our first significant doublehanded passage. We then worked our way as far south as La Cruz on Banderas Bay, and can enthusiastically recommend Isla Isabella, San Blas and Chacala as stops along the way.

We began attending the Pacific Puddle Jump seminars

and other activities in La Cruz. These were great, and many of our dear friends from the Ha-Ha were getting ready to make the Jump. This had also been our dream/plan, so we became very enthusiastic about going across, too! But it was also clear that, while we probably could make the crossing, neither we nor our boat were really ready. Plus, we still hadn't had enough time in Mexico. So after considerable anguish, we decided to spend another year in Mexico. For the first time we watched our friends cruise on without us.

We sailed back up to La Paz for the start of a summer in the Sea of Cortez. We made it up to Bahia Concepcion in time for Geary's Fourth of July Party, and then north as far as Refugio on Isla Angel de la Guardia.

We'd been doing boat projects — to either fix or upgrade our Caliber 40 — the entire time we'd been in Mexico. The upgrades were to make her better for long-term cruising and the Puddle Jump.

For instance, we upgraded the refrigeration and added a large freezer. Naturally, that meant we needed more solar power, so we added two more panels to bring the total to 540 watts. We put a whisker pole on the mast, and acquired a large light-air headsail. We upgraded the anchoring setup to improve chain handling and to provide a strong attachment at the bobstay chainplate to attach an anchor snubber in heavy conditions. We replaced the stove with a new one that has a larger oven — we can put a chicken in! We replaced the prop with a MaxProp feathering prop for better performance. And we've done a thousand other smaller repairs.

In the process of completing our projects, we've learned about getting parts and supplies down to us in Mexico. We can assure everyone that the North

***Some say that patience is a virtue. When it came to waiting a year to do the Puddle Jump, Mizzy and Brian couldn't agree more.***



ALEGRIA

# CHANGES

American Free Trade Agreement (NAFTA) does not include free trade from the U.S. to Mexico. But shipping agents

in San Diego do get things across the border, then ship them via truck or air to points farther down in Mexico. It's expensive and sometimes slow, but it's possible.

The best and least expensive delivery option, however, is to have family, friends or fellow cruisers bring

the goodies down. So friends and family who came down to visit us were usually surprised to find strange packages arriving at their doorsteps before they departed, and having to bring heavy bags along with them on the plane.

We've greatly enjoyed our time in Mexico, as the Mexican people have been wonderful and have taught us much. Among other things, they taught us better manners, and to be less suspicious. For example, our dinghy and outboard were never stolen.

We've also greatly enjoyed the cruising community. In fact, we've never been so well connected socially with people who share the same dreams and obsessions. We've made great friends who we expect will be our friends for life. We've also learned how valuable our friends are to us, and we spent time every day maintaining these relationships. Participating in the VHF and SSB nets has been a learning and growth experience for both of us.

We went without air-conditioning **When cruisers in the Guaymas area need a bright lights/Costco/REI/Whole Foods fix, they make the dash up to Tucson, Arizona.**

and/or a portable generator during our summer in the sizzling Sea of Cortez. We relied on our solar panels, and found that they generally kept up with the loads from our lights, refrigerator, autopilot and watermaker, both at anchor and while underway. A string of cloudy days would make us anxious, but there weren't too many of those.

Yes, it was hot, but we got used to it. The hottest spots were probably Bahia Concepcion and Santa Rosalia. It was cooler out at the islands. We learned to sleep on bath towels so we didn't end up sleeping on sweaty sheets. Ice cubes and limes helped us ingest the amount of water our bodies required.

The heavy rains in August seemed to break the heat, and when we got to the far north, Baja was shockingly green. Isla Angel de la Guardia looked like Ireland, and Agua Verde resembled Polynesia!

In late August we crossed the Sea of Cortez again, and spent time in the San Carlos/Guaymas area. This was great, too. The harbor at San Carlos is beautiful, and the expat community there took us in and fed us. Friends had also arranged for a post office box in Nogales, Arizona, so we furiously shopped online, then drove to Arizona to pick the stuff up. The little car was packed with stuff on the way back. We actually made several such trips with cruising friends. One trip was extended to an overnighter in Tucson so we could make rushed stops at REI, Sears and Whole Foods.

We hauled *Alegria* in Guaymas and had a good experience. We liked Guaymas better than San Carlos, as it had better *ferreterias* (hardware) and *tornillerias* (machine shops).

After hauling, we recrossed the Sea to San Juanico. By this time overnight crossings were fun rather than intimidating. Our anchoring skills had also improved. We continued south again as far as Barra de Navidad, with family flying into the nearby airport for a visit. Then it was back to La Cruz to complete final preparation for the 2013 Puddle Jump.

It turned out that we had more prep work to do than we'd thought, so we missed out on many of the seminars we had attended the year before!

The high points of our time in Mexico? The people we met, of course. Mexico also provided us with an ideal environment in



which to discover whether we liked cruising in a foreign — but not too foreign — land. Mexico is remote and isolated — but not too isolated. We loved La Cruz and the variety of street tacos available. La Paz felt like 'home' every time we returned. We learned to sail and handle our boat better. We ended up spending a fair amount of time in marinas, mostly when we were intensively doing boat projects. This was fine, as the prices were comparable to rates in the U.S. The snorkeling was good in Mexico, and we caught fish while underway.

Things that worked? Spanish classes that I took at night at a local junior college. Being able to speak a bit of Spanish greatly facilitated getting things done in Mexico, and enriched our experience. Our boat has proved a good choice, and she's taken care of us.

In hindsight, staying an extra year in Mexico was an excellent decision. We learned and enjoyed so much during our extra year. We're writing this on Day 25 of our Puddle Jump to the Marquesas.

ALEGRIA



**Mizzy works on her spinny skills in the Sea.**

ARIZONA PATHWAYS



MINTAKA

after they left. What a beautiful wave!

I will continue to sail south again, with my destination being Golfito, Costa Rica, where I plan to leave my boat for two weeks while I fly home to Germany in early August. When I return, I'll be heading south for the waves of Panama.

— stefan 07/18/2003

**Profligate — Surfin' 63  
Almost Made It Back In The Water  
La Cruz Shipyard  
(Punta Mita, Mexico)**

We came sooooo close to getting *Profligate* launched so Doña de Mallorca and the Wanderer could do a Bash and make it up to California in time for Fourth of July festivities. But we didn't. Even though it means we missed one of the best Baja Bash windows in ages, and the Santa Barbara to King Harbor Race, we're glad we didn't go back in the water.

On June 20, everything looked set at the La Cruz Shipyard in Riviera Nayarit for the launching the 63-ft cat that is the mothership of the Baja Ha-Ha. The starboard daggerboard had been repaired; the Flexofold props had been serviced; and the yard crew had applied a new coat of Micron 66 bottom paint. All the Wanderer and de Mallorca had to do was provision, top off the fuel, and head north for *Profligate's* summer home at the Driscoll's Boat Yard work dock in San Diego.

There was just one problem. The shipyard's huge Travelift — there are only four Travelifts between San Francisco and Panama that are wide enough to handle *Profligate's* 30-ft beam — was down for three to five days for maintenance. Believing that idle hands are the devil's workshop, we started to think of other things we could have done to the cat. And thus we began our trip down the boatyard slippery slope.

***Grinding the paint off the decks of a 63-foot catamaran in the heat and humidity of the tropics. These guys are good, hard workers.***



***Clockwise from above: Stefan with that 'I just quit work for good' smile on his face with 'Mintaka' in the background. Golfito, Costa Rica, where he'll leave his boat for a few weeks. 'Mintaka' under sail. One of the many great and uncrowded Central American breaks. A startling sunrise.***

We're enjoying the crossing so much more than had we jumped off a year ago.

— brian 04/07/2013

**Mintaka — Triton 28  
Stefan Ries  
Mexico to Panama  
(Germany)**

This is the fourth summer that I've cruised south to Costa Rica from the Palladium on Banderas Bay, where I worked until recently. This time I'm not coming back.

My trips to Costa Rica have fallen into a nice routine, but it makes it difficult to write because there hasn't been that much excitement. No storms, no pirates, not even any jumping fish spearing me in the thigh again. I'm just doing my thing, which is mostly sailing and surfing, and enjoying it.

I had a slow and easy crossing of the Golfo de Tehuantepec. I made it the

500 miles from Huatulco to the Gulf of Fonseca in nine days. I stayed in Nicaragua for a week and got good waves at Manzanillo in the Rivas Province. It blew offshore every day.

I cleared into Costa Rica at the end of May, and have been going back and forth between Ollie's Point and the Playas del Coco area. It's about 20 miles between them, so I always stayed two or three days at the remote surf break. I never did see the park rangers who like to charge \$15 day, so I got to surf for free. A Costa Rican patrol boat came by one afternoon and checked my paperwork, but it was all fine.

One swell brought overhead waves, and I still got some solo sessions before and after the *pingas* full of surfers arrived or



LATTITUDE/RICHARD

# CHANGES

Because we seldom get the opportunity to haul *Profligate*, we'd already had Peter Vargas and his Sea Tek crew paint the glossy areas of the 13-ft long back steps. It's a job that had to be done out of the water. Peter's guys did such a good job at such a reasonable price that we had them patch some minor stress cracks and paint the aft exterior of the house as well. Looked good, too.



**Afternoon thunderstorms caused some delays, but not many.**

One funky thing about the haulout had been that two small cracks had appeared on the bottom of the hull where it was supported by jacks. The cracks were so small they were missed by the surveyor because the bottom hadn't been sanded yet for painting. We consulted with multihull expert Gino Morrelli about the issue. He told us that he recommends that owners of big Morrelli & Melvin cats have the cats supported by the bridgedeck rather than the hulls when hauled. And if the cat has to be supported by the hulls, the core in the small areas where the jacks go needs to be cut out and replaced with all resin and cloth. If you don't, the core can get compressed a tiny bit, causing a little crack. Gino told us how to fix the problem, and said not to worry, because when the cat is in the water, the load on the hull is distributed over a much greater area than when held up by just jacks.

Despite the easy repair, Gino's assurances, and Chuck Driscoll saying he's seen the same thing happen on his J/109, we'd never been completely

**The skin of the deck core is now a quarter of an inch thicker, the antithesis of squishy. Here the primer is being sanded prior to painting.**

happy with one aspect of *Profligate's* composite hull. The vinylester resin and Divinycell core are a great combo; we just wanted thicker skins because ultimate performance has never been our primary interest. True, we hadn't had a problem with the composite hulls in 16 years of sometimes hard sailing, but because we were stuck out of the water for a few days, we asked Peter for a quote on adding two layers of mat and a layer of woven roving for two feet on each side of the centerline, and for the length of the hulls.

While he was at it, we asked Peter to throw in beefing up the existing athwartship frames and adding a few new ones. Such an addition to the inside of the hull(s) of most boats would be all but impossible because the interior structure would make access impossible. But *Profligate* has such a simple and open interior, all that would be needed for complete access would be to remove the floors.

Oh yeah, the floors. *Profligate's* floors are composite, too, but with a balsa core. In the right applications, balsa is a superb core material — but not when the skins are just a millionth of an inch thick. No wonder that over 16 years of hordes of people coming through the boat, and moisture seeping through the ultrathin skins, some of the balsa core had devolved to the strength of soggy oatmeal.

Since access was critical to properly do the work on the inside of the hulls — and we were already picking up speed sliding down the slope, we decided now was also the best time to completely replace the floors in both hulls. While we were at it, we decided it would be nice if Peter's crew completely sealed off the bilges for about 40 feet of each hull, giving four very large watertight compartments, and for all intents and purposes, a double bottom in those areas. Yeah, we might be getting conservative.

Summer is the slow season for boat work in Mexico, so Peter told us that if his crew could do the work right then, as opposed to November when every boatowner would want jobs done yesterday, he could do the job for X dollars. We shook on it as quickly as we could. Not only did it seem like a fair price for a lot of nasty work, but these were itches

we'd badly wanted scratched for a long, long time. We'd just never found the right place at the right time. To seal the deal, Peter said he'd throw in four custom-shaped hull cradles for the next time we hauled out.

But the things that really sent us sliding down the boatyard slope were *Profligate's* balsa-cored decks. As we mentioned, balsa is a great core as long as the skins are thick enough, no moisture gets in, and you don't have as many as 156 people walking on them at once. Alas, we'd violated all the provisos. As a result, we'd been playing Whack-a-Mole with little mushy spots in the deck for years. We'd also been annoyed that the decks weren't completely level and didn't have waterways. So in a fit of madness, we asked Peter for a quote on tearing off all but the inner skin of the deck, putting in a new core, adding two layers of



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LATITUDE/RICHARD

*ligate* for years to come, it's hard to describe how good these improvements make us feel. Finally, there is peace in our lives.

*Profligate* may not look like a different boat for the start of the 20th annual Ha-Ha, but in many important ways she will be.

By the way, many sailors in Southern California already know Peter Vargas. He started out as a small time pot peddler, but quickly decided that a life of crime wasn't for him. So Alan Blunt of Sea Tek Rigging hired him as a minimum wage janitor. Peter ended up working for Blunt for 26 years, learning everything there is to know about building and maintaining rigs. When Blunt retired, Peter bought the business and had 13 employees. But after eight years, the economy went to hell, and so did his business.

"The first thing people stop spending money on when the economy goes bad is their boats," says Vargas. "The economy kicked my butt. I lost one of my houses and the business went south. So a little more than five years ago, I came to La Cruz and started a new rigging and boatyard business. I'm very happy to be here. I have 10 workers, so it's a big payroll, but I've got good workers and we're growing."

We'll let you know how it all turns out.  
— *latitude* 07/20/2013

### Cruise Notes:

With a new cruising season approaching, it's time to tease first-time cruisers with tales of how frugal some folks have managed to be in a month of cruising.

"Seventy-eight dollars," is the number given to us by Kit and Deb Caldwell, formerly of the Long Beach-based Wauquiez 43 **Alma in Quieta**. "It was a couple of years ago, and we spent most of the month at the Partida anchorage about 20 miles east of Bahia de los Angeles in

*Kit and Deb Caldwell lived the good life in the Sea of Cortez for as little as \$78 a month. They now live ashore in La Cruz and ride a Harley.*

LATITUDE/RICHARD



*Clockwise from above; The project halfway down the slippery slope looking a mess. A bucket of epoxy and some roving can fix all hull problems. When balsa core gets wet, it goes to crap. Divinycell core doesn't absorb water so it stays strong. Ultimate access to the inside of the hulls!*

mat and a layer of roving, then fairing and painting the whole shebang. Peter's quote was so low that we asked him to recalculate it. Even after he raised it by 33%, our heart still skipped a few beats. It was going to add another two weeks to the initial two weeks of work, but it was something we really wanted.

Peter is a smart guy, so before taking a router to the deck and cutting all the top skin off and core out, he had his guys sand all the paint off — a monumental job in the summer heat and humidity of the Vallarta Coast — "so we can see what's really there". This was a wise move, because it turned out that all of the core that hadn't previously been repaired was actually fine. It didn't need replacing, it just needed a thicker skin

on the top. So Peter and his crew added a layer of mat, a layer of woven roving, and another layer of mat. The deck didn't need to have a quarter of an inch more glass on the top, but we're into overcompensation.

Every day for the last four days we've jumped up and down on the decks for minutes at a time, elated with how strong they finally are. And smooth? After yard hours, when there is nobody around but the security guard, we get down on our knees and caress the smooth surface that's almost ready for primer.

As someone who plans on actively sailing *Prof-*



# CHANGES

the Sea of Cortez. While there we caught a lot of grouper and triggerfish, and the Mexican fishermen gave us lobster, scallops and clams. After about three weeks we came into BLA and really blew the budget, spending the \$78 on a lunch, a dinner, fruits, veggies and beer. As you might expect, our boat was well stocked to begin with. When we sold her last fall after five years of living aboard, we were still taking stuff off her. We spent between \$200 and \$300 the other months of the summer. There just aren't many places to spend money up in the Sea. We now live ashore in La Cruz. It's inexpensive, too, but we spend much more money than we did when we lived aboard."

Having *Alma in Quieta* equipped with 435 watts of solar panels helped the Caldwells with their frugal cruising. "The solar power meant we never had to start the engine, because all our batteries would be topped off by 2 p.m.," said Debbie. "That's when we'd fire up the watermaker. The only time we used the engine was when we used our Sail Rite sewing machine to make awnings for the



LATITUDE/RICHARD

*If you spend a summer in the Sea of Cortez, you can get all the power you need from el sol. But you also have to know how to keep cool.*

back of the boat. The summer heat of the Sea isn't too bad if you have plenty of awnings and fans — and like to swim. It was so beautiful up there, with lots of whales sharks for entertainment."

What about you? Have you had any ultra-frugal months or even seasons?

"When we sailed to Mazatlan in late April to leave our boat for the summer, we heard on the morning radio net that the Alberg 37 **Jazz** had been lost near San Blas, Mexico, but that the owner was safe," report Ha-Ha 2012 vets Bruce and Bridget Eastman of the Brisbane-based Alberg 35 **Sojourn**. Does *Latitude* have any information about how the boat was lost and where?"

We're sorry, we don't have any information on *Jazz*. Perhaps some of our readers can help.

For those who waited until June to do the Baja Bash, there were some excellent weather windows. Bill Lily of the Newport Beach-based Lagoon 470 **Moontide** reports:

"As of 2 p.m. on July 1, we are a bit north of Punta Baja. I don't want to jinx my partner Judy Lang and myself, but here is what we've had for weather since we left Cabo:

"Cabo Bay to Cabo Falso — 22+ knots on the nose with bouncy seas for about four miles. We had to drop down to 3

## No wind?



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knots of boatspeed for a bit.

"Abeam Falso — 12 knots WNW.

"Two hours north of Falso — 6 to 8 knots from the NW.

"The rest of the way to Bahia Santa Maria — Less than 8 knots.

"BSM to Turtle Bay — Never more than 6 knots.

"Turtle Bay to Cedros — 12-14 knots from the NW for 30 minutes, then down to under 10 knots the rest of the way.

"Cedros to San Carlos — Under 12 knots, mostly from the SW.

"San Carlos to Punta Baja — Less than 10 knots from the E to SSW.

"The forecasts have been calling for such benign weather that we've been stopping at night instead of continuing on in placid conditions. Our plan is to overnight to Ensenada, have dinner at Sano's, then run up to San Diego in time to clear Customs by 9 a.m. so we can get a spot to anchor in La Playa Cove for the Fourth of July. The weather has been so mellow that I'm telling Judy that she doesn't get to count it as a real Bash."

A short time later Lily reported that the wind had come up to 16 to 18 knots

... out of the south!  
"It was almost worth putting up a chute," he said.

*Moontide* wasn't the only boat that had an easy Bash. Patsy 'La Reina del Mar' Verhoveen of the La Paz-based Gulfstar 50 *Talion* reports that she and crew Bob Martin and Bruce Bloch had an "easy" seven-day trip from La Paz to San Diego, which is about 880 miles. We even spent two nights at Turtle Bay," Patsy writes.

Of course, good Bashing weather and good luck doesn't last forever. Craig Shaw and Jane Roy had great fortune doing a Baja Bash with Craig's father's Hunter 54 *Camelot*, but the luck didn't last for the California and Oregon Bash.

"It only took Jane and me five days to do the Bash up to San Diego," writes Shaw. But it took us almost four weeks to get around Pt. Conception! We did,



**Cruiser Quiz:** Was this photo of 'Moontide' taken during a Baja Bash or in the Sea of Cortez? Hint: Look at the color of the water.

however, have fun in Southern California, enjoying a few days visiting friends in San Diego and Newport, then a fun week kayaking and hiking in Catalina, before a sail to Santa Barbara in blustery conditions. Jane had to fly to her son's graduation, so a friend flew down to help me with an easy two-day motorsail to San Francisco Bay. We really enjoyed our 12-day stay in Sausalito, waiting for the perfect weather window that allowed us an easy three-day run up to the Columbia River. I'm sure glad I took the advice of Bob Smith of the La Paz-based

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# CHANGES

44-ft custom cat **Pantera** to set aside two months instead of one for getting back to Portland. Being patient meant that our Bashes weren't really Bashes at all."

Craig and Jane are now working hard on Craig's Columbia 43 **Adios** getting her ready for this fall's 20th Baja Ha-Ha. Come to think of it, Lily and Verhoeven also are getting their boats ready for the Ha-Ha.

"We didn't make it to the Puddle Jump Rendezvous in Tahiti," writes Michael Moyer of the Newport Beach-based Alajueta 48 **Cherokee Rose**. "The problem was that two different reefs wanted our boat. We didn't succumb to them, but we now need a shipyard, which is why Anita and I are headed toward Raiatea. I have a couple of years and several miles of cruising experience, but I seem to be completely unprepared for the passes of the Tuamotus. The first time we had a problem the pass was just too shallow. I knew it would be tight, but I thought we could make it. We went aground on sand, and the constant outflow of water finally washed the sand away. After be-



LATITUDE / ANDY

*When we met Michael and Anita in Mexico last year they knew serious challenges would face them in the months to come.*

ing flushed out the channel sideways, we laughed it off as a 'Do you remember when?' incident.

"On the second reef strike," Moyer continues, "I tried a little harder to do everything perfectly. We arrived at slack/flood, followed the range lights in like a laser beam, turned to port to enter the well-marked channel — but still got

hung up on the reef! With every wave we were inched forward and sideways. When your boat is your everything, the crunching and grinding of fiberglass is a sickening sound. Then the locals showed up, secured lines, and pulled with their boats. *Cherokee Rose's* keel is now sanded, gouged and gored, and has two holes into the lead. The toe of the rudder needs glassing, filling and fairing, and the feathering propeller looks like I used it to cut bricks. Unfortunately, I have no photos, as taking photos didn't occur to me at the time. But I can say with authority that Katiu's Pass won't allow for a 6'9" draft, and Raraka Pass, the well-marked one the port side, is for small local outboard-powered boats only. Oh, it's deep enough, but you wouldn't get out the back side anyway. I know of a least one other boat that had a 'coral crunch, but that's a story for the folks on the Anacortes-based Lagoon 440 catamaran **Double Diamond** to tell."

"We circumnavigated with our Grainger 46 cat **Infinity**, which was equipped with hydraulic steering,"

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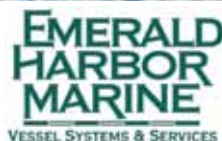
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reports Ross Linton of New Zealand. "After sailing the Tasman Sea with the rudders fighting each other, we spent a lot of time to finally get the system fixed before the start of the big trip. The solution to our hydraulic problems may or may not work for Scott Stolnitz of the Marina del Rey-based Switch 51 **Beach House**, who reports he's had a lot of trouble with his steering all the way across the South Atlantic, but it might. First, we swapped the 'equalizer' valve between the two circuits for one rated for extreme pressure. Our original was apparently just a water valve and not up to the loads involved. Then we replaced the seals inside the rams. It turned out that one of our rams was leaking internally from one side to the other when under heavy loads. We carried a spare set of rams, as we guessed replacing the seals in a remote spot wouldn't be easy. They turned out to be just ballast, as we only had to realign the rudders about once a year after the fix."

Scott Stolnitz, who is currently in French Guiana with **Beach House**,

forwarded his thanks for Linton's suggestion.

"I am currently in Palau after a season of cruising north from Fiji to the Marshalls and Micronesia," reports Bob Callaway of the Pleasant Harbor, WA-based MacGregor 65PH **Braveheart**, a vet of the 2009 and 2010 Ha-Ha's. "I keep meaning to write, but this cruising lifestyle has given me a chronic *mañana* attitude. The Palauan heat, humidity and microbrew don't help. The outer islands of Yap, particularly Lamotrek, are everything I thought the South Pacific was going to be."

Callaway is not the first cruiser to report that **Micronesia** greatly exceeded his expectations. It's also outside the tropical cyclone zone.

On June 18, a Coast Guard C-130 spotted a suspicious *panga* 100 miles southwest of San Diego. The cutter **Ed-**



**Bob Callaway's MacGregor 65 'Braveheart' back when she was in the Sea of Cortez. He's having too much fun in the Pacific to write about it.**

**isto** was sent to investigate, and found an estimated 250 bales of marijuana weighing between 10 and 40 pounds each. The suspects, who claimed Mexican nationality, were turned over to the Mexican Navy. Prior to stopping that attempted smuggle, joint agency counter-smuggling operations have seized or disrupted the smuggling of 60,000 pounds of pot so far in 2013, and as far north at Morro Bay. In addition, 200

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# CHANGES

suspected illegal immigrants have been apprehended.

"I've been coming to Catalina's Avalon for some 55 or so years, many times in the company of my lifetime sailing buddy, Ernie Minney of famed Minney's Marine Surplus in Newport Beach," writes Chester Salisbury of the Herreshoff Nereia ketch **Siouxie**. "So it was with great pleasure that I could introduce Ernie to a new friend, Cynthia Shelton, author of the LiveAboard Docu-Comic, *Dock Dorks*. Get a copy, it's a riot! Cynthia showed up in Avalon in March after singlehanded down the coast from San Francisco with her Lindsey 30 **La Bonita**. She was rowing around the harbor handing out the first printed copies of *Dock Dorks*, which was recommended as a Christmas stocking stuffer by Max Ebb. When Ernie showed up, I gave him my copy to read, and he decided to carry *Dock Dorks* at Minney's. It sounds to me as though Cynthia has come a long way. She first appeared in *Latitude* during the haulout issue in July of 2010, full of confidence. Of course, it's one thing



SIUXIE

**Circumnavigator Ernie Minney, who owns Minney's Marine Surplus, with Cynthia Shelton, of 'La Bonita' and author of Dock Dorks.**

to manage a haulout and another to sail out the Gate and turn left — as she promised she would. And she did it with style! Cynthia's been in Avalon for about three months, and has decided to stay

a while. I think she'll do fine, as she's now working for the *Catalina Islander* newspaper, and has just started a two-hour radio talk show for mariners called *Lifelines*, which is on KISL 88.7, and can be picked up online.

"After a crackerjack sail from the mainland up to **Puerto Escondido**, we arrived to find: No diesel. No gas. No cell phone service. No navigation lights at the harbor entrance. And surprisingly enough, virtually no people." So reports one sailor who cruises the Sea of Cortez each year, but because of his criticism wishes to remain anonymous.

"While anchored in the Ellipse," he continues, "we had the company of four Mexican Navy vessels, which I assume had taken refuge from tropical depression **Erick**, which had been a hurricane a few days before it arrived. It was no big deal, as the gusts maxed out at 25 knots. The arrival of the Mexican Navy must have awakened the Fonatur staff, because there is now a green port light on the breakwater. Attempts to get a red one working started this afternoon,

## JUST YOU AND THE SEA...

A photograph of a woman in a bikini sitting in a circular jacuzzi. The jacuzzi is on a balcony overlooking the ocean. The water in the jacuzzi is bubbling. In the background, there are waves breaking on a beach. A large tree is visible on the right side of the image.

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but the short chop made it difficult for the fix-it guys to get ashore. Had they landed a hundred yards north, where there is protection, they could have easily walked to the light. I might add that during hurricane **Paul** in 2012, the Fonatur staff flouted international maritime laws governing safe refuge when they insisted on charging for anchoring in a harbor of refuge. This was well-documented with the port captain, who sided with me and a Mexican maritime lawyer who just happened to show up. He suggested paying the Fonatur fees, but under protest, in order to document the disregard for Mexican maritime law and international maritime law. I'm not writing this negative review for the fun of it, but rather in the hope that it will help improve things at Puerto Escondido. I'm been coming here a long time, and it seems to me Puerto Escondido has forever been trying to attract big money and run the sailors out. If and when the fat goose lands, I wonder if it will kill and eat the golden eggs before they have a chance to hatch."

In defense of Puerto Escondido, it's

relatively remote and has yet to attract the amount of year 'round business to support significant services and facilities. As you know, when you go north of La Paz, you'd better be prepared to take care of yourself. As for big changes there, when we first cruised there in 1978, officials were touting the fact that the "fat goose" had arrived. On various occasions large sums of money have poured in, but Puerto Escondido has never gained traction as a significant tourist destination. We think much of it is due to the fact that it's primarily a spring and fall destination rather than a summer or winter one. In any event, we wish the area the best of luck, although it suits self-sufficient cruisers pretty darn well just the way it is.

"Excuse me waiter, how is the bat tonight, and does it come with a sauce?" When recently reminiscing about her five years of cruising the South Pacific with



LATITUDE/RICHARD

**Unlike at some cruising destinations in the South Pacific, it's hard to find delicious bat on restaurant menus in the United States.**

her family aboard the F/P 56 **Rhapsody**, Caren Edwards of Tiburon told us that her husband Sam once ordered the bat entree at a fancy French restaurant in Port Vila, the capital of Vanuatu. It came with a brown sauce. While Sam — an old Peace Corps hand in India and Africa — ate the bat, he said he probably wouldn't order it again.

Eaten anything interesting while cruising? We'd like to hear about it.

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**26-FT J/80, 2000.** Huntington Lake, CA. \$33,000. J/80, #384. Fresh water boat. New Quantum jib, new North spinnaker, Quantum main, and many older sails. Tacktick speed, depth and temperature instrumentation, w/trailer. See [www.youtube.com/watch?v=q6QVJSHfVc](http://www.youtube.com/watch?v=q6QVJSHfVc). Contact Daniel@ijcoca.com or (559) 349-0362.

**28-FT ALERION EXPRESS.** Sausalito. \$70,000 (1/2 of new price). Spinnaker, gennaker, GPS, holding tank, radar, autopilot, all lines led to cockpit, lifelines. "The prettiest girl on the dock." (415) 302-7490.

**25-FT CATALINA, 1986.** Point Richmond, CA. \$5,800. Fixed keel with tandem wheel trailer. Very clean, both \$5,800. Owner moved up. Many extras, roller reefing, six sets of sails, 4-stroke Johnson recently serviced and well maintained. VHF, whisker pole, boom vang, new head, stainless steel spreader brackets, retro stainless steel backing plates, bow roller upgrade, spare rudder, tiller controller, under-table drawer, swim ladder, all nav lights, two battery kit, holding tanks, bimini top. Email [lbrock@sonic.net](mailto:lbrock@sonic.net).

**25-FT MACGREGOR, 1979.** \$3,000 with engine \$5,900. Trailerable sailboat with swing keel and pop-top. Comes with full batten mainsail, one jib, one 150 genoa, 8hp new Honda electric start motor, charges battery. Sleeps 5. Galley with flip-up table. Contact (650) 704-2517 or [artastrin@gmail.com](mailto:artastrin@gmail.com).



**28-FT COLUMBIA, 1969.** Sausalito. \$5,000. Very clean, well maintained Crealock design. Great liveaboard. Roomy salon, galley, head with holding tank, large V-berth. 6 winches, 2 self-tailing, 4 jibs, good main, ready to sail. Call for more info. (727) 846-2100.



**27-FT HUNTER, 2005.** Moss Landing. \$37,500. Well-equipped for singlehander: jib and main in-mast furling, all lines aft, wheel steering, autopilot. Yanmar diesel, 230 hrs, folding prop. Aft cabin double berth, V-berth, galley, head. Professionally maintained. Trinidad bottom paint 2011. (831) 334-3630 or [jaykay32@yahoo.com](mailto:jaykay32@yahoo.com).

**27-FT CATALINA, 1974.** Alameda. \$3,500. Excellent for Bay or ocean. Good for Baja Ha-Ha. Settee model, sleeps six, stove, '95 Johnson Seamaster 9.9. Fuel tanks, genoa, needs TLC. Call Dave for info. Best offer this month takes. (408) 378-3700 or (408) 334-0233 (cell). Email [davidperry222@gmail.com](mailto:davidperry222@gmail.com).



**18-FT MARSHALL SANDERLING, 1970.** Portland, OR. \$6,500. Price reduced. Thurston sail, like new, slightly smaller for ease of handling. Tabernacle mast hinge, 6hp Evinrude, Shore Land'r trailer, excellent hull paint, excellent varnish on wood. (503) 659-2354.



**22-FT CAL, 1987.** Folsom Lake. \$4,500. Very nice sailing boat. Fixed keel, new interior, autopilot, spinnaker, roller furling 135%, excellent trailer. (916) 541-0009 or [meyermaj@comcast.net](mailto:meyermaj@comcast.net).

**24-FT J/24, 1978.** \$8,500. TP built, vermiculite job, main bulkhead replaced, Dyform standing rigging, calibrated turnbuckles, windward sheeting, roller stations all at minimum height, 8-1 boomvang, carbon fiber spinnaker pole, Tacktick wind, speed, compass and depth. New 4hp Nissan long shaft (never had gas in it) and all Ullman class sails, plus one non-class carbon jib, solar charger and gel battery, two-axle trailing with gear box, dry sailed last 7 years. Fun, fast boat. Thanks, Chris. (209) 603-7991 or [ccorbin@costco.com](mailto:ccorbin@costco.com).

## 25 TO 28 FEET



**28-FT ISLANDER, 1976.** Sausalito. \$14,500. Best looking on the Bay. New LPU cabin and decks, new standing and running rigging. Mast has new Awlgrip epoxy paint. Very dependable Volvo diesel with new valve job. Recent haul out and bottom paint. Sails in excellent condition. Owner would consider trade plus cash for 36-ft cruising sailboat. [www.flickr.com/photos/98893460@N03](http://www.flickr.com/photos/98893460@N03). Contact (415) 269-8279 or [gphillips511@yahoo.com](mailto:gphillips511@yahoo.com).

**26-FT CONTESSA, 1978.** Santa Cruz, CA. \$10,000. Small sailboat that'll take you anywhere. Tabernacled mast. Good-new main, 4 jibs, spinnaker, non-installed Harken furler. Yanmar 2GM diesel. Tiller autopilot. 2 Bruce anchors. Fresh bottom paint over barrier coat. (831) 566-0442.

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**26-FT MACGREGOR 26X, 2000.** Santa Cruz. \$17,000. Very good condition. Suzuki 4-stroke 50hp motor. Mainsail, overlapping jib, genoa, and spinnaker. Includes trailer. Comes with many aftermarket upgrades. Low engine hours. (831) 234-7594 or emery.laurie@gmail.com.

**27-FT ERICSON, 1977.** San Francisco. \$6,500. Beautifully restored. Rare factory wheel, roller-furling jib, Lazy jacks, bimini, 2-speed winches, all lines back to cockpit. 8hp outboard. New bottom paint. Overall, in very good condition. Contact (415) 810-6474 or (415) 285-8453 or patriciapolen@earthlink.net.



**25-FT CATALINA POP-TOP, 1978.** Alameda. \$6,500. Nissan 9.9hp electric/pull start, hauled/painted 5/2013, depth, holding tank, 2 mains, 2 jibs, interior upgrade. Very clean, pretty, fun, family boat. Trailerable. (510) 776-0821 or (510) 604-1208 or srt80@live.com.

**28-FT ISLANDER BAHAMA, 1982.** Antioch. \$17,500. Great Bay or cruising boat - sails like a big boat. Winner 2011 YRA HDA-K Division. Completely overhauled 2008-9. Set up for singlehanded. Teak interior. Well equipped and maintained. Email or call for details and photos: discoverybay2402@sbcglobal.net or (408) 425-5427.

**27-FT CATALINA, 1983.** CA Delta. \$9,800. This TURNKEY boat is a "must see"... loaded!! Ready to sail away. Very clean. www.flickr.com/photos/19831496@N03. Contact tbcseghi@prodigy.net or call (916) 768-4810 or (916) 853-5805.

## 29 TO 31 FEET



**30-FT PEARSON 303, 1984.** Vallejo. \$24,000/obo. Quality built, excellent condition, new bottom paint 3/2013, blister free, roller furling, autopilot, Edson wheel, mast stepped on keel, Yanmar inboard engine, Harken adjustable traveler, shower, teak interior, large V-berth, new head, much more. (707) 252-7135 or rvjohnson1000@comcast.net.



**30-FT BIRD BOAT, 1928.** Sausalito. \$35,000. The Bird Boat story is the history of sailing on the San Francisco Bay. "Nothing sails like a Bird". Six Bird Boats are still racing on the Bay from the original 24 built between 1921 and 1945. For sale: John Alden-designed Bird Boat, *Petrel*, #8. Full maintenance just completed. Ready to sail. Diesel motor, sails, Marine radio. Owned and raced by Pierre Josephs for 15 years. Want to sell to someone who will sail her in our racing season. Am selling to get funds to finish restoring the *Puffin* #12, which I will then race. Comes with Sausalito Yacht Harbor dock plus parking permit. (415) 924-2731.



**31-FT CUSTOM WYLIE, 1973.** Sausalito. \$15,000. *Moonshadow*. Designed by Tom Wylie and still a winning boat. Flush deck. New Ballenger mast 2010, main 2011, jib 2012. Raced singlehanded division 2012 1st overall. Solid boat to safely take you there and back. Simrad VHF, chartplotter, tiller pilot, wireless remote dripless shaft, dodger, LED lights, stove, berths 5. Ready for 2013/14 season. Fresh bottom paint and polish. Recent survey and engine service. Contact (415) 781-8050 or harmon@shragge.com.



**30-FT CATALINA, 1984.** Sausalito. \$19,000. Very clean. Well maintained. Universal 21hp diesel engine (rebuilt 2009), new batteries, roller furling jib, self tailing winches, galley with 2-burner stove and oven. Updated: electrical, head, sails and cushions. Slip in Sausalito. (415) 565-9258 or michelleraymondssf@gmail.com.

**30-FT HUNTER, 1979.** SF Peninsula Marina. \$6,000/obo. Boat needs some electrical and TLC. Yanmar YSM-12. (650) 728-7672 or wkoer@sbcglobal.net.



**30-FT BRISTOL CHANNEL CUTTER.** 1997. \$120,000/obo. 30-ft Lyle Hess Bristol Channel Cutter, *Tigress*, 1997, sistership to the Pardeys' famous *Taliesin*. Extraordinary craftsmanship. Mahogany on oak. Teak cabin and decks. Hull so fair many think it's fiberglass. Amazing teak and birds-eye maple interior. 27hp Yanmar. Well equipped: roller furling, storm trysail, spinnaker, sea anchor, radar, chartplotter, autopilot, windvane, refrigeration, VHF, 110V electrical, inverter, Force10 heater, Force10 stove/oven, windlass, 9-ft Fatty Knees dinghy with sailing kit, much more. Pristine like-new condition. More at www.tigress-bcc.com or (650) 868-0348.

**30-FT CATALINA, 1981.** Stockton Sailing Club. \$15,000. Universal diesel with 400 hours, tall rig, Spinnaker with pole, 3 headsails, new mainsail cover, wheel steering, dodger assembly, a must-see. (209) 481-0448 or d.felkins@sbcglobal.net.

**30-FT HENDERSON, 1996.** Carmel Valley. \$40,000. *Sea Saw*, North main, Quantum #1, North 2&3, North 2A & 3A spinnakers. In good condition. Sealed wet well. Good road trailer. Win High Sierra or Bay races. Contact (831) 277-1792 or timcordrey@rocketmail.com.

**30-FT ISLANDER BAHAMA, 1981.** Pt. Richmond, CA - RYC. \$13,900. Nice Islander. Sails nicely. 2 sets of sails, Volvo Penta diesel engine in great shape. New toilet, batteries and sail covers. Sleeps 6. Nicely maintained. (916) 220-9791 or artkhan1@gmail.com.

**30-FT BIRD BOAT, 1924.** Sausalito. \$18,500. Classic SF Bird Boat, *Mavis* #4. Restored; two sets of sails including spinnaker. Inboard Yanmar engine. Elegant interior. Contact johnfergo21@gmail.com or (415) 891-8244.

## 32 TO 35 FEET



**34-FT EXPRESS, 1988.** Richmond Yacht Club. Best reasonable offer. Well maintained, great sails, fast, great sailing boat. Contact c\_longaker@sbcglobal.net or (415) 450-1113.



**34-FT O'DAY, 1982.** Alameda. \$30,000/obo. North sails, jib furler, spinnaker. 24hp Universal diesel. Gori folding prop. (7) 2-speed self-tailing winches, Autohelm, 3-burner stove and oven. Refrigeration. New batteries and inverter. Excellent Bay, Delta and club racer. (510) 581-4720.

**32-FT SAMPSON C-MIST.** \$5,000/obo. Professionally plastered and cured. Westsail cutter-rig. aluminum, stainless, 6 Dacrons. Needs new cockpit and major overhaul. Lively to windward at 5 knots. Gordon Strassenburgh, 275 N. Broadway, #304, Coos Bay, OR, 97420.

**34-FT CATALINA C 34, 1990.** Alameda. \$49,000. Classic boat with "walk through" transom, furling jib, bottom painted June 2013. Very clean, well maintained. Email billsailbay47@hotmail.com.



**32-FT ISLANDER, 1978.** Alameda. \$22,000. New sails, canvas with full cockpit enclosure. New standing rigging, and lifelines. New varnish and cockpit cushions. New interior upholstery. Engine perfect, with new batteries, charger, and alternator. New dripless cutlass shaft seal. Interior in brand new condition with fresh paint, varnish, and carpet. New head and holding tank. New stove/oven. Have survey for boat. Bottom cleaned in May '13. Extra gear not installed: Schaefer roller furling unit (2100 series). Pedestal guard. This boat is ready to sail - no work needed. Really, this boat is perfect. www.flickr.com/photos/75382361@N04. Contact (415) 912-9692 or (415) 271-2429 or leo@leosolomon.com.

**33-FT NEWPORT, 1984.** San Rafael. \$19,000. Perfect SF Bay boat or live-aboard, six-foot-plus headroom, Universal diesel with 830 hrs, set up for singlehanded sailing, bottom has some small blisters. (415) 717-8520 or (415) 453-7624 or harp5290@gmail.com.

**34-FT CAL, 1968.** South Beach Harbor, San Francisco, CA. \$8,900. Good condition, Atomic 4 engine, runs and sails great! Call or email for info. (408) 315-4254 or Sullivan\_const@yahoo.com.



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**33-FT CS (CANADIAN SAILCRAFT), 1981.** Alameda. \$22,500. Well built Canadian boat in very nice condition. Dutchman flaking, crisp clean sails, wheel steering, diesel, Force 10 propane stove, Garmin GPS Map 492 mounted at helm, Uniden UM525 VHF w/remote, recent fuel tank replacement, CD player with iPod connection, new lifelines, full-size chart table, drop leaf teak table, sleeps 5. Sails the Bay comfortably and fast. PHRF 150s. Survey available from June 2012. Contact (510) 325-4420 or bradkerstetter@yahoo.com.

**32-FT CATALINA 320, 2000.** Berkeley. \$64,000. Dodger, new mainsail, roller furling jib, good condition; well maintained within the OCSC fleet. (209) 872-0331 or moody\_robort@hotmail.com.



**33-FT NORWEST, 1978.** Santa Cruz. \$24,000. Recent \$10,000 haulout included brand new upgraded rudder and thru-hulls. Engine professionally serviced: new fuel lines and filters, exhaust elbow, waterlines, pump, new fuel tank. Newer Hodges sails in very good condition. Schaefer furler. New head and holding tank. New batteries and charger. Regular dive service. Transferable monthly berth or will deliver boat anywhere in California. The Norwest 33 is a respected offshore cruiser. Streamlined design exhibits high performance and easy handling characteristics. Contact (831) 207-1556 or Dove\_Sailing@yahoo.com.



**34-FT PETERSON, 1978.** Alameda. \$24,500. Yanmar 36M30F (300 hrs), hard dodger, solar panels, radar, autopilot, lines led aft, GPS, new oven, new holding tank. Too much to list all. Offshore ready. Pictures can be seen on craigslist. (510) 927-7322.



**35-FT J/105, 2001.** SFYC Belvedere Slip #152. \$89,500. 2001, J/105 #450. Excellent condition, always professionally maintained to the very highest standards. Raced lightly in Friday Nighters, never big class regattas. Fast boat, season winner many times. S&S blue Awlgrip, 2 mains (one 2010 excellent), 3 jibs (one new-2012), 3 kites. B&G Hydra w/autopilot. Raytheon GPS, Icom VHF. If you're looking for a J/105, you must see this boat before buying anything else. Contact (415) 640-3363 or (415) 341-7787 or pstoneberg@usa.net.



**32-FT FUJI, 1977.** San Diego. \$27,500. Well loved and cared for, but illness prevents cruising this fall. New sails including staysail and drifter, new dodger, upholstery and electrical, reliable diesel - 800 hours. Priced to sell quickly. <http://sandiego.craigslist.org/csd/boa/3862977666.html>. Contact (202) 680-0091 or (202) 714-2002 or adam.hopps@gmail.com.



**34-FT ERICSON, 1987.** Alameda. \$48,000. Great condition inside and out with many recent upgrades and extras including Harken winches and roller furling, canvas, color radar/GPS, DSC radio w/remote. See full list and pics on web: [www.ericson34.blogspot.com](http://www.ericson34.blogspot.com). (530) 320-4055 or frankw.quinn@yahoo.com.

**33-FT SPAULDING, 1969.** \$19,900. Quick, balanced, designed by Myron Spaulding, highly regarded Bay Area designer and sailor. 9th built with finest materials by talented pattern maker Ivan Davies. More info at [http://en.wikipedia.org/wiki/Myron\\_Spaulding](http://en.wikipedia.org/wiki/Myron_Spaulding) and [www.spauldingcenter.org/myron-spaulding.html](http://www.spauldingcenter.org/myron-spaulding.html). Photos at [http://plus.google.com/photos/107257849662934202751/albums/5901004776320496369?authkey=CJCU\\_e2mz-dShDw](http://plus.google.com/photos/107257849662934202751/albums/5901004776320496369?authkey=CJCU_e2mz-dShDw). Email jonah\_ward@hotmail.com.



**35-FT SANTANA, 1980.** South Beach Marina. \$7,500/obo. Fully equipped, new sails 2011, new lines 2012. New bottom paint 2012. Includes spinnaker and running rig, life jackets and spares. Owned and pampered for 13 years, she has given us endless joy and logged hundreds of incident-free trips on the Bay and beyond. If interested we can arrange for a trial sail and let her sell herself. Check her out. Price negotiable. (415) 378-5397 or [crispin.barker@comcast.net](mailto:crispin.barker@comcast.net).



**33-FT S2 10.3, 1983.** Marina del Rey. \$35,000. Fast, comfortable, and inexpensive (fits in 30-ft slips) racer/cruiser. PHRF 117 with rod rigging, below decks autopilot, refrigeration, pressurized hot water, oven, flat screen and 7 sails! Yanmar diesel. Bottom painted June 2012. (310) 463-8406.



**32-FT PEARSON VANGUARD, 1966.** Alamitos Bay. \$11,500. Custom teak interior, newly upholstered cushions throughout the boat, new rigging and mast rebuilt by Sea Tek, bottom paint, hull painted April 2011. Roller furling, Autohelm tiller master, VHF radio, Loran, AM/FM radio/CD player. Under 300 hours on Atomic 4 rebuilt by Terry Brown. (714) 960-6489 or (714) 270-3046 or [j.j.wedde@gmail.com](mailto:j.j.wedde@gmail.com).

**ERICSON 35 MK II, 1977.** Richmond YC. \$39,000. Bruce King design. Loved, well maintained and upgraded. Sleeps 5, wheel/tiller steering, Yanmar diesel (280 hours). Separate engine battery. Lots of detailed info and photos on website: [www.ericson351977.blogspot.com](http://www.ericson351977.blogspot.com). Contact [sqsailors@hotmail.com](mailto:sqsailors@hotmail.com) or (925) 935-4413.

**32.5-FT PEARSON VANGUARD, 1965.** Berkeley Marina. \$9,000. Great classic cruising sloop. Call Stan, (510) 978-2793.



**35-FT HINCKLEY PILOT YAWL, 1966.** SFYC. \$70,000. *High Tide* is a two-owner, full-keel classic Sparkman & Stephens design. Hand-laid fiberglass hull. Westerbeke diesel. Wheel steering. Gray Awlgrip topsides. Varnished teak trim. Roller furling jib, full batten main, lazy jacks, jiffy reefing. Sleeps four. Honduras mahogany + teak throughout. Teak and holly sole. Head w/stainless sink, shower, hot/cold pressure water. 3-burner propane stove, refrigerator. 3 screened hatches. 8-ft Avon inflatable, Honda outboard. More at <http://hinckleypilot35.ning.com/photo/photo/listForContributor?screenName=2oz7adc9pf1um>. Contact (415) 435-9565 or [sswan200@aol.com](mailto:sswan200@aol.com).

## 36 TO 39 FEET



**36-FT CS, 1984.** Brisbane Marina. \$57,000. This remarkable performance cruiser was designed by Ray Wall of Camper and Nicholson's and built in Canada by Canadian Sailcraft. *Wind Dancer* was recently hauled, has new standing rigging and a rebuilt 33hp Westerbeke diesel. Original owner. Ordered direct from factory in 1984 with numerous upgrades. Equipment includes autopilot, B&G instruments, Technautics freezer/fridge, Isotherm water heater, Force 10 stove, inverter/charger, dodger, 9 Lewmar winches, Harken furler, 3-blade prop, extensive ground tackle, and more. (650) 333-0005 or [jallan@sdrvusa.com](mailto:jallan@sdrvusa.com).

**36-FT ISLANDER, 1979.** Sausalito Yacht Harbor. \$35,000. Great family boat for SF Bay. Well maintained, lightly sailed. Westerbeke L-25 diesel, autopilot, Avon dinghy, newer Hood mainsail. Genoa, spinnaker pole, new head. (707) 255-5649 or (707) 337-1583.

**39-FT YAWL, 1956.** Deer Harbor, Washington. \$38,000. Classic, custom built by Luders, cold molded, epoxy and Dynel on hull. Completely renovated and upgraded 1999, 90hp diesel engine. Featured in Sports Illustrated 1957. Ready to cruise the Pacific Northwest. (360) 376-3118 or [brusun74@hotmail.com](mailto:brusun74@hotmail.com).

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**38-FT FREEDOM, 1990.** Santa Barbara. \$59,900. Performance Cruiser built by Tilton Pearson. Full galley, head, exterior/interior showers. Beautiful teak interior w/two cozy cabins. Pedestal/bulkhead mounted wind instruments, depth sounder, GPS. Electronic windlass, two Fortress anchors, 150+ feet of chain. Epoxy primed and painted with Flag Blue Awlgrip LPU (2012). Yanmar 27hp overhauled (2013). Fresh bottom paint (2013). Four sails, including self-tacking jib (Hoyt boom) and self-gybing spinnaker. Designed for shorthanded cruising. Offered by original owners. Email rrwales@gmail.com.



**36-FT CRUISING CUTTER, 1978.** Newport Beach, CA. \$29,500. A no-compromise cruising boat, designed for a couple to cruise. Fiberglass. VERY solidly built. Long cruising keel, with cutaway forefoot. Large, warm wooden interior - large tankage, large locker space and much in the way of storage. Center cockpit, cutter-rigged. A cozy aft cabin, with much storage, and a comfortable, athwartship double bunk. Main cabin has an L-shaped galley, large settee area (convertible for sleeping), much storage, full head, and separate shower. A solid, roomy, cozy boat - perfect for living aboard, extended weekends, or long-distance liveaboard/cruising. Contact (949) 500-3440 or nb92663@hotmail.com.

**38-FT CATALINA.** South Beach Harbor. \$49,000. Hull #110, original owner. All Bariat winches, including Bariat 32, three-speed self-tailing. Extensive suit of racing sails, including 3/4 oz and 1 1/2 oz spinnakers and fully battened main with lazy jacks. Pedestal mounted wind instruments, knot meter, and depth sounder. 24hp Universal 3-cylinder diesel. Gori folding prop. Hydraulic backstay. All teak trim with new Sunbrella cockpit cover. Berthed at South Beach Harbor. Email avalleaup@yahoo.com.

**37-FT CREALOCK, 1979.** Monterey. \$41,000. Cruising consultants, new LPU entire boat, new interior, new Yanmar. More at [www.crealock37forsale.com](http://www.crealock37forsale.com). Email for pics and video. (831) 234-4892 or dcd987@gmail.com.



**38-FT CATALINA 380, 2000.** Marina Village. \$117,500. Well maintained in beautiful condition. Deep keel, tall rig, all electronics, microwave, inverter, new batteries '12, new bottom '11, Westerbeke 40hp, 515 hrs, prof. serviced, beautiful interior, 6'9" headroom, Queen aft cabin. More at <http://catalina380bonneviudeux.shutterfly.com>. Contact (408) 828-0837 or billsails2@yahoo.com.



**37-FT ISLANDER, 1968.** Berkeley, CA. \$31,000. Great condition, proven quality classic, 2nd owner, professionally maintained, cruise or live aboard, Universal diesel, numerous upgrades. Bottom done at KKMI - 11/2012, roller furling jib, wheel steering plus original tiller. (510) 253-3044 or (510) 899-6118.



**39-FT DUFOUR, 1995.** Marina del Rey, California. \$64,000. German Frers design, 3 cabin, 1 head, dodger, bimini, roller furling, lazy jacks with sail bag, wing keel, dip pole, rigged for singlehanded. Fridge/freezer, stove, 10-ft Achilles. (310) 749-9453 or Fred@Soelter.us.

**38-FT MORGAN CATALINA.** Center Cockpit, 1993. Oyster Cove Marina, South San Francisco. \$73,900. Westerbeke 38hp, 5KW generator, in-mast furling, Sabot dinghy w/mast/sails, davits, Adler-Barbour refrigerator/freezer, dodger, bimini, Heart inverter/charger, tri-data, autopilot, GPS/chart, 2 VHF radios, 2 electric 1-man bilge pumps, NEW: Furuno radar, flat screen TV w/DVD player, 2 electric heads, 3 batteries, Force 10 stove, manuals for everything. [www.flickr.com/photos/94452881@N08](http://www.flickr.com/photos/94452881@N08). Contact (415) 515-9210 or karlrech@yahoo.com.



**38-FT HUNTER 380, 2001.** San Diego. \$129,000. Outfitted for extended cruising in 2012. 20gph watermaker, Honda generator, 300w solar, autopilot, radar, dinghy, VacuFlush head, low hours, electric windlass, LED, spares. Bottom paint 2013. 100-ton captains/owners can train/deliver. More at <http://pacificsailors.com>. Contact (619) 537-6760 or info@pacificsailors.com.

**39-FT CAL.** Long Beach, CA. \$49,000. Excellent condition, new roller furl, 24 mile radar, inverter, AM/FM stereo/CD, new VHF radio/GPS, chartplotter/GPS, LP gas stove/oven, dodger/bimini, new bottom paint '11, LP mast, head, water heater, hot and cold shower, refrigeration, 50hp diesel, autopilot, full wind/speed instruments. New hydraulic backstay, large solar panel, lazy jacks, 8-1 engine hoist, new golf cart and starting batteries, 2 anchors and chain/rode, great sail inventory. All standing rigging replaced in last 4 years. (562) 607-7310.



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**47-FT BENETEAU 473, 2002.** Westport Harbor-Redwood City. \$220,000. Excellent condition. 2-cabin model, Panda generator, heat/AC, 5'6" draft, Cherry wood interior, bow thruster, MaxProp, electric winches, radar, etc. (415) 613-2843 or MarbleLaw@me.com.

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**47-FT SAMSON KETCH.** Costa Mesa. Nearly completed, bluewater Samson ketch, Costa Mesa. Insulated ferrocement, full keel, center cockpit, full mahogany interior, 3 staterooms, 2 heads, 2 helms, 80hp Ford Lehman, 7 sails. Contact Rod for video/inventory list. (714) 963-9282.



**47-FT VAGABOND, 1982.** Brisbane, CA. Entertaining pre-listing offers. *S/V Natural High* is for sale. 1982/95/99 Vagabond 47, 56' LOA. Too many details to list, see website for more details and photos: <http://svnaturalhigh.com>. Email [info@svnaturalhigh.com](mailto:info@svnaturalhigh.com).



**41-FT FORMOSA YANKEE CLIPPER.** 1978. San Pedro. \$59,000. 47', 12.5' beam. Rebuilt Perkins 4108 <200 hours, Kemp Seldon Spars internal halyards-3/8" with Stalok fittings. Stainless steel water tanks, aluminum fuel tank, large cradled liferaft, SSB radio, Comnav autopilot, separate shower, full Pullman berth, U-shaped galley, double sink, Seaward stove, two refrigerators, watermaker, electric toilet, dodger and bimini, Isotherm water heater, Achilles dinghy, additional upgrades. Available 8/6/13. Beautiful boat. (562) 833-1800 or [sequoia79@msn.com](mailto:sequoia79@msn.com).



**44-FT MILLER MARINE, 1981.** San Rafael. \$125,000. Comfortable, fast cruiser ready for Mexico. Bainbridge Island shipwrights, custom teak interior, Perkins 85hp, solar, davits, great condition. Veteran of Mexico, Panama, Alaska. Winner, Oregon Offshore Race to Victoria BC. [www.YachtContessa.com](http://www.YachtContessa.com). Contact (707) 303-6330 or [Bob@SkyeYachts.com](mailto:Bob@SkyeYachts.com).



**CATALINA 42 MK II, 2002.** Friday Harbor, WA. \$169,000. Pristine condition, meticulously maintained, and ready to go cruising. *S/V Ma'alahi* was ready to set sail north to Alaska this summer. Divorce forces sale. More at <http://CatalinaSailboatForSale.blogspot.com>. Call (360) 370-5976.

**43-FT J/130, 1994.** Oceanside, CA. Best offer. Performance racer/cruiser in excellent condition. Carbon mast, Yanmar 47 turbo, race, cruise inventory, wireless TackTicks. Watermaker, solar, 400 amp battery bank, windlass, sun canvas, anchors, slip. Photos: <http://s1322.photobucket.com/albums/u579/siroccoJ130>. Contact (760) 519-9863 or [leepryor@cox.net](mailto:leepryor@cox.net).



**40-FT CAL SHAMAN, 1966.** Alameda, CA. \$98,000. Best equipped Cal 40 on the West Coast. Fully equipped for racing to Hawaii, coastal races, around the buoys, fully crewed or shorthanded, as well as cruising on the weekends with the family. Huge 3DL sail inventory, many upgrades including rig, instruments, autopilot, watermaker... Easomized. Must be seen. Complete specs on blog: [www.sailblogs.com/member/cal40shaman](http://www.sailblogs.com/member/cal40shaman). Contact (415) 725-9581 or [swaterloo@gmail.com](mailto:swaterloo@gmail.com).

**40-FT CHEOY LEE OFFSHORE, 1972.** Monterey, CA. \$15,000/obo. Bargain beauty. Solid FG, aluminum mast, Perkins 4-108, 100 gal. water/fuel, OK teak decks, Sabot dinghy. Medium project with many new extras ready to install. Must sell, cash only. Contact (831) 238-7567 or [alohasperdy@outlook.com](mailto:alohasperdy@outlook.com).



**46-FT KELLY PETERSON, 1982.** Morro Bay, CA. \$159,000. Stretch/upgraded version of the Peterson 44. Built to highest standards by Jack Kelly Yachts. Teak interior. Fully enclosed cockpit w/fiberglass dodger. Fiberglass decks. Solar panels, wind generator, genset, watermaker, separate freezer, 2 autopilots, Raymarine electronics, heavy ground tackle, ample SS tankage, furling jib and staysail, electric main, gennaker. Custom deck box for SCUBA compressor and gear. Cruise ready. Latest survey put replacement cost at \$545k. (408) 710-0693 or (805) 459-1909 or [eddiekamp@sbcglobal.net](mailto:eddiekamp@sbcglobal.net).



**40-FT KAURI WARWICK.** (one-off), 1983. Whangarei, New Zealand. \$200,000. Kiwi-built triple-skin cold-molded kauri cutter. Details, go to house website below. More at [www.americankiwihome.com](http://www.americankiwihome.com). Email [neptune@ecentral.com](mailto:neptune@ecentral.com). 150A Beach Road, Onerahi-Whangarei, 0110. New Zealand.



**43-FT MAURITIUS.** Fiberglass ketch, 1989. Morro Bay. \$70,000. Bruce Roberts center cockpit, aft cabin ketch. In-mast furling w/new sails. Norseman terminals, Lewmar winches and Vetus windlass. Fully equipped, strong and seaworthy family cruiser. Recent survey. Reasonable offers considered. (805) 674-0678 or [CAPTJJ@charter.net](mailto:CAPTJJ@charter.net).



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**42-FT CASCADE, 1972.** Redwood City. \$40,000. New sails, watermaker, Autohelm, new rigging, ice maker, marinized Westerbeke and more. Needs work on deck. Spent a lot, asking for less. (650) 704-2302 or [galaxaura@gmail.com](mailto:galaxaura@gmail.com).



**46-FT FS FORD CUTTER/SLOOP.** *Califia*, 1961. Mazatlan, Mexico. \$30,000. F.S.Ford design cold-molded red cedar over planked hull 1996, 45,000 miles sailed Mexico and South Pacific. S.S. rigging, aluminum spars. See *Califia* on [http://Yacht\\_World.com](http://Yacht_World.com) for photos. Owners TFO. [www.mazmarine.com](http://www.mazmarine.com). Email [kd6pgz@aol.com](mailto:kd6pgz@aol.com).



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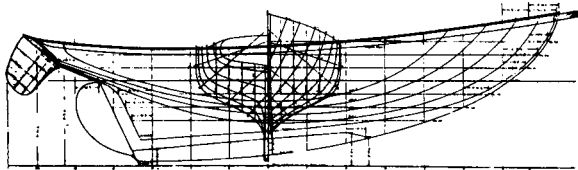
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**46-FT FARR, 1985.** Seattle. \$199,000. Original owner, fast cruiser, frac rig, mid-ship cockpit, Perkins 4-108, fully equipped for coastal and offshore - including radar, AIS, SSB, inverter, watermaker. Call or email for photos and specs. (360) 471-4540 or jsprouse01@gmail.com.



**46-FT LIBERTY 458, 1983.** Stockton. \$160,000. *Charissa* is for sale and ready to go. Just returned after 7-year stay in Puerto Vallarta, Mexico where she proved herself to be a very competitive cruiser. 1 of 30, large salon, two-cabin with great den layout. Perkins diesel, center cockpit with large aft deck. Well maintained inside and out. Solar panels. Wind gen. Dinghy with outboard. Cockpit enclosure and full boat cover. She is a must-see. (209) 481-4782 or tjones2451@yahoo.com.



**47-FT 473 BENEATEAU, 2006.** Marina Village, Alameda, CA. \$260,000. Cruise ready. White hull. Deep keel. Teak decks, 3-cabin. 75hp Yanmar, 7.9 Westerbeke generator, Spectra Newport watermaker, air conditioning, custom upholstery, cherry wood interior, bow thruster. Much more. Contact (530) 545-9540 or jmbtahoe@yahoo.com.

**41-FT MORGAN OUT ISLAND, 1972.** Marina del Rey. \$59,500. Offers considered. Sloop/cutter, center cockpit refurbished. 50hp Yanmar diesel (100 hours), radar, Icom 710, watermaker, 5 sails. For pictures, go to: [www.yachtsoffered.com](http://www.yachtsoffered.com), then listing 1291754. (661) 548-6603 or (661) 388-7670 or hwolthuis@juno.com.

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**40-FT SWIFT CENTER COCKPIT.** Fiberglass ketch, 1978. San Francisco. \$76,000. Sparkman & Stephens design, hull No. 1, Lloyds certified construction. Pisces Marine (Isuzu 3AB1) 3-cyl 40hp diesel. Substantial deck hardware upgrades and improvements. Strong, stable, sea kindly. Berthed Pier 39 Marina. Email [challengesea@yahoo.com](mailto:challengesea@yahoo.com).



**50-FT KANTER, 1989.** Sausalito. \$200,000. 50-ft steel ketch, Ted Brewer design, round chine, Isuzu diesel, Northern Light generator, dual Wagner hydraulic steering stations, electric compasses, inverters, flow-through water heaters and refrigeration systems. Comnav hydraulic autopilot, Spectra watermaker, hydraulic and electric bilge pumps, fuel transfer pump, VHF, SSB and Ham radio. Bomar hatches, stainless and bronze ports, hydraulic windlass, self-tailing winches, excellent sail inventory and much more. Sleeps at least 7 comfortably, (3 staterooms). Excellent cruising/liveaboard yacht. She has made it south of the equator and back with many more local trips. Can be crewed by two comfortably. (415) 331-4438 or ssq3131@yahoo.com.

**41-FT CT WORLD CRUISING KETCH.** 1977. La Paz, Mexico. \$80,000. Seller very motivated, make reasonable offer. Over \$250,000 invested, tons of new equipment, own for fraction of replacement value. More at [www.yachtsoffered.com/listing.php?yacht\\_id=188](http://www.yachtsoffered.com/listing.php?yacht_id=188). Email for complete specs, refit list, pictures and recent survey: [fullercpa@hotmail.com](mailto:fullercpa@hotmail.com).

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**47-FT SKOOKUM, 1974.** Santa Cruz, CA. \$82,000. Just returned from Patagonia and the South Pacific Islands. A well respected, full keeled, heavy displacement cruising yacht with lots of character. All needed for cruising is here. Must see to appreciate. Contact (831) 334-5832 or captainstevencphillips@yahoo.com.



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**42-FT CATALINA, 1990.** South Beach Harbor, San Francisco. \$89,900. Great condition. Extensive upgrades. Full spec at: <http://leluya.blogspot.com>. Contact (650) 716-4548 or leluya123@gmail.com.



**44-FT TARTAN 4400, 2003.** Channel Island Harbor. \$379,000, or trade? Reduced price! Dark green hull, low hours, bow thruster, electric winches, VacuFlush heads, spinnaker, new batteries, new LP and bottom paint, numerous other options/upgrades. See test sail at: [www.youtube.com/watch?v=ckZHxXEAMec](http://www.youtube.com/watch?v=ckZHxXEAMec). Contact amjohn@sbcglobal.net or (530) 318-0730.



**40-FT J/120, 2001.** San Francisco. Very clean and well maintained 2001 J/120. Extensive Quantum race sail inventory, lightly used, full B&G instrumentation including GPS interface, Yanmar diesel, plus much more... (650) 363-1390 or (650) 722-2389 or richferrari@yahoo.com.



**46-FT IRWIN.** Center-cockpit ketch, 1982. San Rafael. \$82,870. Spacious cruiser/liveaboard, 3 cabins, sleeps 8, easy for crew of 2. Perkins diesel, 62hp. Recent haulout, over \$50k restoration. Taking best offer before I move to NYC. <http://ourethos.wordpress.com>. Contact derrickhensman@gmail.com or (310) 874-3727.



**40-FT BRUCE ROBERTS.** Cutter rigged sloop, 1984. Bradford Island, CA. \$27,000/obo, land trade. *Windy*: Documented, 37-ft LOD, bluewater, custom-built, classic design. Hull is 1-1/8" fiberglass, laid with Seaflex matting with integrated reinforcing fiberglass rods. Heavy-duty windlass, 4 anchors including 45lb CQR. Flush deck, hard dodger, 36hp diesel. Very sea kindly; proven Mexico cruiser. Comfortably built solid wood interior/mahogany, teak, maple. Bosch on-demand hot water heater, queen bed. "Little ship". Brad. (209) 406-0965 or (209) 855-4085 or bnrddeltadreamer@aol.com.

## 51 FEET & OVER



**53-FT SKOOKUM KETCH, 1977.** Richmond. \$135,000. Former fishing vessel. Gear removed and fishhold converted to quarters. Detroit 4-71 with 9000 hours. 2000 gallons fuel. Great as bluewater cruiser, dive charter, liveaboard. Full electronics albeit somewhat dated. Strong seaworthiness reputation. Email evtogo@aol.com.



**58-FT STEEL PILOTHOUSE.** Expedition Sailing Ketch, 1999. Malaysia. \$750,000. Steel world cruiser, fully hydraulic. Includes lifting keel and rudder, bow thruster, windlass, winches, new sails. Quality boat. Cash or trade for quality real estate. More at <http://apolloeduck.net/279408>. Contact (+60) 112-686-6453, (+60) 14-672-5741 or brentmobile@yahoo.com.



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**25-FT VERTUE, 1957.** Sausalito. Best offer. Cheoy Lee Vertue 88. Substantially original, new Brunzeel deck, recently rigged, needs cosmetics. Best offer. Contact [intrepidmarine@sbcglobal.net](mailto:intrepidmarine@sbcglobal.net) or (415) 559-3117.

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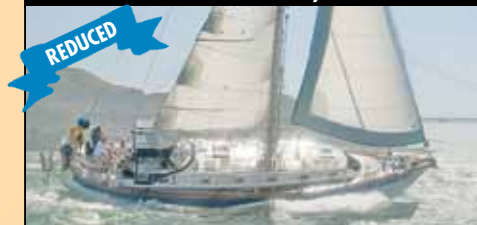
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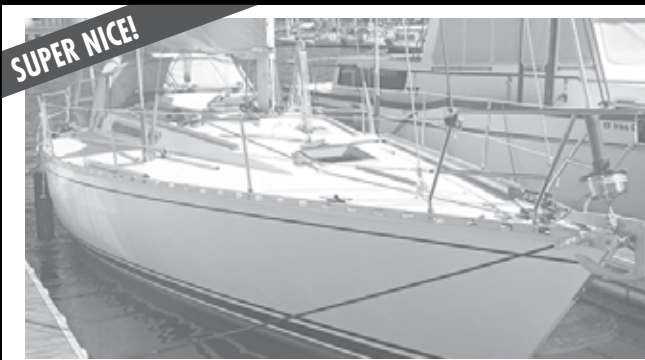
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