

Latitude 38

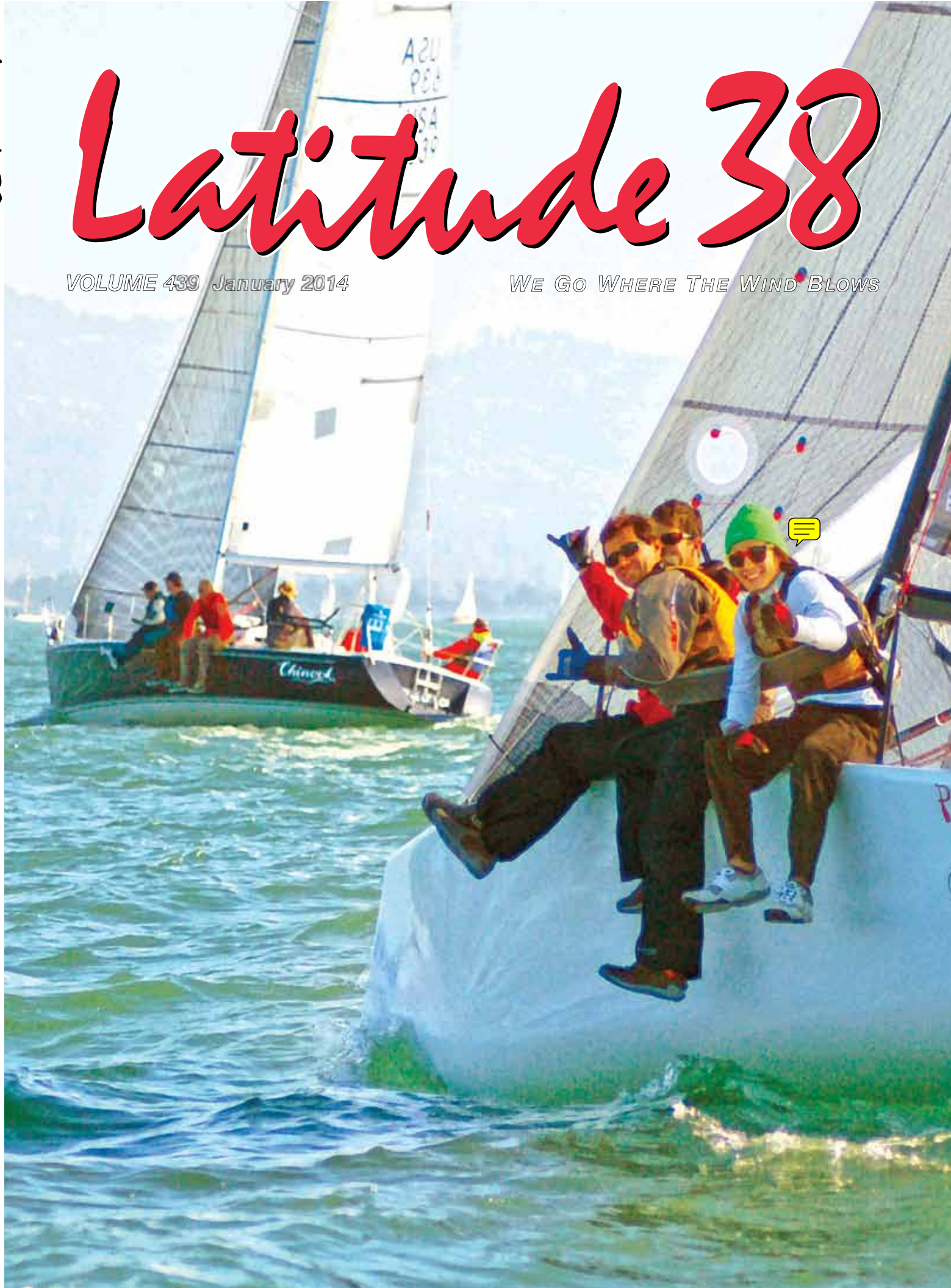
# Latitude 38

VOLUME 439 January 2014

WE GO WHERE THE WIND BLOWS

JANUARY 2014

VOLUME 439



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# MIDWINTER RACING



# OPPORTUNITIES



ERIK SIMONSON / WWW.PRESSURE-DROP.US



LATITUDE / ANDY



**S**an Francisco Bay delivers some of the most exciting sailing conditions the world over — primarily in the summer. Come wintertime though, cooler weather, lighter breezes, stronger currents and even the chance of the occasional rain squall change the sailing dynamic dramatically. For many, though, this is an opportunity not to be missed. It turns out a lot of sailors really en-

joy these conditions, making midwinter racing extremely popular and a great time to hone one's sailing skills.

This is probably why the majority of yacht clubs, from Santa Cruz to Vallejo, run midwinter regattas. Unlike in the busier summer season, yacht clubs slow the pace during the winter and often host just one or two races a month on a specific weekend. But if you are

a diehard, you can sign up with more than one club and race pretty much all winter long. Check out *Calendar* on page 12 of this issue for details.

Some rough math shows that well over 300 boats are participating this season. This number doesn't include 100+ boats that race in Richmond YC's Big Daddy or the 100+ boats that are expected at the Corinthian YC's two up-

*Spread: It's often about having momentum and being in the available breeze, as was the case at Berkeley YC's midwinter series on the Olympic Circle December 14. Clockwise from above: 'Personal Puff' (left) and 'Lightwave' find good pressure at the top of the RegattaPRO course; 'Solar Wind' participating in South Beach YC's Island Fever series; a tight rounding aboard 'Chinook' on the RegattaPRO course.*

# MIDWINTER RACING

coming midwinter regattas.

You don't have to go far to find sailors who will talk about why they enjoy midwinter racing. Trig Liljestrand, for instance, has raced midwinters for three seasons now on his J/90 *Ragtime*.

"Midwinter races are a lot of fun," he says. "It's a great opportunity to race in lighter winds and better understand the currents in various parts of the Bay. We also enjoy the more active marine life during the winter season, too."

Liljestrand is no slouch on the water, and it probably has to do with the fact that he takes this time of year to bring

new crew onto his boat. "Midwinter racing allows us to practice spinnaker racing, tacking, and jibing with new crewmembers."

And he's right. Everything seems to move in slow motion during midwinters, making it easier for fresh crew to concentrate on learning their new roles, rather than trying to avoid massive injuries or drowning in spray as the boat races through 25 knots of breeze against an ebb chop.

"Midwinters generally offer lighter air and less stress than our summers," says Bobbi Tosse, longtime Berkeley YC

PRO. "There's a lot less blood and gore, and they're fun!"

Even a handful of Lake Tahoe boats have joined in the racing. A group of five boats — two Express 27s, two Olson 30s and a J/24 — come down to sea level to race on the Bay. No doubt it's a welcome respite from the cold mountain weather.

Ray Wilson of the Olson 30 *Chaos* is one of the Tahoe migration. For Wilson, who's raced midwinters with his extended family since 2004, it's all about spending time with his family and having fun. "For us, racing midwinters gets

*There's plenty of racing happening on the Circle. Clockwise from upper left: 'Elise' and 'Moonlight' mix it up; Tony Castruccio on his J/30 'Wind Speed' trying to find more speed with less wind; Mark Howe's J/70 'Red' among the Melges 24s; Karl Robrock's Moore 24 'Snafu'; Jim Duffy's J/105 'Chinook' crew getting busy rounding the windward mark; a classic midwinter clusterfuck!; Duane Yoslov's 'Nothing Ventured' looking for opportunities.*



# OPPORTUNITIES

us out of the snowy weather at least one weekend a month," he says. "The other racers are always welcoming, and there is always great racing. Sailing against other well-handled boats helps us to sharpen our crew skills."

Lake Tahoe's Don Newman began racing the Berkeley Midwinters in the mid-1980s, and these days he and his partner race their Olson 30 *Yankee Air Pilot*. He says that the one-design racing opportunities, which are hard to come by on Lake Tahoe, really make it enjoyable. "The light-air conditions and shifty winds are so Tahoe," Newman says. "The lake boats are used to the frustrations of light-air racing and can do well in the Bay."

Over in the South Bay, Sequoia YC member Tim Peterson says he sees many benefits to midwinter racing. "The Winter and Redwood Cup series give new crew a chance to get familiar with the boat and to gain experience with setting sails or taking the wheel in conditions that are generally forgiving. We appreciate the chance to be out on the water all year long."

He finds that it's a great way to build confidence, communication skills and team spirit. Of course, there's always the chance for a wild ride during the winter — think gusting winds and driving rain — that makes racing both challenging and rewarding.

To Sequoia YC's Rear Commodore

Rick Gilmore, midwinter sailing on the South Bay has always been an opportunity to scale it back a notch. Indeed, the 20-knot breezes commonly seen in the summer are gone. Racing on a winter afternoon lets you focus on sail trim and really watch what the current is doing to boat speed and try to use it to your advantage. "Midwinter sailing in light air is a chance to practice the skill of paying attention," Gilmore says.

So be sure to get out there and sail this season. Midwinter racing is perfect for sharpening your skills, training new crew, and keeping your sailing calendar full year-round while having fun at the same time.

— **latitude/ross**



ALL PHOTOS LATITUDE / ROSS EXCEPT AS NOTED

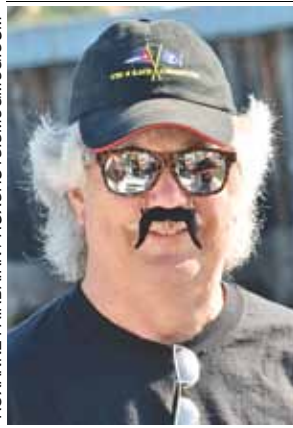
# 2013 — THE YEAR

HELENA DARVELID



Paul Larsen's 'Vestas Sailrocket 2' smashed the sailing speed record by reaching a top speed of 65.45 knots.

ROXANNE FAIRBAIRN / ROXSHOTS.SMUGMUG.COM



Bay sailors came together to celebrate the memory of Rob Moore during the final Corinthian YC Midwinter.

Giovanni Soldini and crew sprinted 14,000 miles from New York to San Francisco aboard the sleek VOR 70 'Maserati' to clobber the Clipper record.



BJOERN KILS

COURTESY OJO ROJO



The 'Ojo Rojo' crew dealt with an uninvited guest while at anchor in Tenacatita Bay.

FRANK GUNDRY



The crew of this Ranger 26 was lucky to escape after sailing between a tug and her tow.

ERIK SIMONSON / WWW.PRESSURE-DROP.US



In case you missed any of the triumph and tragedy of 2013, here's a recap of the year's top sailing stories and the issues in which they appeared. **January:** *Vestas Sailrocket 2* smashed the world sailing speed record — twice! Disabled sailor Kathi Pugh was BAADS Season Champ. The Houlihan siblings cruise the world on separate boats. Snakes slithered aboard one cruising boat in Mexico, surprising the skipper with a bite to the toe.

**February:** 'Golden Boy' François Gabart won the Vendée Globe, a nonstop singlehanded race around the world. Plans for the SF2SF Ocean Race, a nonstop around-the-world race starting (and finishing) in San Francisco. We took a tour of the Farallones with Tim Sell. Marin's Johnny Heineken took home a nice watch for winning the Rolex Yachtsman of the Year.

**March:** We talked with Carol and Wayne Hendryx about taking hundreds of people sailing aboard their catamaran *Capricorn Cat*. The vintage Farallone Clipper *Echo* (#12) was lost between Fiji and New Caledonia. We featured just a handful of the 30 or so boats Buz Glass has owned over his 50 years of sailing. Who knew whale poop was so valuable? The Three Bridge Fiasco offered up delightful conditions for 333 boat crews. Giovanni Soldini and his crew on the VOR 70 *Maserati* smashed the New York-to-San Francisco record, aka the Clipper Challenge Cup. The old anti-nuke flagship *Golden Rule* was resurrected in grand fashion. The inaugural Rob Moore Memorial Regatta honored our late Racing Editor.



WILLIAMS FAMILY

**San Diego sailor Craig Williams was lost when 'Uncontrollable Urge' was wrecked on San Clemente Island during the Islands Race.**

**The Three Bridge Fiasco fleet was blessed with lovely weather and brisk breeze.**



COURTESY STARSHIP

**Puddle Jumpers on 'Starship' used just 4.5 gallons of fuel on their trip across the Pacific.**



TIM SELL / WWW.SAUSALITODIVING.COM

**The multimillion-dollar Oyster 82 'Darling' was stolen from her berth and wrecked on Pacifica's Linda Mar Beach.**

**Artemis crewmember Andrew 'Bart' Simpson lost his life in a tragic AC training session.**



SANDER VAN DER BORCH



ERIK SIMONSON / PRESSURE-DROP.US

**Marin's Johnny Heineken was named Rolex Yachtsman of the Year for his kiteboarding skills.**

**April:** Craig Williams lost his life during the Islands Race when the rudder on the brand-new Columbia 32 *Uncontrollable Urge* exploded and the boat drifted up onto the rocks of San Clemente Island. A collision in the Banderas Bay Regatta resulted in serious injuries to one sailor and a big brouhaha over aggression in 'cruiser' races. The Oyster 82 *Darling* was stolen from her Sausalito slip and run up onto Pacifica's Linda Mar Beach; her owner found out when he saw his boat on the morning news. We talked all things America's Cup with John Kosteki and Paul Cayard. Californians found themselves in the Caribbean and our pages.

**May:** Jeff Rutherford showed off the 75-ft wooden schooner he's restoring to perfection. Bryon Chong looked back on the *Low Speed Chase* tragedy. The first Chinese and Indian circumnavigators completed their journeys. Jack Griffin offered up a history of the Auld Mug. We toured local boatyards and reported on St. Barth races.

**June:** Nelson's Boatyard closed and the City of Alameda essentially seized more than 200 boats. The crew of *Animal* just happened to be sailing under the Golden Gate Bridge when they spotted a jumper, who survived the fall and was pulled aboard. The Sir Francis Chichester Memorial Circumnavigation of Alameda was brought out of mothballs, much to everyone's delight. The Great Vallejo Race offered up typical summer conditions for the annual run upriver. Artemis crewmember Bart Simpson lost his life during a training session for the America's Cup.

# 2013 — THE YEAR

ROLEX / DANIEL FORSTER



The annual Rolex Big Boat Series started the day after the America's Cup ended.

JAK MANG



On her third attempt, Jeanne Socrates set records with her non-stop solo circumnavigation.

NICK JAFFE



Raft-ups and cruise-outs are a terrific way to get the boat out and hang with friends.

RON STEINAU



The American Youth Sailing Force received the Hanson Medal for attempting to rescue a woman from a sinking van.

The America's Cup provided chills and thrills during the 'Summer of Sailing'.

LATITUDE / LADONNA



The Delta Doo Dah went DIY.

ABNER KINGMAN / ACEA



**July:** Francis Joyon smashed the Singlehanded Transatlantic record on his 97-ft tri *IDEC II*, nipping 16 hours off the old record. The American Youth Sailing Force did everything they could to save the driver when a runaway van drove into the Bay; sadly, they weren't successful. The Bay Area lost Svend Svendsen, founder of Svendsen's Boat Works in Alameda. We profiled the colorful crew of the homebuilt *Flyin' Hawaiian*. The Master Mariners Regatta wowed crowds with billowing canvas. The inaugural Made in Santa Cruz Race Week lured SC-built boats from all over, from Express 37s to Moore 24s to the funky Jesters.

**August:** The AYSF guys won the Hanson medal for their rescue efforts the month before. Jeanne Socrates finished her nonstop solo circumnavigation to become the first woman to accomplish the feat starting from the West Coast of the Americas, and the oldest woman to do so. Dennis Conner, who said he wouldn't race his new S&S-designed 47-ft *Endymion*, won the aptly named One More Time Regatta. The schooner *Niña* disappeared on a passage from New Zealand to Australia. The TransPac Race was a classic in every way, as was the Great S.F. Schooner Race. The Puddle Jumpers hit the Tahiti-Moorea Sailing Rendezvous in a big way.

**September:** John Garteiz impressed with his fast lap around the world. We relayed the strange tale of an inexperienced family rescued at sea after leaving the States because they felt the government controlled churches. The Delta Doo Dah ran all summer, thank goodness. Spaulding Wooden Boat Center got modernized while retaining its vintage spirit. The world ramped up for the spectacle of the America's Cup, while we recapped the Puddle Jump.





CHRISTOPHE FAVREAU

The TransPac Race was a classic in every way.



LATITUDE / LADONNA

Alan Olson and Angie Lackey laid the keel for what will hopefully become San Francisco's official tall ship.



DON FURBER

Sunsets at sea can provide spectacular photo ops.



ANDREW VIK

It's not hard to understand what keeps drawing Andrew Vik back to the Mediterranean every year.



KURT ROLL

Kurt Roll shows the Grand Poobah the many wonders of GoPro cameras, underwater and in the air.



JACK VAN OMMEN

Jack Van Ommen lost 'Fleetwood' and everything he owned on a tiny island near Ibiza.



LATITUDE / ANDY

Ha-Ha'ers donned fabulous costumes before heading off to Cabo San Lucas.

**October:** Matt Brooks and Pam Rorke Levy's 83-year-old S&S 52 *Dorado* won the TransPac Race, and the couple discussed her refit. A man attempted — and luckily failed — to set fire to the Gashouse Cove fuel dock. Bay Area multihull designer Dick Newick passed away. Susan and Ed Kelly finished an unusual circumnavigation — around Europe. Kurt and Katie Braun offered up cruising tips in the first of a three-part series. We recapped the Red Bull Youth America's Cup as well as what was quite possibly the greatest America's Cup ever held.

**November:** We welcomed our new Racing Editor Ross Tibbits. *Lord Jim* was finally released from her six-year imprisonment in a Brazilian boatyard, but the years on the hard were hard on her. Ronnie Simpson caught up with Singlehanded TransPac vet Mike Pyzel. NOAA announced that paper charts would no longer be printed by the government. Sausalito's Educational Tall Ship project laid the keel for *Matthew Turner*, what will hopefully be the Bay's official tall ship.

**December:** The Transat Jacques Vabre race, from France to Brazil, was full of drama, as was the Mini Transat. Jack Van Ommen's *Naja 30 Fleetwood* was lost in a rocky cove on a small Spanish island off Ibiza, but Jack never lost his positive outlook on life. Jeanne Socrates was notified she would receive the Cruising Club of America's Blue Water Medal for her inspiring solo circumnavigation. Wolfgang Stehr was rescued by a ferry after falling overboard while singlehanded. Baja Ha-Ha XX was a platinum experience. We got more cruising tips, and the deets on the best way to set up a GoPro helicopter. Happy New Year!

# FOOD FOR THOUGHT —

"After a decade of double-handed cruising around the world," say Kurt and Katie Braun, "we thought we might share some of what we have learned and experienced. Our style of cruising takes advantage of the speed and comfort of our Deerfoot 74 Interlude, but we share anchorages with boats of all sizes and degrees of outfitting." The following is the final installment of their excerpted tales.

## Scariest Experiences

*Pirate Alley, Gulf of Aden, 2009:* Because we were too slow to join the ship convoys that traveled at 14 to 18 knots in the coalition forces-protected transit corridor of the Gulf, yet too fast to creep along with cruiser convoys at five knots,



ALL PHOTOS INTERLUDE

**"There's our boat. See it?" The energetic duo often took hikes to get great shots of their surroundings. This is Malta's Grand Harbour.**

we were on our own for three days when we went through the Pirate Alley between Somalia and Yemen.

The VHF was full of chatter reporting pirate attacks on ships just a few miles ahead of us and behind us. As we were unable to completely guard against the many pirate speed boats with their automatic weapons and RPGs, the coalition warships and helicopters were a welcome sight as the convoys passed.

At one point we were on a converging course with what appeared to be a pirate vessel (not a fishing boat or ferry) and radioed a report with a description and position to a passing tanker. The tanker relayed our report to coalition command and continued on with her fire-suppression water cannons streaming water into the air in an attempt to deter an attack. We were glad to finally enter Bab el Mandeb, and be distracted by the more familiar hazards of reefs and jibing down tight shipping lanes in the middle of the night while doing 18 knots in 35 knots of breeze.

Piracy in the Gulf of Aden has changed and, although generally diminished for shipping, it has become more dangerous for cruisers. (The *Quest* incident in February 2011 was a turning

point.) Most yachts without mercenaries aboard are no longer transiting on their own bottoms, but are being shipped to the Med (or going around Africa).

Our understanding is that an attempt to curb the poaching of fish by poor, desperate people morphed into a multimillion-dollar ransom business. Unfortunately consumers worldwide are paying higher shipping costs due to increased insurance rates, as it is difficult for merchant mariners to carry firearms.

*Near Collision, Boot of Italy:* When a yacht moving at 15 knots and a commercial ship moving at 20 knots head straight for each other, you have ten minutes and six miles to sort things out.

On a passage from Croatia to Malta, it was Katie's nighttime watch and *Interlude* was flying wing and wing downwind, which made for limited maneuverability without some serious sail handling. AIS and radar indicated a ship rapidly closing in on us, which prompted Katie to hail the ship on VHF several times by name. She got no response. With the closest point of approach showing less than a half-mile, it was time to wake the captain.

Kurt tried once more to make radio contact as we were now definitely on a collision course. With only two minutes until impact we decided that rigging damage from an emergency jibe was preferable to a collision, so we prepared to turn to starboard just as we spotted the ship finally making a last-minute 40-degree turn. We credit our AIS transponder (Class B) for setting off a proximity alarm aboard the ship — and that probably woke up whoever was supposed to be on watch.

*Raising Anchor, Kithera, Greece:* With gale warnings forecast on Olympia Radio, we got an early start at sunrise for a day hop from Crete to Kithera knowing that we should make landfall no later than 1600. The sky was an ominous hazy gray, and fickle wind made for difficult sailing. We ended up motoring seven of the 10 hours it took to reach what we thought would be a secure anchorage for the forecast westerly winds.

We anchored in flat calm at 1550 as a

light rain started to fall. By 1700 we had 20 knots and whitecaps in the harbor with wind shifting to the northwest. By the time we finished dinner at 1830 we had 4-foot chop and 35 knots threatening to put us on a lee shore. We still had plenty of daylight to move around to our 'Plan B' anchorage on the other side of the small island of Makronisos. But raising anchor in those conditions was challenging. *Interlude's* bow blew off and we ended up motoring in reverse to back out of the choppy harbor into 40 knots.

Fifteen minutes later, full of excitement from re-anchoring in those conditions, we were in a much-improved situ-

*The VHF was full of chatter reporting pirate attacks on ships just a few miles ahead of us and behind us.*

ation with no fetch. We spent three days in relative comfort riding out a 50-knot storm. We were glad to have installed an oversized windlass, to have a strong and well-performing engine, and to have a boat that could motor backward in such conditions.

## Funniest Experiences

*Pumpkin Seed Aphrodisiac, Kiribati:* Mary, a generous and welcoming Abaiang Atoll villager gave us a prized locally grown pumpkin. After roasting the seeds we brought them ashore to share. While sitting on the edge of the raised thatched-roof platform, Katie



# FOR SENSIBLE CRUISING, PT III

asked Mary, who spoke some English, to relate to her fourth husband that pumpkin seeds are thought to be good for men. Although she was ten years his senior and in her fifties, she began chasing him around the yard trying to shove pumpkin seeds into his mouth.

Thinking she may have gotten the wrong impression about the seeds' medicinal properties, Kurt mimed the urinary difficulties encountered by most men as they get older and how pumpkin seeds are known to be good for an enlarged prostate. The husband wiped his brow, issued a sigh of relief, and all of us, including Mary, had a good laugh. We never did find out what had happened to her first three husbands, but we suspect she may have worn them out.

The Kiribati people have a wonderful sense of potty humor (and their birth rate is one of the highest in the world).

**Nautical Nudity:** Like many cruisers in the tropics, we save on laundry and increase comfort going 'au naturel' while underway or otherwise out of view. While sailing in the Torres Strait, miles from anyone, Katie was taking an hourly rinse/cool off on the lido deck when an Australian Coast Watch plane buzzed us. They soon hailed on VHF 16 and with their questions answered, politely concluded with: "Sorry to have interrupted your shower, ma'am."

The following are memorable public displays of nautical nudity by others: In the Bora Bora lagoon a small char-

**A little musical talent goes a long way in the cruising realm. Here sailors of several nationalities join in a jam aboard 'Interlude'.**



ter yacht we dubbed the *Italian Titty Bar*, anchored right next to us. Its foredeck was filled with gorgeous topless gals yogacising. In Croatia an out-of-shape naked guy was bent over his windlass, junk and all hanging down, trying to unfoul his anchor from ours. In Thailand a boatload of completely naked, beer-swilling, pot-bellied Austrian guys anchored their bareboat next to us. We actually made friends with them, but insisted they put on some clothes before coming aboard.

## Most Unusual Experiences

**Horny Humpbacks, Kingdom of Tonga:** Vava'u is one our favorite cruising areas and one of the few places where it's legal to snorkel with whales — if you have a licensed guide along. From July to September the endangered Antarctic humpback live among the cruising yachts in this island group to court, mate and calve.

Our dive operator was also a licensed whale-watching guide and we had many opportunities to slip into the water (no tanks allowed) to view these magnificent creatures up close.

During one encounter Katie pointed out what she thought was a remora attached to the underside of one of the two males that we were observing. Kurt had a closer look and confirmed with our British female guide that it was a 'whale winkie' (the first she had ever seen). At over eight feet long we can now say we have seen one of the largest penises on earth (and not just because things look bigger underwater). Perhaps, in keeping with Tongan tradition, the other male whale was a *fakaleiti* (a male who lives life as a female) and had confused the excited male, as sometimes happens to singlehanded cruisers in Polynesian ports.

**Eating Fruit Bat, Vanuatu:** We will eat just about anything that locals eat. A few of the unusual delicacies that have crossed our palates are: Giant New Caledonian land snails (*escargot* on steroids at the Le Meridien), sea turtle (we thought it was chicken) at a village feast in Kiribati, and Marshallese 'fast food' (anchovies caught by a youngster who throws a net then eats his catch live). Our favorite, however, was giant



**This Kiribati high school grad chose Kurt as her dance partner — perhaps due to upwardly mobile instincts.**

fruit bat in Luganville on Espiritu Santo, Vanuatu. Prepared in a berry sauce by a French chef, this small mammal looked like chicken (or perhaps a Cornish game hen) but tasted like beef.

**Sunrise, Mount Sinai, Egypt:** At 0300 we were awakened by a Bedouin guide knocking on our cell door at Saint Catherine's Monastery. We joined hundreds of pilgrims stumbling in the dark over rocks and camel dung during the two-hour, 2,000-foot trek up Mount Moses to catch the sunrise. Along the way we had tea in a Bedouin tent before hiking on to secure a prime viewing seat on a rock ledge at the summit. The awe-inspiring sunrise made it easy to envision Moses

*"Don't run, but look up so you can dodge the falling car-sized pieces of glowing rock."*

receiving the Ten Commandments on the desert mountaintop.

We took the 3,750 'steps of penitence' shortcut back down to the Monastery to have a look at some of St. Catherine's body parts (reliquary containing wrist bones), and the still-living remains of The Burning Bush.

**Dodging Lava, Tanna, Vanuatu:** Our guide left us alone to climb the remaining few hundred feet to the rim of Mount Yasur, an active volcano. Not wanting to tempt his own fate, but concerned for ours, he offered the following advice: "If there is an eruption, don't run, but look up so you can dodge the falling car-sized pieces of glowing rock." We looked around to see the many ejected

# FOOD FOR THOUGHT

boulders, donned our swim goggles to shield our eyes from the blowing ash and headed up to view the glowing, spewing cauldron in the twilight. Back at the yacht club in Port Resolution we noticed a snowboard hanging on the wall. Apparently, someone has invented a new extreme sport — volcano boarding, aka ash boarding; Google Cerro Negro, Nicaragua — whereby you surf down a caldera and stop just before reaching a boiling lake of lava at the bottom.

Of course, Vanuatu is known for in-



**With bits of molten lava winging past her head, Katie strikes a pose in front of the extremely active volcano at Tana, Vanuatu.**

venting another extreme sport, bungee jumping. We were privileged to witness the traditional form — "land diving" — on the island of Pentecost, where young men tie vines to their ankles and jump off tall wooden towers to just touch the ground with the tops of their heads, thereby blessing the yam harvest and proving their manhood.

## Most Memorable Experiences

**Teaching Guitar, Lazarote, Canary Islands:** With all systems working fine after a minor refit in New Zealand, we had a couple extra hours a day to goof off that could easily have been spent drinking and/or playing cards or dominoes. But during our season in Fiji we met a cruiser who, at age 65, also had the same high-quality problem, and decided to exercise his brain by learning to play guitar. His accomplishment inspired us to buy two guitars and have 'band camp' aboard *Interlude* all through Kiribati and the Marshalls.

Seven of the 13 yachts we knew that went north that cyclone season had instruments aboard and we all had great fun learning songs and sharing them with the islanders.

However, the most challenging and rewarding was teaching two adorable home-schooled cruiser kids to play and sing. For three weeks while waiting in the Canary Islands for a weather window to cross the Atlantic, the mom would dinghy her daughters over daily so they could add a couple of hours of music to their curricula.

The majority of cruiser kids we met were well-balanced and well-behaved and these two, with their dedication, were no exception. Mom was appreciative of the effort since one of our conditions for the free lessons was that schoolwork and chores be finished ahead of their music lessons. Introducing them to Christmas caroling yielded a German cruiser's ten-euro tip, which simultaneously taught them that music can be profitable as well as fun. We later heard from them that their new skills had been put to use busking in European squares.

**Baseball Game, Maloelap, Marshall Islands:** With five cruising yachts in the anchorage and thirty curious school children of all ages from the village ashore all wanting to meet these travelers, it was decided that a culturally mutual game of baseball would be played on the WWII-era Japanese Taroa Airfield.

The field is overgrown, bomb-pocked tarmac with pigs running amok, and is still used when the pigs and kids can be corralled. The boys seemed to delight in beating on all the old weaponry that is lying about, including undetonated bombs. We had to insist they stop doing that if we were to play with them. We managed to pick two fairly even teams and Katie made sure the batting order was adhered to by making the kids write down their names, then announcing them. This, of course, created much merriment as she struggled to pronounce their Marshallese names.

**Welcoming Feast, Onotoa, Kiribati:** In 2005 we decided to go for a triple tropical cruising season by heading north from Fiji to avoid cyclones instead of the usual trip south to New Zealand. With permission (subject to change) from the Kiribati consulate in Fiji, we dropped anchor just outside the reef about two miles from the main village on Onotoa. Four other yachts had run the gauntlet of coral heads and shoals to anchor inside

the lagoon closer to the village.

Prior to the arrival of our group of five yachts there had been only two other visiting yachts that anyone there could recall. We were all invited ashore to a welcoming feast put on by the entire village of about 80 in their traditional thatch roof *maneaba* (meeting house). We sat on woven pandanus mats and were handed drinking coconuts and floral head dresses. A master of ceremonies laid out the evening's program which began with everyone introducing themselves by family and island origin (a traditional custom to maintain incest taboo, which we easily upheld by announcing we were from the island of Alameda).

The entertainment began with a local girl in elaborate costume performing three traditional dances. Then we were presented with a huge spread of traditional food including pandanus, breadfruit, taro, shellfish and Spam. Singing and dancing followed with the natives choosing *I-Matang* (foreign) dance partners and vice versa, all ending in a hilarious conga line. All in all, it was a great honor and a lot of fun.

**Wallace Line Wildlife:** From Komodo dragons to orangutans to frogfish, Indonesia had the greatest diversity of wildlife we have seen. On Rinca, we were steps from giant monitor lizards whose bite is so toxic it can kill a water buffalo. In Borneo, we braved crocodile-infested waters to meet the 'people of the forest' (*orang* = person, *hutan* = forest), and in an ironic twist, we were the ones to be inspected by a female orangutan. At sundown we witnessed a cloud of tens of thousands of fruit bats setting off from their daytime mangrove roosts to their nightly feeding grounds on Lombok, with *Interlude's* mast dividing the colony.

Equally unforgettable was the dynamite fishing we witnessed the next day in the same anchorage. With even more wildlife diversity under the waters of Indonesia, it is a shame that not even the tourist dive operators care or, due to rampant corruption, dare to report this practice.

— kurt & katie braun

**A**lthough Kurt and Katie are now in the Bay Area enjoying a long hiatus from cruising, we expect they'll get 'out there' again before long. When they do we hope they'll continue to share their adventures and insights. In the meantime, you'll find more about their travels at: [www.sailinginterlude.com](http://www.sailinginterlude.com).



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# SEASON CHAMPIONS, PART III —

And the Champs just keep on coming. We'll pick up where we left off last month with this final installment of 2013 Season Champions, who represent a wide variety of one-design and mixed-design racing classes.

Among these accomplished sailors, you'll meet some who've earned the moniker Champion in years past, as well as some who've clawed their way into the *Latitude* limelight for the very first time. We offer our hearty congratulations to each and every one of them.

## Moore 24 — *Eclipse*

### Bill & Melinda Erkelens, RYC

The Erkelens have been racing Moores for five years now, with two years on *Tortuga* (#154), and the past three years on *Eclipse* (#85). Known as competitive Bay sailors for many years, the couple didn't take long to get up to speed on the Moore. They took their first fleet season championship in 2011.



**Bill & Melinda Erkelens**

Contributing to *Eclipse's* success this year were regular crew Keith Stanke, Nate Campbell and Dave Rasmussen. The Erkelens say having good sails and lots of luck have also gone a long way in helping them reach the top of the leaderboard.

The couple mostly enjoys racing *Eclipse* because they really like the fleet: "Although the last few years have been lean on participation, the fleet is still very competitive and fun to spend the weekends with," Bill says.

The Erkelens will be missed in the fleet next season, as they will focus instead on a doublehanded Pac Cup effort together.

2) **Moore Wave 'Ohs**, Moore 24, Kurt Lahr, RYC; 3) **Wet Spot**, Moore 24, Mike O'Callaghan, StFYC (54 boats)

## Melges 24 — *Wilco* Doug Wilhelm, SFYC

Following up on his 2012 season win, Doug Wilhelm, owner and skipper of

*Wilco*, credits his success to boat preparation and maintenance, crew camaraderie and hard work, and exceptional coaching.

*Wilco's* regular crew includes Orlando Montalvan, Warrick Mitchell, Tyler Baeder, Seadon Wijsen and Berkeley Riley.

Wilhelm's "aha" moment came during a race in this year's 60-boat Melges 24 World Championship, hosted by SFYC, when *Wilco* properly "shifted gears"

throughout the beat and rounded the first windward mark in the top pack.

"There are noticeable modes or 'gears' in Melges when sailing to windward," Wilhelm explains. "Depending on the tactical situation, rig tension, sea state, and race strategy, the top boats are constantly changing controls and point (of sail) to achieve the appropriate boat speed/point ratio, effectively changing gears throughout the beat."

Wilhelm has now been campaigning *Wilco* for four years. He says his big challenge on the race course comes from the Melges competitors who have been sailing these boats for 15+ years.

"I am constantly learning when I sail this sportboat. Those helmsmen and crew that have more experience than us are always challenging to beat, and are constantly showing us how it is done."

2) **Viva**, Don Jesberg, SFYC; 3) **Nothing Ventured**, Duane Yoslov, CYC (10 boats)

## International One Design — *Fjaer* Richard & Mark Pearce, SFYC

Various members of the Pearce family have been racing IODs for some 50 years,

**Richard & Mark Pearce**



so it shouldn't be surprising that in recent years brothers Richard and Mark have become season champs more than once — in 2008 and '09 aboard *Bolero*.

The pair used to crew for their dad in the '60s and '70s aboard #78 (then *Siren*; now *Xarifa*). According to Richard, through the years they've owned and campaigned seven different IODs with varying degrees of success.

"Typically, we'll find boats in disrepair, return them to racing form, and reintroduce them to the fleet," Richard explains. "*Fjaer* was saved from the chainsaw in 2008 and restored to fine form, winning the season championship in '10, '11, '12 and '13. Dad still joins us on some club races which is really special... especially seeing him on the foredeck again."

Pearce says that the racing in recent years has been remarkably close with many lead changes and different winners in the fleet.

Regular crew on board *Fjaer* include Jeff Pearce, Scott Lynch and Matthew Nebal.

The best part of racing IODs? "I love the one-design premise: you're racing the other crew, not checkbooks," Richard said.

2) **Xarifa**, Paul Manning, StFYC; 3) **Youngster**, Ron Young, StFYC/SFYC (8 boats)

## Etchells, Fleet #12 — *JR* Bill Melbostad/Steve Fentress, SFYC

SFYC members Bill Melbostad (who has raced Etchells since 1982) and Steve Fentress are old hands at taking the season champion title. Since purchasing *JR* in 2005 they've won the title in '07, '09, '10, and '12.

Regular crew aboard *JR* include Mike Ruff, JB Ferrarone and Tim Russell. Melbostad, who is vice commodore of SFYC, attributes his team's success to good teamwork, starts and boat speed. Nonetheless he says they have their work cut out for them on the race course.

"Don Jesberg (*Viva*) and Jim Cunningham (*USA 1404*) gave us the biggest challenges when they were on the water," he says. "There might have been a differ-



**Bill Melbostad**

# THE REST OF THE BEST



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ent season champion if they had made more of the events. We started the season with a broken tiller head. Finally, after several attempts, we got the new tiller properly fit to the old rudder post and we were up and going again."

While fleet participation has been down the past few years, Melbostad anticipates interest to increase going forward when the 2016 North Americans and 2017 Worlds hosted by SFYC bring the top sailors back to class.

"I would encourage anyone looking for compelling and competitive one-design racing to check out the class as momentum builds leading up to the Championship Regattas."

2) **Hyper**, Tom Oller, RYC; 3) **AARP**, Vern Neff & Myron Erickson, RYC (9 boats)

## Nor Cal Open 5.70 — Revenge From Mars Dave Peckham, RYC

Dave Peckham has been campaigning *Revenge From Mars* for only two years, so kudos to him for taking a season championship title so soon.

Peckham's regular crew include Garret Griffin, Jennifer Bookout and Stephen Woodward. Together they worked hard to improve performance throughout the season.

"We got a lot better at maximizing downwind VMG in marginal planing conditions this year," Peckham says. "This boat does well sailed deeply. We also improved our ability to hold a lane after the start."

Peckham adds that the fleet is much

## 'Eclipse' leads a spinnaker run during the Moore 24 Nationals last May — part of Made in Santa Cruz Race Week.

more competitive this year, "Tom Baffico (of *The Maker*) is incredibly hard to beat. Then there is a pack of competitive boats fighting for the remainder of the podium: *Frolic*, *Boracic*, *Boaty*, and *Boudicca*."

Peckham enjoys the simplicity of the Open 5.70, which he describes as a very non-technical, high-performance



Dave Peckham

boat. "It's all about the sailing and less about rig tuning, etc. And it's really fun to sail with a crew of three."

With roughly 20 Open 5.70s on the Bay now, Peckham's looking forward to next season, and his next goal is picking up a major regatta win.

2) **Frolic**, Marc Finot, SeqYC; 3) **Boudicca**, Cathy Moyer & Kathy Conte, SeqYC (17 boats)

## SSS Doublehanded Monohull — Santana 27, Arcadia

### Gordie Nash & Ruth Suzuki, RYC

*Arcadia* was resurrected by owner Gordie Nash from a stock Gary Mull-designed Santana 27 into a modern racer-cruiser with an asymmetrical spinnaker, a lifting keel for trailering, and running

rigging set up for shorthanding. Her 2013 season champion title is her second (the first was in '08), although this year she campaigned with a punishing new rating.

Nash and his wife Ruth Suzuki have been racing *Arcadia* since the renovation was complete in the fall of 2006. Nash claims his secret to success this year has been his continuous work to make the boat easier to sail, plus getting her to sail faster, adding new sails, and making many small improvements.

A defining moment of the season was being handed a 12-seconds-per-mile rating hit this spring. "That made us a little more aggressive on the race course because we now have a bigger deficit to overcome," Nash says. "Especially since the fleet is very deep with talent. Dan Alvarez was the leader going into the last race, and the last beat to the finish determined the season champion."

Next season Nash plans on more of the same on the same boats (he also races an El Toro), and additionally plans to throw in a Pac Cup campaign on Wayne Koide's Sydney 36 *Encore*.

2) **JetStream**, JS9000, Dan Alvarez, SSS; 3) **Ram**, J/130, Robert Milligan, RYC/SSS (50 boats)



Ruth Suzuki & Gordie Nash

LATITUDE / CHRIS

## SSS Doublehanded Multihull — Roshambo

### Darren Doud & Chris Lewis, SSS

Darren Doud has campaigned the Corsair 31R trimaran *Roshambo* for six years, the first four with his dad, Dan Doud, as crew and the last two years with Chris "Lew" Lewis as crew. Doud built on victories in the 2009 BAMA Cup and the 2012 SSS Overall Doublehanded to take this year's season champion title.

Doud claims that Lew is his secret to success, "He is always thinking ahead and planning the whole race before we even start. This allows me to focus on driving and boat speed."

# SEASON CHAMPIONS, PART III —

Needless to say, the thing Doud loves most about sailing *Roshambo* is that she's fast.

"*Roshambo* is a low-stress boat to sail at 13 to 17 knots of boat speed with only two people. You don't need a crew of four to six to sail the boat to its full potential. With two small kids at home, I cannot afford too much time to go racing, but having a quick boat allows me to go racing and still make it home at a reasonable hour."

2) **Ma's Rover**, F-31R, Mark Eastham & David Leach/Richard Wodhouse, BAMA/SSS; 3) **Raven**, F-27, Truls Myklebust & Steve Petersen, BAMA (50 boats)



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Season highlights included second overall in the Three Bridge Fiasco, first overall in the Singlehanded Farallones, and consistent top-three finishes in most other contests. But there were low points also: "I really blew the Vallejo 1-2 races with DNFs in each!"

*Whirlwind* will continue to be a familiar sight on the Bay. "We do it all: singlehanded, doublehanded with my wife Carol, and fully crewed with Dana Rowley."

2) **Crinan II**, Wyliecat 30, Don Martin, SSS; 3) **Coyote**, Beneteau First 42, Steve Hill, RYC (50 boats)

**Dan Benjamin drives 'Whirlwind' up the Cityfront, with 'Bandicoot' to windward, during the SSS Stand Down Marathon.**

off the boat with the asymmetric chute up, "When I get it right, the boat just starts flying!"

In the coming season, Morris plans to compete again in the SSS Singlehanded Multihull division, as well as help out on the Singlehanded TransPac race committee. On that note, he's grateful to all who make racing happen, "Thank you to the SSS, to all the great sailors who come out and participate, and to the race committees who make it possible."

2) **Humdinger**, Walter Green 35 trimaran, Larry Olsen, BAMA/SSS; 3) **Rainbow**, Crowther 10m catamaran, Clifford Shaw, SSS (9 boats)

## SSS Singlehanded Multihull — F-27 Three Points Dave Morris, HMBYC

Singlehanded is what Dave Morris does well, no matter how many hulls



Dave Morris

are underneath him. After becoming the SSS Singlehanded season champion on a monohull in 2012, Morris continues his winning streak by taking the season championship title in the new SSS

Singlehanded Multihull division in his first year racing the F-27 *Three Points*. A memorable moment for Morris was during the Three Bridge Fiasco, his first race aboard *Three Points*. While blasting along at 17 knots, the bow sprit ripped

## BAMA Fast Cat Cup — Spruit D-Cat, Rocket 88 Ian Klitza, SCYC

As a result of the increasing number of very high performance catamarans coming to San Francisco Bay, and the difficulty in trying to rate these boats against slower cats and tris, this year BAMA decided to create a separate championship for these boats called the BAMA Fast Cat Cup. After winning the BAMA Cup in 2012, this season Ian Klitza beat 14 competitors in the inaugural BAMA Fast Cat Cup



Ian Klitza



Chris Lewis & Darren Doud

## SSS Singlehanded Monohull Whirlwind, Wyliecat 30 Dan Benjamin, OYC

After taking Season Champ honors with a different boat in 1991 and '93, Dan finally fought his way back into the spotlight this year.

He's been campaigning *Whirlwind* for three years, and says his favorite thing about it is "All the sails that I don't have to struggle with! Tacking or jibing means that you just turn the tiller. And it can really fly downwind in a breeze — my top speed was 17.9 knots in last year's Farallones race."

That said, he says it takes keen concentration to get peak performance out of *Whirlwind*: "It is very easy to sail in a general way. But to make it go consistently fast requires continuous trimming of the single mainsail. It has been a study in sail shape, and getting the right pointing angles."



Dan Benjamin



# THE REST OF THE BEST

aboard *Rocket 88* (a 1987 Serge Pond-built D cat). Sailing out of the Santa Cruz YC with Brendan Busch (the boat's owner), Bill Turpin, and others including Pepe Parsons, Mike Irish, Andy McCormick and Nate Campbell, Klitza says his success was more about the people than the equipment.

"We have sailed her for three years, and she is one of the oldest cats in the fleet," Klitza says. "The new cats are super fast!"

Klitza regards finishing every race in the Rolex Big Boat Series as his crew's greatest accomplishment of the season. "We broke her badly in the first race of the 2012 BBS and now she lives again! We still love sailing the old girl. There are many fond memories for many who have enjoyed the *Rocket 88* experience."

2) **Smart Recruiters**, Extreme 40t, Jerome Ternynck, BAMA; 3) **BridgeRunner**, SL33, Urs Rothacher, BAMA (15 boats)

## **BAMA Cup — F-31R, Ma's Rover** **Mark Eastham, BAMA/SSS**

At the end of his second year campaigning *Ma's Rover*, Mark Eastham became a season champ for the first time in a multihull. He's seen previous glory in the mid-'90s sailing a Melges 24.

Eastham's secret to success? "Good attendance! North Sails! Red Sox flag! Policy of no crying! But mostly the fact that Darren Dowd (*Roshambo*) is a great dad, and consequently doesn't race as much as he used to!"

Eastham is curious about one thing: why everyone doesn't switch to multis.

"Cruising through San Francisco Bay doing 15 knots without really working, then digging in hard and squeezing out 20 knots — it's a white-knuckle thrill every time!"

Enjoying that thrill along with Eastham were his regular crew: Dave Leach, Richard Wodehouse, Stephane Lesaffre and David Kinch.

Eastham plans to compete again next season in the same boat.

2) **Peregrine Falcon**, F-27, Bill Gardner, EYC; 3) **Lookin' Good**, C-Sprint 750 MK II, Rafi Yahalom, BAMA (32 boats)



**Mark Eastham**

## **Laser Standard — Fluffy** **Peter Shope, TISC**

It's a brave man who names his boat *Fluffy* — after his cat. But that's just one of those things you can get away with when you're riding at the top of a highly competitive fleet like the Laser.

Originally from the East Coast, Shope has spent the past few years involved in the Bay Area racing scene. This year is his first season champion win. He got back into Laser racing in 2009 after a 24-year hiatus, and won the 2011 World Laser Slalom event hosted by StFYC.

Shope says a defining moment in the season came during the Spring Dinghy Regatta, while sailing against Sean Kelly, Scott Ferguson and Tracy Usher. "Those guys were really working the current to their advantage downwind, and boy did I get schooled," Shope says.

His season highlight? "Winning the last race of the Pacific Coast Championships in the Gorge (Oregon) in the windiest race. It's great to end a regatta on a high note. I felt like I won the regatta!"

Shope recently moved back to Newport, RI, and says he'll miss the Bay Area racing scene: "I loved my time out in the Bay Area and will miss all my sailing buddies!"

2) **Christine Robin**, Tracy Usher, StFYC; 3) **Thunderbird 2**, Nick Burke, NoYC (66 boats)

## **Laser Radial** **Will Cefali, SFYC**

Will Cefali has been campaigning Laser Radials for two years, after moving up from 10 years in Optis. Despite his success, making the transition wasn't without challenges. "There is a sailor size gap between the Opti and the Radial, and I didn't fit either boat," Cefali, 17, said. "For the earlier parts of my Laser career, I was still 'Opti-sized,' and much too small to be sailing a Laser. Consequently, I struggled sailing the Radial in heavy winds."

As a result, he took a year off from racing. When he returned to Lasers he was finally the right size for the boat. "From that point on, everything clicked for me, and that's when I started becoming

successful in the class," Cefali said.

He is a member of SFYC and the SFYC Laser race team, and also a member of RYC. This year he won the Bay Area Youth Sailing Pam Healy Perpetual for the Laser Radial class.

On the race course he says he's challenged mostly by his own team. "I've grown up sailing with them, and I'm privileged to be sailing with some of the best sailors in the state and country on a regular basis."

2) **C'Est La Vie**, JB Duler, StFYC; 3) Emma Drejes, SCYC/RYC (44 boats)



**Will Cefali**

## **El Toro Juniors — Hellcat** **Charlotte Lenz, SCYC**

After four years of campaigning her El Toro *Hellcat*, 15-year-old Charlotte Lenz was the 2014 El Toro Junior Summer Series winner. She obviously built on her success last year as the top performing female at the El Toro Junior North Americans.

"I've realized that the more time you spend in the boat, the more comfortable you become," Lenz says. "Trying to be in clear air and keeping up my boat speed is crucial to a good finish."

She enjoys the tactics required to race an El Toro well, and is grateful for the challenging competition in the fleet. "My good friends and fellow competitors Josselyn Verutti and Olivia Beers keep me on my toes and push me to learn that any day on the water is a good day, regardless of where you finish."

Her season highlight? "Sailing my El Toro this year in Kaneohe Bay — I got to sail past sea turtles and coral, and hike to my heart's content!"

Next year Lenz plans to race the CFJ for Santa Cruz High School and will also compete in her Laser Radial.

2) Josselyn Verutti, SCYC; 3) Jonathan Lemme, RYC (23 boats)



**Charlotte Lenz**



**Peter Shope**

— michelle slade

# MAX EBB

I always enjoy walking through the boat launch area when the Junior Program is in progress. The rigging area and launching docks are crowded with kids and overflowing with enthusiasm for small-boat sailing. If I'm lucky, I get to offer a few tips on rigging a Toro or an Opti, and maybe help an eight-year-old wheel a boat down the ramp.

But last weekend things were a little different. There was a large area cordoned off for some special event, and the young sailors were all moved off to one side of the club's back lawn for rigging, away from their usual staging area. To make things more confusing, there were several piles of plywood and other wood scraps on the grass. But it was not at all random: Each pile of materials seemed contain the same mix of plywood, stringers, tools, rope, nails and caulking, and even a large plastic sheet. Was this one of those one-day boatbuilding contests I had read about? Lee Helm, naval architecture grad student with an attraction to this sort of thing, would certainly not let this one escape her radar. She had to be around somewhere.

I was right on all counts. Lee was over by a picnic table with a group of young guys, sketching something on a tablet computer.

"It's just a simple differential calculus problem," I overheard her explaining to her crew as I walked within range. "The plywood bottom panel is, like, four feet wide and 8 feet long. Assume we use all of the eight-ft length. Then we need to cut two strips off the sides of the bottom panel to make the side strakes. How wide should the side strakes be to give us maximum reserve buoyancy?"

None of the assembly seemed to know how to proceed, so she helped them get started: "Use  $x$  for the width of the side strips. Write an expression for the cross-section area in terms of the original width of the wood, 48 inches, and  $x$ , the width of the side strips we cut off."

"Gosh darn it, I can do that," said one of the guys. "The maximum draft is  $x$ , and the width of the bottom is 48 minus  $2x$ , so the area is  $48x$  minus  $2x$  squared."

"And this is maximized when what happens?" prompted Lee.

"Differentiate with respect to  $x$  and set the friggin' thing equal to zero!" he responded. "I can do that one in my head. We get 48 minus  $4x$ , and for it to equal zero,  $x$  has to equal 12."

"You Marines are smarter than you look," Lee allowed. "Make the side strakes 12 inches wide and the bottom 24 inches wide. It'll be a little tippy, but the reserve buoyancy is totally more important."

"Did I hear that right?" I asked Lee when I reached the table. "A jarhead who can do calculus?"

"And even more amazing," added one of his friends, "he can tone down the cussing in mixed company."

"Max!" Lee turned and saluted. "You're just in time. We can use one more hand on the team. Are you free for the next two hours?"

She went on to explain that the 'Plywood Cup' competition had just started and, in the next two hours, her team would build a boat from that pile of scraps, using only the hand tools provided. And then they would race it against the fleet.

"These guys are from a Marine base," she said. "I showed up without a team, and they didn't have a design, so we, like, recruited each other. I think we can win it this year."

"Well, I do have some time this morning," I confessed. "What do you want me to do?"

"You're the middle management, Max. Plan the construction sequence so all the hand tools keep working, especially the saw. That's the rate-limiting step."

The Marines were already at work with the hand saw cutting out the side panels, and were taking turns. Some of them were clearly better at it than others, so I designated some of them to saw and others to measure and mark.

"The only hull we can build in time is basically a box," Lee explained as she showed me the sketch on her screen. "But I think I figured out how to add some rocker to the bottom without compromising watertight integrity or construction speed."

Lee had another team marking the strips of lumber that would become the chine logs with a mark about every six inches. "As soon as the saw is available, we'll make a saw cut into the chine log from the top down, about 3/4 of the way down, so we can bend the chine log to give us about four inches of rocker on each end. Otherwise we stick with the box."

There were more hands to occupy, so she had another Marine unravel the coil of twisted three-strand twine so as to get three times as much length for the running rigging.

I made the rounds of the various workstations, impressed with the energy and the total lack of second-guessing on the part of these kids. "If I had eight of my sailor friends working on this," I thought



The winning Plywood Cup design and the eight Marines who built it.



to myself, "I'd have at least 10 different design theories."

"Switch to sawing the slots in the first chine log," I ordered after the first side strake had been cut. "That way we start nailing the curved chine log to the first side panel while the second side panel is still being sawn from the bottom piece."

"Yes, sir!" they answered, and jumped to the new task.

"And don't call me sir!" I admonished. "I've never been in the military, and in fact I was a draft-dodger in the '60s."

"Yes, sir! I mean, uh . . . right on, dude!"

"That's much better," I said as I turned back to the picnic table to discuss other elements of the design with Lee.

"Okay, so we'll have this open coffin with a little rocker in the bottom, held together with roofing nails and caulking. Don't you think we should use some of that half-sheet of ply to make the hull a little longer? Our hull speed's going to be pretty slow."

"No time for anything that fancy," said Lee. "And we need all the material for the rig and the paddles. The hull is long enough; we'll be faster on both legs if we concentrate on the propulsion side."

Lee explained that there are two legs in the race, one dead downwind and one dead upwind. The downwind leg usually

# — WHAT CAN POSSIBLY GO WRONG?



*In two hours, this pile of supplies and hand tools will be a racing yacht.*

MAX EBB

comes first and is sailed entirely under sail, no paddles allowed except to steer. The upwind leg allows human power, so it's a sprint under paddle back to the finish. Two people are required per boat.

"I don't know, Lee," I said after eyeing some of the competition. "There's one team building an outrigger canoe, and another team making their boat a full 12 feet long and building in about a foot of rocker so they don't need transoms at each end. It looks a lot faster than our box."

"But they'll, like, run out of materials for their rig," she predicted.

"What kind of rig do you have in mind?"

"My rig design is inspired by Polynesian sail plans," she said. "It's clearly superior for this point of sail."

"How so?"

"Max, haven't you ever wondered why the Polynesian canoes have the sail upside-down? You know, a triangle with the wide part on top and the narrow part at the deck?"

"Doesn't it have something to do with controlled vortex-shedding, especially in the crab /claw configuration?"

"No, there's a way better explanation. Sails were hard to make with the tech available to indigenous island cultures.

Sailmaking was labor intensive, so they had to get the most thrust possible out of a small amount of sailcloth. And there's, like, a lot more wind up high and a lot less down near the surface, so they rigged their boats with the big part of the triangle on top."

"Makes sense, I suppose, if you don't have to go upwind under sail."

"We have exactly the same problem, Max: All we're allowed to use for a sail is that little three-by-seven plastic tarp. And the only point of sail we'll see will be a deep run."

"So, uh, how tall are you going to make the mast?" I asked.

"You're one step ahead," she acknowledged. "The sail will be a square thing, with yards top and bottom just like a toy pirate ship. Maximum projected area that way. The mast will be about 15 feet high."

"And that's why you're having one of the Marines unravel the twine — we'll need all that length for standing rigging, right?"

"Correct," she said as she helped the nailing crew locate the chine log, now easily curved to the desired rocker curve, onto the side panel.

**I** made sure there was a fresh set of

arms working the saw to cut the second side strake from the bottom panel, while Lee marked off some strips of wood for the spars and paddles.

"Can't neglect the design of the paddles," Lee advised. "Control is everything on the paddle-powered leg. Even good paddlers have trouble keeping these things going straight if they can only paddle on one side at a time. To make this work with single-blade paddles, the two paddlers would have to be perfectly balanced and coordinated. Plus every side switch adds unsteady bottom loads that are always risky."

I could see that Lee's solution was to use double paddles, kayak style.

"With double-blade paddles, even if one paddle breaks, or if one paddler turns out to have a lot more power than the other one, they can still control direction and apply full power."

"So let me see if I have this right: We'll be faster downwind under sail, because our sail is up in the stratosphere where there's more wind."

"Check."

"We'll be faster upwind, because we'll have two double paddles so each paddler can apply full power and not throw the steering off."

"Check."

"And two Marines on the two paddles."

"Check."

"Then what could possibly go wrong?" asked one of the Marines, temporarily idle while waiting for his turn with the saw.

"Nothing!" boasted Lee, with exaggerated confidence.

"But Lee," I said, "at eight feet LWL we'll have a slower hull speed than that 12-ft boat over there." I pointed to the neighboring construction site and the longer hull, which was taking shape faster than ours. "I suspect there's a professional boatbuilder on that team, and I think they might have a faster hull. And I don't know what to make of the outrigger design over on the other side of the lawn."

"Don't worry about the hull speed, Max. With the bottom rocker going right up to the shear line, they have, like, two feet of overhang. That makes it more like 10 feet compared to eight, or 4.2 knots versus 3.8," Lee calculated. "That would be a big deal if we had big sails, but we're not getting anywhere near 3.8 knots under sail, and probably not reaching hull speed under paddle either. My simulations show that the optimum design for this course has the shorter hull and the longer mast and longer paddles."

The tricky part of the construction was nailing the bottom panel to the chine

# MAX EBB

logs without splitting the chine log in too many places. The caulking — we had a dozen tubes of the stuff — would have to keep the water out where our construction techniques left holes. Everything else was straightforward. We finished the box, added some reinforcing across the middle, pieced together a very tall mast and yards, and on the stroke of the 120th minute, we had the mast stepped and the sail hoisted. The Marines were a dream crew — they built the boat exactly the way they were told to build it.

But there were a few pieces of plywood left over, and Lee was muttering something about adding a non-watertight bow fairing to give the hull a barge-like bow rake. Unfortunately we were out of time.

The race organizers scheduled an hour break to let all the caulking solidify, and as soon as all the kids from the yacht club junior sailing program were in for lunch, we lined up our boats on the leeward side of a crosswind float for the downwind start.

**"Bang!"** They were off on a dead

run across the harbor. Our boat surged ahead, and then the backstay came untied.

"The vertical wind gradient is even more than I had calculated," observed Lee as the crew struggled to retrieve the mast and rig. When it was sorted out, with the rig upright again, they were trailing by almost half the leg. But we had the only boat with any real pressure in its sail, and the boat was gaining fast.

"How in heck are they going to paddle upwind with that square sail?" I suddenly thought to ask.

"They'll just lower it," Lee answered. "The rules don't allow it to be cast overboard for the second leg."

Meanwhile the rest of the fleet was at the leeward mark, and confusion ruled the day. Two of the boats, including the outrigger, had already sunk. One was spinning around in circles, one was so low in the water that the crew was bailing instead of paddling. A short distance into the second leg, one of the boats broke both their paddles and the crew started paddling frantically with their hands.

The 12-footer was now leading. De-

spite going slow under sail, they had made a clean rounding, and they also had double paddles.

Then one of their paddles broke. Then one of our paddles broke. Then another of their paddles broke. We were gaining fast, thanks to one Marine still going full power with the last intact double paddle in the race. We pulled into first to win by a nose.

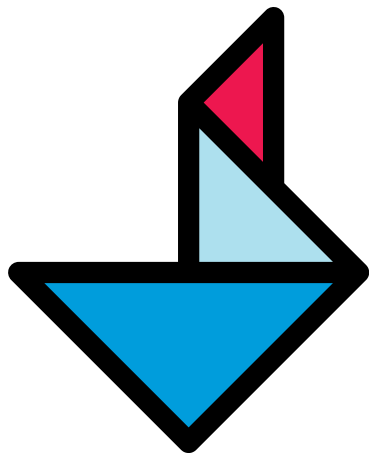
**"T**hat was, like, close," sighed Lee. "But our boat was clearly way faster under sail and only slightly slower under paddle."

"What are you going to do next year," I asked, "when everyone is copying your design?"

"If the race organizers are smart, they'll change the list of supplies. Or change the course enough to make a different solution optimal," she said. "Maybe a reaching leg. That would sure make my sailplan obsolete."

"And when all else fails, you can send in the Marines," I observed.

— max ebb



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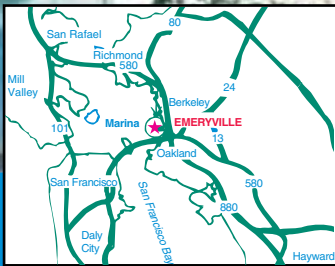
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# THE RACING

December was a pretty good month for racing on San Francisco Bay. Hardly an inch of rain fell and the sky was clear and sunny much of the time — not very winter-like. It was a lot warmer in Key Largo, though, at the first-ever **Audi Melges 20 Worlds**. Get a sense from some of our local talent about what it was like to compete. Beyond that, it's all about **midwinter racing** as most clubs have completed the first two sessions of their winter series.

## RegattaPRO Winter One Design Series

With the RegattaPRO headmaster Jeff Zarwell off in Florida for the Audi Melges 20 Worlds, the RegattaPRO regulars stepped in to take charge of series races three and four on December 14.

Conditions in the race area just west of the Circle were generally what you'd expect for winter racing. Northerly winds varied between 8 and 22 knots, shifting about 60 degrees throughout the day.

The 48 boats in six fleets had two windward-leeward courses set up, one inside the other, which included leeward gates. The shorter inside course was sailed by the smaller boats including J/70s, Moore 24s and J/24s. The longer outside course was for J/120s, J/105s and Melges 24s.

This configuration allowed all of the fleets to finish in closer proximity to one another. It also allowed the race committee to reset the course for race four to accommodate the substantial change in wind direction.

The consistent ebb helped to mitigate OCS calls for the most part but provided some challenging legs for the racers.

— tim prouty

### REGATTAPRO ONE DESIGN SERIES (4r.0t)

J/120 — 1) **Chance**, Barry Lewis, 4 points; 2) **Mr. Magoo**, Stephen Madeira, 10; 3) **Twist**, Timo

J/70 — 1) **Small Craft Advisory**, Mark Howe, 7 points; 2) **Javelin**, Norman Davant, 7; 3) **The Perfect Wife**, Chris Andersen, 9. (6 boats)

Moore 24 — 1) **Banditos**, John Kernot, 6 points; 2) **White Trash**, Pete Trachy, 16; 3) **Mooretician**, Roe Patterson, 17. (11 boats)

J/24 — 1) **Snow Job**, Brian Geoptrich, 5 points; 2) **Broadside**, Jasper Van Vliet, 15; 3) **Downtown Uproar**, Darren Cummings, 20. (11 boats)

Complete results at [www.regattapro.com](http://www.regattapro.com).

## Sequoia YC Winter Series

The Sequoia YC held the second race in its 2013-14 Winter Series on December 7. This series has five races with one throwout. There were 18 boats in attendance on the 7th; 13 in the spinnaker division and five in non-spinnaker.

Light winds and mild temperatures are typically associated with winter racing. However, the wind was more summer-like at 15 knots, and although the sun was out, the day was cold. The 9.74-mile course consisted of a short windward leg that was followed by a long counterclockwise tour of the race area, including two downwind legs, two upwind legs, and a short run to the finish.

It sounded like fun on paper. Skippers worked hard to avoid heavy current on the upwind legs, while others chose a one-tack strategy to the windward mark. With a continuing northwest breeze, the spinnaker boats set their kites. Given



during a mark rounding, *Wildly* then caught her spinnaker on the mark.

Elsewhere on the course, *Magic's* mast made contact with *Yellow Brick Road's* sail and then they lost a man overboard. Fortunately no one was injured in any of these incidents. *Yellow Brick Road* stood by to make sure *Magic's* crewmember was safe. All's well that ends well.

— richard butts

### SEQUOIA YC WINTER SERIES #2 (12/7; 2r.0t)

SPINNAKER — 1) **Head Rush**, Antrim 27, Peter Weigt; 2) **Seabuscuit**, Catalina 36, Mark Neumann; 3) **Pizote**, Santana 30, John Ryan. (10 boats)

NON-SPINNAKER — 1) **Pole Cat**, Wyliecat 30, Dan Doud; 2) **Ohana**, Catalina 36 Mk II, Dan Lockwood; 3) **Iowa**, Hunter 380, Rick Dalton. (5 boats)

Complete results at [www.sequoiayc.org](http://www.sequoiayc.org)

## Berkeley YC Midwinters

December 14 was warm and sunny with very light air mostly from the north for Berkeley Yacht Club's second series race. Fifty-two boats in nine divisions completed the course. Even the fast boats took almost two hours to cover the short 7.6-mile course.

At the halfway point of this series,



**Bill Davidson's 'Sirocco' (left) and Dan Gaudy's 'Flight Risk' (middle) during South Beach YC's Island Fever series.**

Bruck, 10. (5 boats)

J/105 — 1) **Jam Session**, Adam Spiegel, 10 points; 2) **Wonder**, Thomas Kennelly, 13; 3) **Godot**, Phillip Laby, 18. (18 boats)

Melges 24 — 1) **Personal Puff**, Dan Hauserman, 8 points; 2) **Nothing Ventured**, Duane Yoslov, 10; 3) **M1**, David Collignon, 12. (6 boats)

the current and wind conditions, racers spread out across the course as the breeze continued to build.

On the final leg, the race got interesting. *Frequent Flyer* lost her rig and *Primal Sloop* made contact with *Wildly*

Moore 24s vying for position during RegattaPRO's One Design Series.



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three competitors claim clean sweeps with two firsts: Richard vonEhrenkrook's Cal 20 *Can O'Whoopass*, John Gulliford's J/24 *Phantom* and Andrew Macfie's Olson 30 *Hoot*.

The next day's pre-start greeted racers with little-to-no air in the starting area. The race came dangerously close to being called when a wispy little effort arrived. It was very northerly and light, so a 6.6-mile course was chosen after a 25-minute postponement. The 28 boats glided around in the sunshine, with the last boat finishing by 3:21 p.m.

As on Saturday, there are three boats that can chortle about doing well for the first half of the series: Larry Telford's Islander 30-2 *Antares*, Will Paxton's Express 27 *Motorcycle Irene* and the sole multihull entry, Todd Craig's Corsair 24 Mk II *Foxtrot*.

— bobbi tosse

#### BERKELEY YC MIDWINTERS SATURDAY SERIES STANDINGS (2r.0t)

DIVISION A — 1) **Lightspeed**, Custom Wylie 39, Richard Elkins, 4 points; 2) **Ragtime**, J/90, Tryg Liljestrand, 6; 3) **Arch Angel**, Antrim 27, Bryce Griffith, 6. (12 boats)

OLSON 30 — 1) **Hoot**, Andy Macfie, 2 points; 2) **Yankee Air Pilot**, Donald Newman, 5; 3) **Chaos**,

Raymond Wilson, 5. (3 boats)

DIVISION B — 1) **Ahi**, Santana 35, Andy Newell, 3 points; 2) **Baleineau**, Olson 34, Charlie Brochard, 5; 3) **Flexi Flyer**, Soverel 33, Mitchell Wells, 6. (5 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton, 4 points; 2) **Abigail Morgan**, Oliver Kell, 5; 3) **Take Five**, Donald Carroll, 7. (15 boats)

SF 30 — 1) **Shameless**, Schumacher 30, 3 points; 2) **Wind Speed**, J/30, Tony Castruccio, 4; 3) **Jane Doe**, Olson 911s, Robert Izmirian, 6. (6 boats)

OLSON 25 — 1) **Synchronicity**, Steve Smith, 3 points; 2) **American Standard**, Bob Gunion, 5; 3) **Shadowfax**, Mark Simpson, 7. (6 boats)

DIVISION C — 1) **Phantom**, J/24, John Gulliford, 2 points; 2) **Achates**, Newport 30, Robert Schock, 4; 3) **Harry**, Newport 30, Dick Aronoff, 7. (3 boats)

DIVISION D — 1) **Critical Mass**, Mancebo 24, John Dukat, 4 points; 2) **Ypso**, Cal 2-27, Tim Stapleton, 5; 3) **Oreo**, Santana 22, Garth Copenhaver, 6. (6 boats)

CAL 20 — 1) **Can O'Whoopass**, Richard vonEhrenkrook, 2 points; 2) **Coyote**, Dave Gardner, 7; 3) **Green Dragon**, Marcus Choy, 7. (6 boats)

#### BERKELEY YC MIDWINTER SUNDAY STANDINGS (2r.0t)

MULTIHULL — 1) **Foxtrot**, Corsair 24 Mk II, Todd Craig, 2 points. (1 boat)

DIVISION 1 — 1) **Stewball**, Express 37, Bob Harford, 3 points; 2) **For Pete's Sake**, Ultimate 24, Peter Cook, 6; 3) **Always Friday**, Antrim 27, John Liebenberg, 6. (7 boats)

OLSON 30 — 1) **Hoot**, Andy Macfie, 3 points;

2) **Yankee Air Pilot**, Donald Newman, 4; 3) **Chaos**, Raymond Wilson, 5. (4 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton, 2 points; 2) **Libra**, Marcia Schnapp, 4; 3) **Dianne**, Steven Katzman, 6. (8 boats)

DIVISION 2 — 1) **TMC Racing**, J/24, Michael Whitfield, 3 points; 2) **Frogflips**, J/24, Richard Stockdale, 4; 3) **Two Irrational**, Moore 24, Anthony Chargin, 8. (8 boats)

DIVISION 3 — 1) **Antares**, Islander 30-2, Larry Telford, 2 points; 2) **Critical Mass**, Mancebo 24, John Dukat, 4; 3) **Raven**, Santana 22, John Hopkins, 3. (4 boats)

Complete results at [www.berkeleyyc.org](http://www.berkeleyyc.org)

#### **RYC Small Boat Midwinters #1**

Richmond YC hosted its first midwinter regatta on December 8 in what might be considered crisp conditions for sailors in the 19-class event. Among the one-design fleets, the Flying Dutchman fielded three boats and this report is from Zhenya Kirueshkin-Stepanoff about the day's racing in that fleet.

As the fleets gathered and put their boats in the water, one thing was pretty obvious: It was going to be a clear, cold day. Temperatures were in the mid-30s and not expected to get over the mid-40s.

Unfortunately, wind forecasts were a lot less certain. In fact they were all over the map. One forecast expected more than 20 knots of breeze. But by the first gun, there was only a light wind blowing and this eventually developed to 6-8 knots with gusts up to 12 knots.

The combined fleet starts meant that there were 14 boats on our start line. Buzz Ballenger did a terrific job of arriving at the pin end a little later than the rest and thus avoided the tangle of boats fighting for the advantaged pin. Ballenger pulled away and left Mike Meszaros and this

For more racing news, subscribe to *'Lectronic Latitude* online at [www.latitude38.com](http://www.latitude38.com).

December's racing stories included:

- Mini Transat • America's Cup
- Audi Melges 20 World Championship • Midwinter racing wrap-ups from Berkeley YC, RegattaPRO and Richmond YC
- Preview for Rolex Sydney Hobart • Year-end Racing Preview; seminars; and more!

# THE RACING



The Ocean Reef Club served up perfect conditions in Key Largo, Florida for the inaugural Audi Melges 20 Worlds. Clockwise from top left: Competitors surfing to the leeward mark; John Kostecki (left) on 'Star'; 'Problem Child' getting her surf on; John Kilroy's 'Samba Pa Ti'; Terry Hutchinson (right) on 'Barking Mad'; World Champions aboard 'Ninkasi'; tight fleet racing among the 52 entrants; Italy's Manfredi Vianini Tolomei's 'Maolca.'

PHOTOS: ©2013 JOY / IAN20CA UNLESS NOTED

writer to battle it out.

The second race couldn't have been any more different. Ballenger was struggling to get to the front while my crew fought to overcome Meszaros for the lead. Then Ballenger came in from the other side of the course to beat both boats to the finish.

The day's last race upset the pattern that Ballenger had hoped to continue. Meszaros managed to get a win, leaving Ballenger to take second. We had technical difficulties at the start and then crash-tacked to avoid a Thistle, leaving us in third place.

— zhenya kiruashkin-stepanoff

### RYC SMALL BOAT MIDWINTERS #1 (3r.0t)

FLYING DUTCHMAN — 1) Buzz Ballenger, 4 points; 2) Mike Meszaros, 7; 3) Zhenya Kiruashkin-Stepanoff, 7. (3 boats)

Complete results for all divisions at [www.richmondyc.org](http://www.richmondyc.org).

### **Richmond YC Optimist and El Toro Midwinters**

We had 14 sailors and 10 volunteers help on the race course December 7 for

Richmond YC's junior racing program. Even though it was very cold and windy, the kids were excited to race. Eleven Optis and one El Toro managed to get in three races in the chilly conditions.

— dan brandt

### RYC OPTI AND EL TORO MIDWINTERS #1 (3r.0t)

OPTI GREEN — 1) Tiberiu Quinn, 5 points; 2) Liam Farese, 6; 3) Hoel Menard, 7. (6 boats)

OPTI CHAMPS — 1) Raffi Baumann, 3 points; 2) Thomas Erisman, 7; 3) Daniel Erisman, 11. (5 boats)

EL TORO — 1) Joey Galvan-Carty, 1 point. (1 boat)

Complete results at [www.richmondyc.org](http://www.richmondyc.org).

### **Audi Melges 20 Worlds**

The inaugural Audi Melges 20 Worlds concluded on December 14 in Key Largo, Florida after 52 boats completed 10 races over four days in perfect sailing conditions. By all indications this event went off flawlessly. The list of entrants and participants reads like a Who's-Who of world-class racers that included a number of Olympians and America's Cup veterans. John Taylor's *Ninkasi* (USA)

and crew proved unstoppable, winning overall by eight points.

Not surprisingly a handful of boats from the Bay Area competed, as did some of our favorite professional local sailors.

As in some other fleets, the Audi Melges 20 has an owner/driver rule that keeps owners on the helm and the pros trimming or calling tactics. You might think of it as pro-am racing at its best. Bay Area boats included Daniel Thielman's *Kuai* (27th, Corinthian YC), Tom Kassberg's *Flygfisk* (24th, San Francisco YC), Erwin Le Gall's *Le Rescator* (49th, Golden Gate YC), Skip Shapiro's *Makaira* (41st, Richmond YC), Elliott James' *Problem Child* (39th, San Francisco YC) and John Kilroy's *Samba Pa Ti* (8th, St. Francis YC).

A few of the Bay Area's professional racers competed as well. Local skiff sailors probably know Jeff Causey (*Problem Child*) and Patrick Whitmarsh (*Flygfisk*) personally. Other well-known locals include America's Cup alumni John





STEVE BERNSTEIN



Kostecki (*Star*) and Terry Hutchinson (*Barking Mad*).

Undoubtedly, a lot of the teams had sailed together prior to this event. Larger racing programs like *Samba Pa Ti* and *Barking Mad* and overall winner *Ninkasi* already had impressive rosters on other boats and merely downsized for the three-person Audi Melges 20s.

"The density of talent in this class is outstanding," says Causey. "At the risk of spooking my skipper, Elliott James, I would sometimes offer encouragement such as, 'You're holding your lane nicely here between an Olympic gold medalist and an America's Cup winner,' or, 'Okay, hike hard here, we're crossing three world champions.'"

It goes almost without saying that approaching marks was an intense experience. "The fleet always seemed to descend almost simultaneously at mark roundings, and there was often very little physical space separating a boat in the top 10 from a boat in the bottom 10," according to Causey. He says you just have to look at the top teams' scores to see how volatile scoring was. "Many

boats were capable of a 7th in one race and a 37th in the next!"

The fact that many of these racers have come from much larger racing programs, particularly the multi-year America's Cup campaigns, might leave some wondering how they moved from sailing some of the fastest catamarans on the planet to mashing it up with some of the world's best racers on 20-ft monohulls. "It takes some time to transition into the small one-design classes after the America's Cup," Kostecki says. "But I really enjoy sailing on the smaller three-man boat. It is a lot of fun, and I was sailing with two of my best friends."

In many cases, though, sailing these 20-ft sportboats isn't that much different from the racers' early sailing days. "It's difficult to the extent that you have to learn the tuning and the nuances of the boat," says Hutchinson. "I started racing in a dinghy so it's great to come back to a more dinghy style of racing."

Causey feels that the Audi Melges 20 translates pretty well from a lot of classes that he has experience in, quickly making the boat familiar. "Its size and responsiveness make it similar to a smaller dinghy, and many of the

systems, such as the spinnaker drop line or the inverted boom vang, are borrowed directly from skiffs such as the 49er or International 14."

He believes that because of the design of the boat, it sails much like its larger 24- and 32-ft siblings, and isn't that different from even much bigger performance classes, like the TP52.

Yet getting the most out of these relatively new boats isn't easy. Fine-tuning for the best up- and downwind speeds requires a lot of time on the water. Hutchinson saw that teams with fast downwind boat speed could use that speed to maneuver around large packs of boats, which was a huge advantage in a 52-boat fleet. "It's like a great weapon," he says.

While both Hutchinson and Kostecki's teammates searched for the somewhat elusive tuning guide in Key Largo, others were really just trying to stay in the pack. Team *Problem Child* had never sailed together before, and Causey (surprisingly) had never sailed an Audi Melges 20. Their steep learning curve got even steeper when their tactician, Parker Mitchell, slipped a disc in his back prior to the first start on the second day. With only three hours' notice Dan Morris was

# THE RACING SHEET

flown out from SFO so the team could finish the event. Their determination earned them some respectable scores in the second half of the regatta (13th, 16th, and 21st), and they were given the award for most improved team.

— *latitude / ross*

## AUDI MELGES 20 WORLDS (12/11-14)

OVERALL — 1) **Ninkasi** (USA), John Taylor, 48 points; 2) **Cajun Underwriting** (USA), Marcus Eagan, 56; 3) **Lucky Dog/Gill Racing Team** (USA), Travis Weisleder, 68; 4) **STIG** (ITA), Alessandro Rombelli, 76; 5) **Midnight Blue** (USA), Jason Michas, 79; 6) **Section 16** (USA), Richard Davies, 84; 7) **Star** (USA), Jeff Ecklund, 84; 8) **Samba Pa Ti** (USA), John Kilroy, 94; 9) **Barking Mad** (USA), James Richardson, 94; 10) **Bacio** (USA), Michael Kiss, 99. (52 boats)  
Complete results at [www.melges20.com](http://www.melges20.com).

## Random Midwinter Results

### SOUTH BEACH YC ISLAND FEVER SERIES (12/14)

SPINNAKER PHRF BELOW 99 — 1) **Centomiglia**, Flying Tiger 10, Fabio Maino; 2) **Aeolus**, J/111, Rob Theis; 3) **PneumAddict**, Farr 30, Frank Wooten. (6 boats)

SPINNAKER PHRF ABOVE 100 — 1) **Sirocco**, Soverel 30, Bill Davidson; 2) **Sparky**, Catalina 25, Paul Zell. (8 boats)

CATALINA 30 SPINNAKER — 1) **Adventure**, Jack McDermott; 2) **Friday's Eagle**, Mark Hecht; 3) **Goose**, Mike Kastrop. (5 boats)

NON-SPINNAKER — 1) **Alpha**, Sonar, John Wallace; 2) **Seaview**, C&C 110, Peter Hamm; 3) **Synergizer**, Ericson 28, Larry Weinhoff. (8 boats)  
Complete results at [www.southbeachyc.org](http://www.southbeachyc.org).

### ISLAND YC ISLAND DAYS (12/8)

PHRF <152 — 1) **Wile E Coyote**, Express 27, Dan Pruzan; 2) **Crinan II**, Wyliecat 30, Don Martin; 3) **Sparrowhawk**, Moore 24, Bill Guoff. (5 boats)

PHRF 168 — 1) **Bandido**, Merit 25, George Gurrola; 2) **Checkmate**, Merit 25, Roger England; 3) **Dire Straits**, J/24, Dawn Chesney. (3 boats)

PHRF 152> — 1) **Wings**, Columbia 5.5, Mike Jackson; 2) **Galeta**, Aphrodite 101, Ken Viaggi; 3) **Lelo Too**, Tartan 30, Emile Carles. (4 boats)

NON-SPINNAKER — 1) **Meliki**, Santana 22, Deb Fehr; 2) **Scrimshaw**, Alerion Express, Michael Maurier. (2 boats)

WILDERNESS 21 — 1) **Gold Rush**, Matt Denny; 2) **Slice**, Mark Rommell; 3) **No Name**, Rich

Leblanc. (3 boats)

Complete results at [www.iyc.org](http://www.iyc.org).

### SANTA ROSA SAILING CLUB WINTER SERIES (12/21; 2r,0t)

DINGHIES — 1) Mark Alarie, Spindrift 10, 2) Emilio Castelli, Laser, 7; 3) Jim Smith, West Wight Potter, 7. (4 boats)

Complete results at [www.santarosasailingclub.org](http://www.santarosasailingclub.org).

### SANTA CRUZ YC MIDWINTER SERIES (12/21)

SPINNAKER PHRF <88 — 1) **Octavia**, Santa Cruz 50, Shepard Kett; 2) **Stretch**, Hobie 33, Todd Bredehoff; 3) **Animal**, Sydney 38, Scott Waleka. (7 boats)

SPINNAKER PHRF >89 — 1) **Pinata**, Olson 30, Jay Crum; 2) **Wildthing**, Express 27, Bryan Myers; 3) **Magic**, Santa Cruz 27, Magdalena Naef. (15 boats)

NON-SPINNAKER — 1) **Shock Therapy**, Santana 22, Fred Molnar; 2) **Odonata**, Santana 22, Chris Hofmann; 3) **Aeolian**, Catalina 320, Marc Barshay. (7 boats)

DOUBLEHANDED — 1) **Lowly Worm 2.0**, Moore 24, Scott Nelson; 2) **Nobody's Girl**, Moore 24, Sydney Moore; 3) **Rocket Science**, Moore 24, Terry Hensley. (4 boats)

Complete results at [www.scyc.org](http://www.scyc.org).

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\* St. Patrick's Day Race

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With a report this month on **The Many Rewards of Pacific Northwest Chartering.**

## **A Must-See Destination For Every West Coast Sailor**

We often attempt to dazzle your imagination in these pages by showcasing exotic, faraway charter destinations. But this month we'll shine our spotlight on a venue that's only a two-hour flight from the Bay Area: the Salish Sea region of the Pacific Northwest, which we consider to be one of the most spectacular sailing venues on the planet.

As the chartlet (right) shows, the Sea extends from the British Columbia mainland west to Vancouver Island, and from Seattle north to the narrows beyond Desolation Sound, encompassing both the (Canadian) Gulf Islands and (American) San Juan Islands. Within this maze of straits, inlets, fjords and bays you'll find a lush wonderland of dense forests, well-protected anchorages, picturesque waterside towns and carefully maintained regional parks, all of which add to the Sea's appeal to bareboat charterers.

Needless to say, due to this region's northerly location, it's primarily a summertime destination for sailors, with a season that extends from late May to September. Because of that relatively short span, charter fleets are smaller than you'd find in many tropical locations or in the Med. So it pays to lock in a reservation for your favorite boat type

**Waterfalls abound in many parts of the Salish Sea, and some are fed by serene lakes with swimmable water that's around 70°.**

as early as possible — like right now.

Due to the keen competition that results from the short season, most outfits pride themselves on a high caliber of customer service and boat maintenance — even if some of the boats offered are a few years older than what you'd typically find in big fleets elsewhere. There are some catamarans based here, but not many. (And yes, there are plenty of drive-it-yourself powerboats for hire if you choose to go over to the dark side.) In terms of big international charter companies, Sunsail has a base at Vancouver, BC, while The Moorings feeds clients to Anacortes Yacht Charters through a joint marketing agreement.

There are no steady trade winds in these latitudes, of course, and weather can be changeable. So you have to be prepared to deal with whatever conditions you get. As the prevailing northwesterlies filter down through the islands, the breeze can be strong in one channel but blocked completely in the next. So if maximizing hours under sail is a top priority you'll want to keep your plans as flexible as possible, and perhaps adopt *Latitude's* famous motto, "Go where the wind blows." Although summer days are generally sunny more often than not, it's also common to get passing squalls and cloud cover. But don't let a few clouds force you to stay belowdecks and play gin rummy all day, because the best winds during a week of chartering will often be found beneath cloudy skies.

Navigation is relatively easy in these waters, as most hazards are well marked, most destinations are within line of sight, and charts are accurate. In the days before GPS, you could get a little lost if you weren't paying attention, as many of these tree-lined channels look alike. But these days getting safely from point A to point B is dead simple, especially since many boats now come equipped with chart plotters at the helm station.



ALL PHOTOS LATITUDE / ANDY

The one caveat here, though, is that you have to be very aware of currents and tides. If you hope to travel a long distance in a day, you definitely need to plan your departure with a favorable current — in some narrow channels currents run 10 knots or more. Extremely detailed local tide atlases help immeasurably with route planning.

The other tricky thing, especially for first-timers, is anchoring, only because you have to be sure you account for tidal variations of 12 feet or more when you drop your hook.

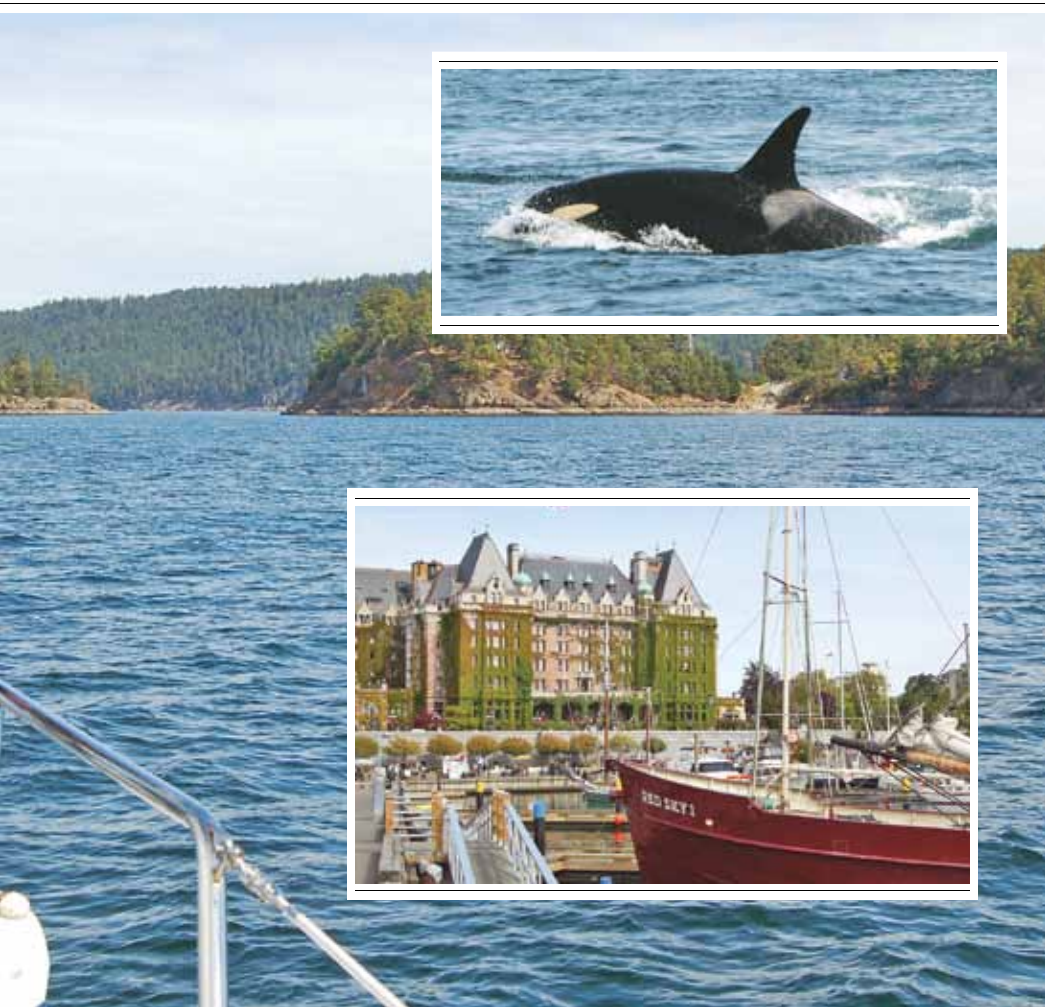
Even with the minor challenges of tides and currents, we would not hesitate to recommend the Salish Sea as a destination for first-time charterers, as conditions are generally benign and guidebooks are very comprehensive.

One of our favorite things about Northwest chartering is that you can easily plan itineraries that balance overnights at quiet, semi-secluded anchorages with stops at resort marinas or towns. This way, you can not only please the diverse tastes of your crew,



DAVID KORY

# OF CHARTERING



**Spread:** Our crew rides the bow pulpit as we cross into Canadian waters. **Inset:** Orcas are common, especially in Haro Strait; in charming Victoria Harbour it's possible to get a slip right in front of the landmark Empress Hotel.

but also get a broad sampling of all that the region has to offer.

Another cool thing about chartering here is that you can sail in both Canadian and American waters during the same trip. Compared to anywhere else we've traveled, clearing in and out is a snap — even in this post-9/11 era. In fact, at most Canadian ports of entry you simply scan your passport in an unmanned device at the immigration dock, look up at a camera, and a few seconds later a friendly voice will say, "Welcome to Canada!" These days, by the way, US and Canadian dollars are almost on par (\$1.00 USD = \$1.06 Canadian).

As you study charts and guidebooks on the Salish Sea, you'll undoubtedly become aware of the many marine parks in the region that offer both moorings and docks for overnighting. There are so many options among them, in fact, that

you could easily explore these waters for weeks and never have to drop an anchor — another plus for first-timers.

Some parks have facilities ashore, while others have none, but all have well-maintained walking trails that lead through forests, along beaches, and up to overlooks that reward you with sweeping panoramas of Mother Nature's handiwork, including the towering snow-capped peaks of the Cascade Range in the distance.

Within the expansive waterways of the Salish Sea, the Gulf and San Juan Islands are the usual focus of most charters — especially first-timers to the region. Both offer short distances between anchorages and ample opportunities for reprovisioning, souvenir shopping and dining out. And both have a few bustling waterside resorts with complete marina amenities. One difference between them is that the San Juans tend to be more crowded, especially during the weeks of mid-summer.

Deciding which venue is best for your group largely depends on your priorities.

For example, the young kids in your group might get a little bored in the less-traveled regions of the northern Gulf Islands. Likewise, if your crew is a bunch of city-slickers who can only handle so much unspoiled nature, you'll find more resort amenities such as spas and fancy eateries in the San Juans. Conversely, if your entire crew agrees that they prefer to stay as far from touristic hustle and bustle as possible, then the northern Gulfs might be the perfect choice. The truth is, every mile of this vast region is worth exploring, so the best idea might be to visit one cluster of islands on your first trip, and the other group on your next visit.

But the Gulf and San Juans aren't all that the Salish Sea has to offer. Farther north there are vast regions of easily navigable waters where relatively few bareboaters travel, yet they are definitely worth the effort. Traveling toward the north end of the Salish Sea along the British Columbia mainland you'll come to Jervis Inlet, roughly 50 miles north of Vancouver. As you wind your way up the inlet's glacier-carved valleys, the scenery in all directions is breathtaking, with verdant, steep-sided mountains all around.

Roughly 35 miles up, you'll come to Princess Louisa Inlet, famous for picture-perfect Chatterbox Falls, which cascades down a forested slope into a calm anchorage below. Needless to say, you're likely to do more motoring than sailing in such inland canyons, but the eye-popping scenery is worth the trip nonetheless.

Farther north lies the Desolation Sound region. In our opinion it should be high on the bucket list of every



# WORLD

nature-loving sailor. Lying roughly 80 miles north of Vancouver, but only 25 miles from the charter base at Comox, on Vancouver Island, it is a wonderland of primeval inlets and grottoes that could inspire even the most cynical among us to start writing poetry about the wonderfulness of life!

Really, it's that gorgeous there. And a big bonus is that because it lies a bit farther inland it gets less flushing action and consequently has warmer water than almost anywhere else in the region — we recorded a very swimmable 70° in several bays. There is almost no development in this remote area, so be sure to let your crew know that they'll have to entertain themselves.

To the north of Desolation, the topography is an intricate maze of waterways that leads all the way to Southeast Alaska. You can get a good taste of what cruising to the far north is like by exploring Desolation's dramatically chiseled fjords, such as Toba Inlet, where dozens of waterfalls splash down from the heavens, even in mid-summer.



*A vintage photo from our family trip to Desolation Sound. The inflatable kayakers were a big hit for checking out the waterfalls up close.*

If you're used to chartering in tropical destinations where you spent lots of time snorkeling and chillin' out on white sand beaches in pursuit of a perfect tan, you might be wondering how you'd spend your non-sailing time in the Salish Sea

— other than oohing and ahhhing at the scenery. Trust us, there's plenty to do. As we mentioned earlier, every island has hiking trails, some of which lead to gorgeous (fresh water) lakes — sort of like exploring the back country of the High Sierra, but without having to deal with the altitude.

Another great way to burn some calories while seeing the sights is by kayaking, a sport that's tremendously popular in these often-benign waters. Some charter companies rent them, or you bring the inflatable type from home. Another option is renting them from resorts and doing day trips.

Fishing and crabbing is a major recreation in these waters. In fact, some charter boats come with crab pots on board. But if that sounds like too much trouble, you can buy fresh seafood throughout the region, sometimes directly from the folks who caught it earlier that day.

Some islands — such as Lopez, which is mostly flat — offer bicycle rentals, which is a perfect means of exploring

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# OF CHARTERING

farther afield than you could by walking. Several resorts have tennis courts, pools and spas that visitors can use with day passes, and many of the villages and remote outposts in the region have fun little gift shops that offer unique, area-specific souvenirs and books.

Although relatively few charterers even consider going scuba diving in these cool waters, the underwater world is actually remarkable in parts of the Salish Sea. Enjoying it is simply a matter of having an appropriate wetsuit.

In addition to all the active outdoorsy stuff you can do in the islands, there's a whole range of other things to do in the small towns of the region. On San Juan Island, for example, Friday Harbor has art galleries, movie theaters, a whale museum and live music venues.

Across Haro Strait on Vancouver Island, you can visit the world-famous Butchart Gardens, which can be accessed from a special overnight anchorage. BC's capital city, Victoria, lies at the south end of Vancouver Island, and

is definitely worth a visit if you can spare the time. Not only is its harbor the cleanest and most neatly organized port we can think of, but this easily walkable city has many charms. In addition to great seafood restaurants there are brew pubs where you can sample local ales and wine shops where you can taste island-made wines.

Waterfront streets are lively with busking musicians and acrobats. And both the excellent Royal British Columbia Museum and an IMAX theater lie right across the street from the Harbour's main guest slips, which are laid out directly in front of the classic Empress Hotel.

If we had to choose three words to describe this region, they would probably be: green, lush, and tranquil. In



LATITUDE / ANDY

*Sailing in sight of majestic Mount Baker. During the summer months the sun doesn't set until after 9 p.m. so there's plenty of time to play.*

fact, just thinking about sailing between those deep green, pine-covered islands we can feel the stress start to melt away. But don't take our word for it. Lock in a reservation and check out this remarkable region for yourself this summer.

— *latitude/andy*



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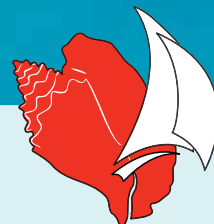
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# CHANGES

With reports this month from **Blue** on getting caught in Tropical Storm Octave; from **Esprit** on crossing the Atlantic; from **Kiapa** on "tremendous, treasured Tonga"; from **Brick House** on an open ocean rescue in the Solomon Islands; from **Sanctuary** on a summer search for a swivel in the Caribbean; from the **Nayarit Riviera Sailors' Splash and Blast**; and **Cruise Notes**.

## Blue — Catalina 36 Rodrigo Kozama, Nancy Truesdale Hit by TS Octave in Mag Bay (San Diego)

As the 525+ people were getting ready to start the 2013 Baja Ha-Ha in late October, Rodrigo, 34, and his girlfriend

Nancy, 30, were already enjoying stopping at all the little villages along the Pacific Coast of Baja. They had four favorite spots: Isla Cedros, where they spent a total of 10 days at different anchorages; Ascension, which they found to be more tranquil than Turtle Bay, and where they were able to buy five gallons of

diesel for a good price at the Pemex station across from the beach; Abrejos, where they enjoyed fine surfing until the south swell made the unprotected anchorage too uncomfortable; and San Hipolito, where they had "Trestles-like" waves all to themselves. Rodrigo, who probably has 1% body fat, carries three boards.

Sometimes, of course, there is a price to be paid for heading to southern Baja before the end of hurricane season. For instance, in October 2012, hurricane Paul caught the Coronado-based *Sea Silk* in Mag Bay with winds in excess of 100 knots. After the anchor lines got twisted,

**When put to a real-world test of tropical storm Octave, 'Blue's Rocna 20 anchor performed as advertised. Of course, it was in soft mud.**

the Hylas 46 ended up on the beach with a broken rudder. She was later pulled off the beach and repaired to "better than new" in Cabo San Lucas.

Somewhat similarly, on October 20 last year Rodrigo and Nancy found themselves in Mag Bay, anchored close to the cell tower at San Carlos so they could monitor the approach of tropical storm Octave via the Internet. Rodrigo was surprised to be awoken at 4 a.m. by "howling winds". Octave had arrived a day early and stronger than forecast. Tropical disturbances do things like that. Rodrigo telephoned the *panganero* who was going to guide him into the mangroves for protection that day, but was told it was already too late.

Rodrigo and Nancy would have to rely on *Blue's* anchor and ground tackle. Fortunately, the boat had good stuff: a hi-tech Rocna 20 (44-lb) anchor, 200 feet of 5/16-inch G-4 chain, and 250 more feet of 5/8-inch three-strand nylon line. Furthermore, Rodrigo had beefed up the bow of the 30-year-old Catalina with a G-10 backing plate and a lot of epoxy. Last but not least, the bottom was soft mud and they had 8:1 scope.

Not the most powerful tropical storm, Octave nonetheless brought maximum sustained winds of 37 knots with gusts to 43. And once the wind shifted from the southeast to the southwest, *Blue* had no protection from the chop created over the width of Mag Bay. "For 26 hours *Blue* was like a raging bull wanting to break free of her leash," remembers Rodrigo, "but she didn't drag."

The only problem was the snubber chain, which, thanks to a combination of the bow's going under and causing temporary slack in the chain, and a wave

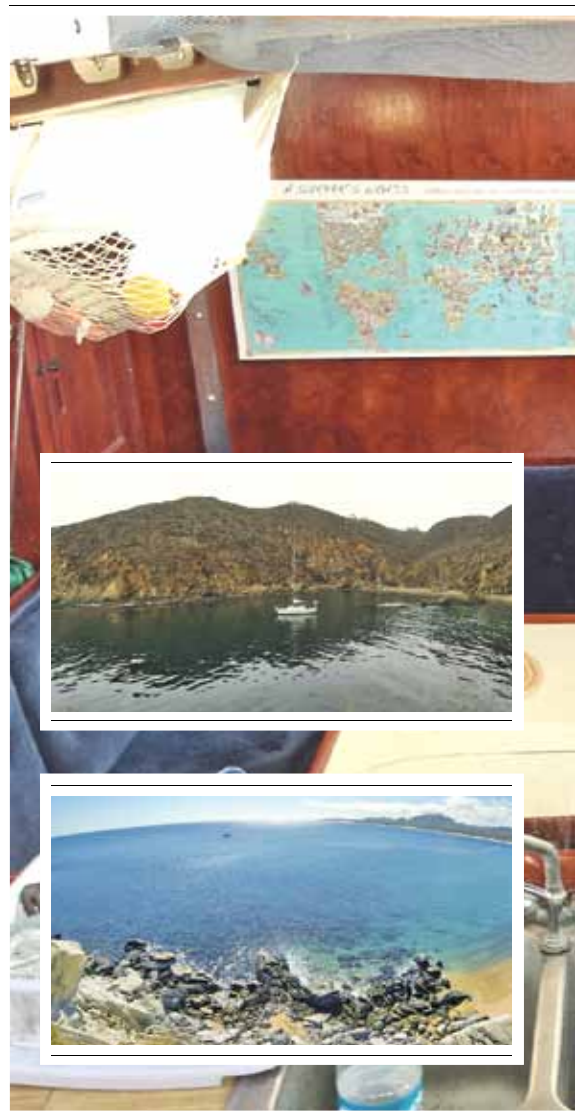
slamming against the snubber, knocked the snubber hook off. "Fortunately, I had a backup snubber attached to my stem fitting where the shackle normally attaches to the asymmetrical spionnaker," says Rodrigo, "and it held until I was able to re-attach the chain hook. To prevent the hook from coming off again, I Zip-tied the slack part of the chain around the hook and onto the loaded side of the chain."

The right equipment, proper

BLUE



**First-time sailor Nancy Truesdale didn't realize she had a date with blowhard Octave in Mag Bay.**



preparation and constant vigilance meant that *Blue* was able to ride out the moderate blow without any problems. The couple's lives were never in danger, as the lee shore was a short dinghy ride or swim to leeward. Plus it was warm. As for the morning after the storm? "It was absolutely gorgeous, with a blue sky and no wind at all."

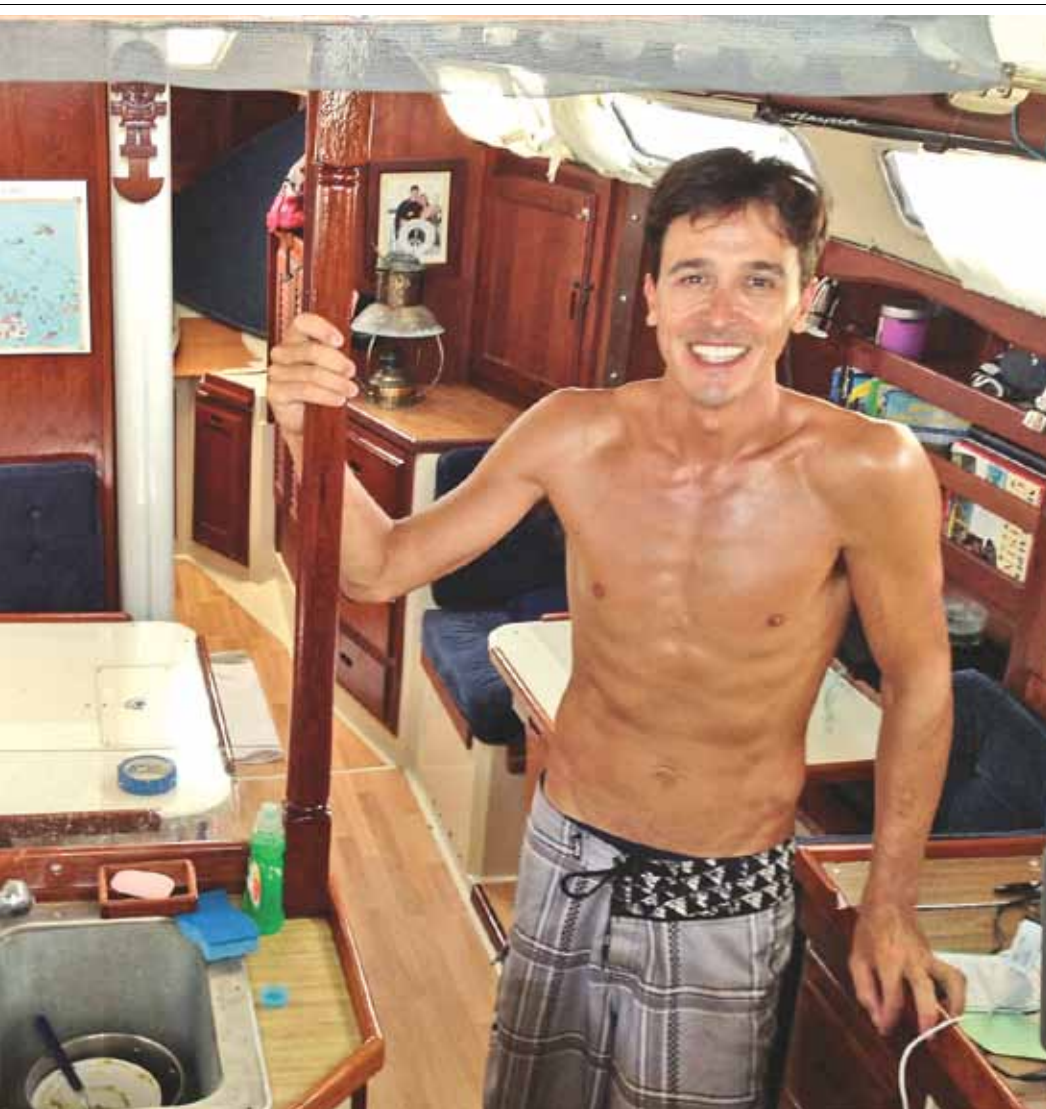
Rodrigo is an interesting guy. He was born and raised in Brazil, where he sailboarded and later cruised the southern coast of the country with his O'Day 22. But when he visited his brother in San Diego seven years ago, he took one look at the sailboats across from the airport at Harbor Island and fell in love.

Since Rodrigo had a degree in electrical engineering, getting a job in San Diego wasn't difficult. But his real love was sailing, so in his free time he began crewing on *America*, *Stars 'n Stripes*, *Ab-racadabra* and other boats. Before long,

LATITUDE/RICHARD







SPREAD, LATITUDE/RICHARD; INSETS, BLUE

**Spread; Rodrigo in the saloon of his Catalina 36. Insets; A 'secret' cove just south of Ensenada, and the Frailes anchorage in the Sea of Cortez.**

he had his 50-ton Coast Guard license and during his non-electrical engineering hours worked as a charter captain taking people out on sunset cruises and whale-watching trips.

It was four years ago that Rodrigo bought his Catalina 36, getting a good deal because she'd been sunk to the floorboards for a period of time. He then redid the entire boat, from the running and standing rigging to the electrical and plumbing. "It's not that hard on a Catalina," he says. To do it on a budget, he took a job at West Marine, where employees get a nice discount on purchases. "I also learned a lot about boats while working there," he says.

After *Octave*, Rodrigo and Nancy continued south, where they enjoyed their best fishing. "We'd gotten lots of tuna

farther north, and some sea bass and halibut while at anchor," says Rodrigo. "But south of Mag Bay we got two nice mahi mahi, which was all we had room for in our freezer."

Rodrigo and Nancy's roughest weather to date wasn't *Octave*, but a surprise Norther that caught them on the way from the Muertos anchorage to the La Paz Channel. "It was blowing 25 and gusting to 30, the seas were short and steep, and we were taking water over the entire boat," says Rodrigo. "It was really rough."

But once they reached the islands between Espiritu Santo and Isla San Francisco, the cruising life became very sweet. "The diving, the snorkeling, the many anchorages with no boats — it was fabulous."

While Rodrigo's long-

term dream is to sail back to Brazil, he's unsure if the relatively light Catalina 36 is the right boat for such a trip. So over the next three months he and Nancy plan to sail to Costa Rica, then reassess their dreams. Getting to Panama wouldn't be a problem, but only the strong boats survive a trip across the Caribbean and against the strong currents to Brazil. The couple will also assess the size of their cruising kitty. They figured on being able to cruise on \$1,000 a month. So far they've been able to do it on about \$750, and during one month on the cost of Baja only spent \$300.

— *latitude/rs* 12/04/2013

## **Esprit — Kelly-Peterson 46 The McWilliam Family Atlantic Crossing (Henderson, Nevada)**

After 19 days at sea, starting from the Canary Islands off the coast of Africa, we arrived safe and sound, albeit tired, at Grenada in the southern part of the Eastern Caribbean. We are now berthed at Port Louis Marina, St. George's.

We started out by heading south for the Cape Verde Islands, as it gave us the option of stopping there or, if the weather was promising, continuing on directly to Grenada. The weather looked favorable — at least in the eastern half of the Atlantic — so we didn't stop. There was a low pressure system developing in the western half of the Atlantic that would turn into tropical storm *Melissa*, but we figured it would move north and out of our way a week before we got to it. And it did.

We rode the winds from the Azores High as far as we could, then had to motor for about a day before getting sail power from the next weather system. Thereafter we were able to use wind from a new high-pressure system to sail

***A North Atlantic crossing in the late fall doesn't sound warm or colorful, but it can be if you get far enough to the south.***



ESPRIT

# CHANGES

all the way to Grenada, with the wind always from aft of the beam. Given these conditions, we only motored for 38 hours during our 3,000-mile passage.

Because the wind was behind us the entire way, we ran wing-and-wing most the time, and 'enjoyed' the rock 'n roly trip. The three of us got pretty good at jibing, which was a bit complicated because we wung the genoa out on the pole.



**Chay McWilliam with the 'catch of the day'.**

In the Eastern Atlantic we had 20 to 30 knots of wind, while in the Western Atlantic we had mostly 10 to 20 knots. Our top speed was over nine knots, and we hit a lot of eights. We averaged 6.6 knots over the course of our 19-day passage.

Rick and Robin from *Endangered Species* stopped by after we arrived in Grenada and we compared passages. They were crew aboard the *Oyster 65 Rocas* — a luxury ride — which left Cape Verde the day after we turned right and headed west. We commiserated with each other about the rock 'n roly conditions — although it sounds as though they had it worse than we did — while sailing wing-on-wing. Rick had also been following the fortunes of the more than 250 boats in the ARC (Atlantic Rally for Cruisers) and ARC+ fleets, and confirmed our suspicions that they were having a very rough time. Some boats reported up to 70 knots of wind on the nose, while others reported they were running low on fuel because there hadn't been any wind. It all depended on which course the skippers had chosen. It appears that

**Although it was often "rock 'n roly" crossing the Atlantic, Katie and Jamie still managed to enjoy a few meals.**

we made the right decision when picking our weather window, and leaving before the ARC fleets.

As we sailed farther west across the Atlantic, both the temperature and the squall lines increased. We were fortunate to be hit by only a few squalls, which brought strong winds and heavy rain. Until they passed, that is, when there was no wind at all. Naturally, most squalls occurred at night. In any event, it was nice to be able to put the blankets and sweatshirts away.

We listened to seven audio books, ate every meal, didn't suffer too much from seasickness, and Katie was actually able to make crêpes and pancakes a few times. Rock 'n roll conditions are not conducive to cooking underway.

After turning right at Cape Verde, we only saw two boats — one sailboat and one fishing boat — and heard only one VHF conversation for the next 2,200 miles. We heard more VHF traffic the last 30 or so miles to Grenada, and thus felt as though we were no longer on our own private ocean.

We had flying fish of all sizes land on our deck almost nightly, had dolphins join us to play in our bow wake, and saw a sea turtle as we neared Grenada. We were visited by several types of birds, including boobies and some sort of long-tailed tropical bird.

Several nights were clear, which made for ideal star gazing. Jamie used the astronomy app on his iPad to find all the constellations — Orion, Taurus, Pisces, Gemini, etc. Venus lit up the sky each night, as if the night sky on the Atlantic weren't amazing enough.

Sitting here in the Caribbean, we seem to be 'boat-lagged'. It seems like only yesterday that we were in the Med, and now here we are, 3,000 miles away in the tropics. Isn't cruising great!

Our plan is to leave *Esprit* here until March so we can go home for Christmas. Meanwhile, we're enjoying listening to Christmas songs with a reggae beat.

— chay, katie, & jamie  
12/4/2013

**Kiapa — M&M 52 Cat  
Lionel and Irene Bass  
Treasured Tonga  
(Western Australia)**

Captain Cook's moniker for Tonga, 'The Friendly Islands', certainly won't be disputed by us, as it seems



as true today as it must have hundreds of years ago. We've just completed eight weeks in the 171-island nation, the only one in the South Pacific that was never colonized. Because of our 'Truly Tremendous and Treasured Times in Tonga', we plan to return after this Southern Hemisphere summer sojourn to New Zealand.

There are several obvious reasons that we treasured our time in Tonga, and that we were probably the last Pacific Puddle Jump boat to make the 1,100-mile passage to New Zealand to avoid the start of the tropical cyclone season in the South Pacific:

1) The Tongans are incredibly friendly. I have two examples. David and Hika, landowners from Vaka'eitu Island in the Vava'u group, organized a birthday meal for Ian, a friend visiting from Perth. How many of us have enjoyed a pig-on-a-spit beach BBQ as a birthday meal? Two weeks later, Lionel and I were invited as guests to a birthday dinner for Veronica, the co-owner of Treasure Island, also known as Eua'iki Island EcoResort.





**Spread; Among Tonga's attractions is consistently near-perfect kiteboarding conditions. Lower left inset; It's rare that you get to see a murder being committed underwater, but here a triton consumes a blue starfish. Inset right; the birthday feast on Treasure Island.**

How often is one served freshly caught crayfish, served with chilled white wine, out on a jetty over the ocean? And all at no cost! Treasure Island for sure!

2) Tonga also presented us with an opportunity to swim with whales, the giants of the ocean. It was an experience we'll never forget.

3) Lionel and I admit to being dive snobs, as we've been fortunate enough to have dived and snorkeled in many of the world's most fabulous spots. Now that we know where to dive in Tonga, we'd rank it as a worthwhile dive destination. We saw everything from sea horses to sea snakes, from living cowrie shells to observing a triton eating a blue starfish. There are also many beautiful corals.

4 and 5) The Vava'u Regatta, as well as regular Friday afternoon beer can races, are two more reasons. What a hoot these events were! It may have had something to do with the finish line being at the bar

in a nearby pub. No, just crossing the finish line on the water wasn't enough. To properly finish, a member of the crew had to swim to shore, run to the pub, and be the first one seated at the bar! The beer can races could more accurately be called the 'beer carton races', as cartons of beer seemed to be the standard prize. Thanks to our catamaran's having been designed by Morrelli & Melvin, and built light by Schooner Creek, we didn't have to buy too many cartons of beer in Tonga.

6) Lionel and I love to kiteboard, and thanks to reliable southeast trades, sandy beaches and warm water, Tonga is a kiteboarding paradise. We could kiteboard for hours

on end anytime we wanted.

7) Last but not least, Tonga has so many anchorages in close proximity that we always had the choice of being so-

***Irene provides a frame of reference by which the size of the plate coral can be judged. Irene is petite by human standards, the coral is XL.***



# CHANGES

ciable and anchoring with other cruising boats or finding an anchorage all for ourselves.



**Contented Tonga cruisers Irene and Lionel.**

How often do you have the option of getting a slice of heaven all alone?

If you want several good reasons that *Kiapa* will return to the Kingdom of Tonga next season, there you have them.

P.S. Now that we've made the passage down to New Zealand for what they call

'summer', Lionel and I have vowed never to sail outside of the 20°N, 20°S boundary. That said, it's great to finally be able to shop where there is a huge selection of products such as yogurts and cheeses. I heard a rumor that *Profligate* will be headed to the South Pacific in the spring of 2015. If that's true, we'll have to meet up again, as we'll still be there.

— irene 11/25/2013

## **Brick House — Valiant 40 Patrick and Rebecca Childress The Motorboat from Nowhere (Middletown, Rhode Island)**

How would you react if you'd just taken down the main because of an approaching squall at 9 a.m., and suddenly realized that despite being 45 miles from the nearest land, your boat was being overtaken astern by a funky, outboard-powered 18-ft open boat with men dressed in black? It's true that we were in the southern part of the Solomon Islands rather than the waters off Somalia, but I called for Rebecca to quickly grab our stun-gun, bear spray and big spear gun just in case.

**While 45 miles from the nearest land, Patrick and Rebecca suddenly found themselves with 10 extra crew.**

Once she'd gotten them, we stood shoulder-to-shoulder in the companionway as we watched them continue to overtake us. There was a dark-skinned man dressed in black on the bow getting a face full of waves, and another dark-skinned man wearing black at the back operating the outboard engine. We could see additional people hiding under a dark tarp in the middle of the boat. It was impossible not to think of yachts being hijacked in the Arabian Sea. But as they finally pulled alongside, we could see children and a woman's face under the tarp trying to stay out of the pouring rain. "We need help!" one of the men yelled.

It was difficult to get Charles, the owner of the small boat, aboard *Brick House* for better communication, as the boats bumped hard against the fenders in the ocean swells. Charles explained that there were a total of 10 people aboard, and they'd left Duff Island at noon the previous day to cross 57 miles of open water to Reef Island, where they planned to get more gasoline. Once fueled up, they planned to continue another 45 open ocean miles to attend the funeral of a relative on Temotu Island. There are no towns or gas stations in any of these remote places, only villages where everyone lives in thatch huts and harvests what they can from the sea. It would be extremely difficult to obtain gasoline at any of them.

Our GPS placed our new friends about 65 miles off course. We were told that during the night they'd had the same stormy, rainy weather, with gusts to 35 knots, that we cruisers had been complaining about during our morning SSB conversations. With no compass, no observable stars, and a very confused sea, they'd become disoriented and didn't know where they were. So once they saw our sails, they headed for us.

For sustenance, they'd brought along a bucket of dried breadfruit chunks — which to Americans would taste as good as smoke-flavored dog biscuits — and two liters of fresh water.

Taking sympathy on their plight, we soon had 10 Solomon Island natives spread around our cockpit and deck, and pulled their little motorboat with a very long line. You can imagine how difficult it could be to trim sails, adjust the Monitor self-steering vane, and generally operate a sailboat with that many bodies in the way. But



they were willing to learn how to put a line clockwise around the winches, and were eager to help. In a short time they took over steering *Brick House*, and did an excellent job of keeping on a compass course.

These natives were not typical of the guests we'd had on our boat before. Some were picking nits from each others' head, and the lips of several were drooled red from chewing and spitting betel nuts. A couple of these poor folks had sheets of sores with scabs, and mild infections on their legs and feet. We gave them topical antibiotic ointment to help. Charles was bothered by his bad knee. A year before, his knee had been knocked complexly out of joint, so with no options, he set it with his own hands. Life in 'paradise' isn't so sweet for those who live at subsistence levels and without even basic medical care. But our guests were polite, and didn't chew betel nut while on our boat.

Knowing they had to be hungry, we offered them our bucket of yellow bananas.



BRICK HOUSE



BRICK HOUSE

remaining 58 miles to their destination of Temotu, and then all the way back to Duff. All we know is that their ordeal would have been a lot harder — and perhaps fatal — had they not spotted our sails so far from land.

— patrick 11/15/2013

**Sanctuary — Island Spirit 37 Cat  
Capt Mark Denebeim  
In Search of a Furling Sail Swivel  
(Prince Rupert Bay, Dominica)**

'Should I stay or should I go?' In addition to being one of the most famous lyrics by the 1970s punk rock band The Clash, it is a question that cruisers in the Caribbean have to ask themselves at the start of each hurricane season. For you either head south of latitude 13° north, about where Bequia is, or you run the risk of tropical storms or hurricanes from July through November. Grenada and Trinidad, the latter being even farther south and thus even safer, receive an influx of hundreds of cruising boats fleeing the hurricane zone each season. The other risk you run if you don't get south of 13° north is that it's unlikely your boat insurance will still be in effect.

But what if you live and work full time on your day charter yacht in the middle of the Eastern Caribbean, which is north of 13° north? And what if you have insurance that is good 365 days a year? Both would suggest staying. But I had mitigating circumstances — the swivel on my ProFurl M35 roller furling halyard had corroded badly and was in danger of failing. Normally I could go to a nearby chandlery and buy the part, then hire a rigger to take care of the problem. But you can't do that in the summer, as other than on St. Martin and Grenada, many yacht service providers pretty

***The roller furling headsail swivel gone bad. It was the cause of Mark's having to take a 'vacation from his normal vacation'.***

***Charles, the owner of the small motorboat, said that stormy conditions at night caused them to get lost. They had no navigation gear.***

They were like magicians, because the bananas immediately disappeared — although there was a trail of yellow peels. Next we boiled our taro and yams, which also quickly disappeared.

There was only one woman, Samantha, in the group, and she was stoic. There were two girls and one boy between the ages of 6 and 12, and all three of them were cute and well-behaved. As the children were just learning to speak English, they communicated most effectively with their smiles.

By 10:30 p.m., we were within a quarter of a mile of the opening in the reef to Reef Island and, thanks to the lack of wind and a flat sea, it was easy for the 10 guests to get back onto their little boat. Even had there been good light, we couldn't have stopped there ourselves, as another cruising yacht had recently had to escape the island under the cover of darkness to put an end to a terrible

ordeal with a corrupt local official.

Before getting out our boat, Charles carefully studied the channel into the reef on our chartplotter. Their five remaining gallons of gasoline would easily get them to shore. To help them out, we gave them new batteries for their dead flashlights, plus another of our flashlights and some batteries. We also presented Charles with the underwater compass that I'd previously worn on my wrist, hoping this would prevent him from getting so lost again. Lastly, we more than doubled their fresh water supply.

It was interesting to see that they seemed to accept the responsibility for the ordeal as a family unit, as we heard no blaming or bickering. All were polite as all the other villagers we have met. Despite their fatigue, they couldn't have been more pleasant guests.

We weren't sure how they were going to find enough gas in the village to get them the



SANCTUARY

# CHANGES

much shut down until winter.

The need for the halyard swivel forced me to abandon my post at Prince Rupert Bay, Dominica, and head 210 miles south to Prickly Bay, Grenada.

As it turned out, I would be gone from September 15 to October 7, during my 'vacation from my vacation'.

So after a busy summer hosting medical students and faculty, guests at Secret Bay Resort, and the local high school graduating class and their teachers aboard *Sanctuary*, I headed for Prickly Bay in 15 knots of easterly winds, determined to hunt down the \$350 part and get it installed. And have fun while doing it.

My first stop was Roseau, the capital of Dominica, for a quick goodbye to friends. Then I was off to Martinique, where I anchored at Chaudiere, and where the snorkeling was quite good. There was no other boat in sight. While there, I began my other quest, which is to join others helping to eradicate the destructive non-native lion fish from the Caribbean. I had two kills, one almost 11 inches long. Then I watched a nice sunset.

My roller furling was getting difficult to unfurl and furl, especially by the time I arrived at Les Canaries, St. Lucia the next afternoon. Michael, a boat boy, approached on his kayak and offered to sell me some conch shells. I invited him aboard, and sent him up the mast to attach a hose clamp around the neck

**Capt Mark has no trouble making friends. Young, old, male, female, black, white, Mark loves to make them all a part of his long life.**

of the swivel. I hoped that would keep the swivel centered on the extrusion so it wouldn't bind. The fix worked for the next leg to St. Vincent, then failed again.

Some young teens paddled out to my boat and we hung out together, cleaning white urchins and looking for a used kayak to buy at the nearby Ti Bay resort. That night I enjoyed visiting Darren at The Discipline Bar, and bought some locally made jewelry and a bamboo catamaran. Oh, and I bought a conch shell from Michael after all. Lion fish kills — 0.

Only four miles farther south lay the Pitons, one of the magical places on the planet, and home to Ladera, consistently voted the top Caribbean resort. Two conical peaks frame a two-mile-long deep bay at the Pitons, with fantastic snorkeling and hiking. Le Grande Piton is 2,600 feet and Petit Piton is 2,450 feet. They towered over me from two sides while I enjoyed local lobster on *Sanctuary's* trampoline at sunset. My boat was again the only one in the bay, and there was a full moon rising over Grand Piton. Pure magic. Lion fish kills — 2.

I left for St. Vincent the next morning with a dolphin pod of 20 leading the way. Chateaubelair, about 38 miles south, was my destination and I had 15- to 20-knot easterlies and small seas on the way. I arrived mid-afternoon to a completely empty bay. Customs was closed, as was everything else, so I motored down the coast a couple of miles to Wallilalou. I was met there by Julian in his kayak, who ushered me to one of two moorings directly in front of the Pirates of the Caribbean movie set. It's over 50 feet deep there, so you have to moor stern-to, your stern line to a destroyed dock. Customs was closed here, too, so I visited with some locals and endured the extremely bright 'security' light blaring from shore. I won't stay there again, but will take a mooring on the north side of the bay. Lion fish kills — 0.

Since the failing furler was making sailing less fun, I decided I'd increase my pace heading down to Grenada. But the Grenadines are wonderful, so couldn't help but stop at Bequia, where I finally cleared customs. I also had a local guy fetch 60 gallons of diesel from the service station, as all the fuel docks were closed and *Dafodil*, a ship-to-ship water and diesel barge, was 50% more expensive. African, a local charter skipper and I, hung out awhile,



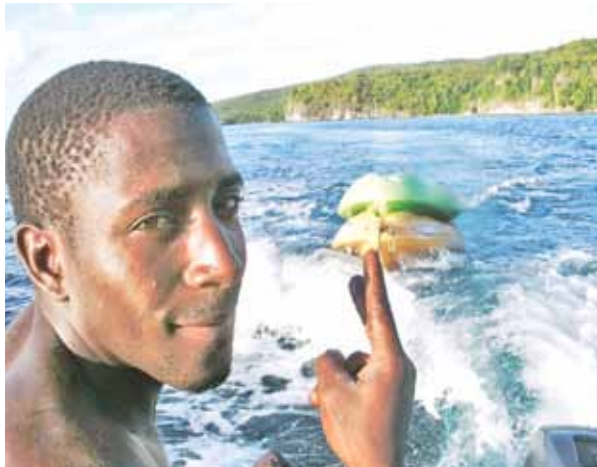
Mark in a 'selfie' taken in Grenada.



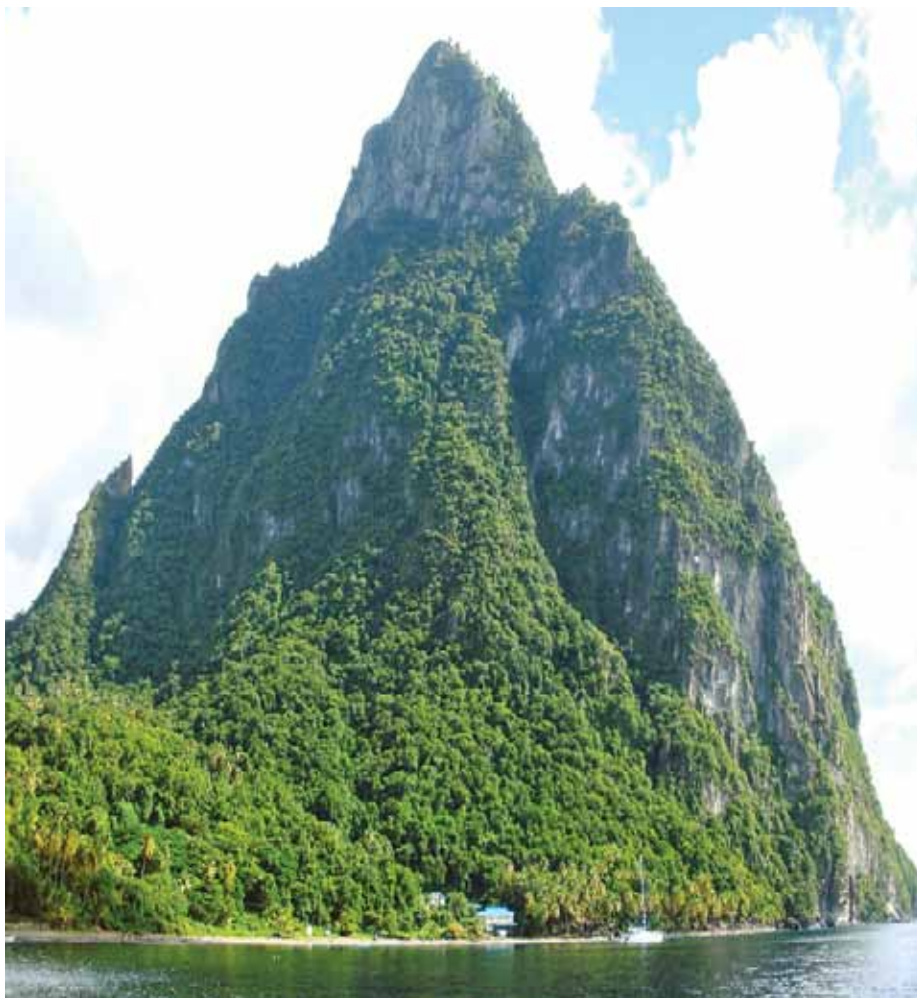
and then I had a beer and installed my eighth ring-toss game in the Caribbean, this one at Maria's Café. Lion fish kills — 0.

When I arrived at the perfect and most picturesque crescent beach on the planet — Salt Whistle Bay, Mayreau — Black Boy of Black Boy and Debbie's BBQ, hollered from shore: "Captain Mark, get yo ass off dat boat and come here, my boy!" *Sanctuary* and I remained at Salt Whistle for three days. I spearfished with my pal Ice for four hours, and we got 16 lobster and four lion fish, the former for Black Boy's dinner guests that night, the latter for my eternal quest. Lion Fish kills — 4.

On Union Island, where I cleared out of the Grenadines, the Happy Island bar — made from discarded conch shells — sits atop Newland's Reef. Alas, it was closed, so I went to Sun Beach Eat, my favorite BBQ spot in Chatham Bay. I spent the evening there with Secki and Vanessa, enjoying their homemade barracuda soup. We played the ring toss game I'd installed there in 2011, and Vanessa scored 15 times in a row! Lion fish kills



ALL PHOTOS COURTESY SANCTUARY



Photos from the 'Sanctuary' scrapbook: Above, one of the tall Pitons with Mark's little boat at the base. Some lobsters and 'catches of the day'. New young friends. 'Sanctuary' on the hook. The Last Bar Before the Jungle really is. Mark and three lady friends from the islands.

— 0.

Forty miles later, I arrived in Prickly Bay. I arranged to buy the furling part the next day and have it installed. While waiting, I watched Oracle Team USA win the first of eight America's Cup races in a row. I really enjoyed the scenic shots of my home town of San Francisco.

Six hundred dollars later, the new swivel was in place and my roller furling was working as good as new. So I moved on to St. George's, where I celebrated my 56th with Rick from *Sophisticated Lady* and friends Rae and Cathy-Ann from earlier visits to the Spice Island.

I started my trip back to Dominica with an overnight stop at the world famous Tobago Cays. An algae bloom greatly reduced visibility, and helped temporarily trap me behind the reef at sunset, snorkeling solo, no other boats in sight, with only a narrow, poorly marked passage back through the reef. Luckily I made my way back to my boat.

Summer winds in this part of the Caribbean are normally out of the ESE, which makes it not too bad heading north. Alas, the wind was out of the northeast, so after a night back in Salt Whistle Bay, and some drinks at The Last Bar Before the Jungle, I motor-slopped my way up Bequia. The next day was a long 50-mile motorsail in 25+ knots of wind back to the Pitons. I skipped St. Vincent completely. No lobster this time, but one lion fish.

From there it was another 50-mile motorsail up to Martinique, this time to Grand Anse. There were 19 boats on moorings, but only one of them was occupied. The bearings on the raw water pump on my starboard engine rusted out, disabling it for the duration. It cut my speed by one-third. Everything was closed, so I had a slow 16-mile motor in no wind the next day, putting me at St.

Pierre, where nearly every resident had been killed when a volcano erupted in the early 1900s. It was deep water, so I picked up the largest dive mooring in the Caribbean, and went ashore to enjoy a nice jazz band and some great food. The next day I covered the last 30 miles or so to Dominica.

Four hundred and fifty miles, 22 days, and one halyard swivel later, I was anchored back in front of the Portsmouth Beach Hotel, where I put up my 'Day Sails' sign, and resumed life building my house and doing charters in the middle of paradise. A local one-armed mechanic rebuilt my water pump for \$50 — a new one is \$600 — and 19 students joined me for a snorkel, sunset sail and dinner on the beach in Toucari Bay.

Some call what I do living the dream, others says I'm just lucky. All I know is that I'm doing it my way, which is what I've done for years. If anyone is interested, my book *Captain Mark's Way* is available at Amazon and Kindle. A lot of people say that life is short. It's actually f--king long, but I still plan on enjoying every minute of it on a sailboat in the Caribbean. What did you do today?

— capt mark 11/15/2013

## Riviera Nayarit Sailor's Splash Riviera Nayarit Sailor's Blast (Banderas Bay, Mexico)

On Friday, December 13, the folks from Riviera Nayarit Tourism, Riviera Nayarit Marina (in La Cruz), Paradise Marina (in Nuevo Vallarta), and *Latitude 38* threw a party to welcome this year's class of cruisers to Banderas Bay. It wasn't a bad party, as it was free for everyone, and included free sailing shirts and hats, free tacos and Revenge brand tequila, and great free music. And unlike the San Francisco Bay Area, there was no ice on the ground. Indeed, the evening

**The Riviera Nayarit Splash started off great for 'Profligate' crewmembers Steve and Earlin, who snuggled up to lovely Miss Revenge Tequila.**



KATRINA LIANA

# CHANGES



temperatures were in the mid-70s, just perfect after hours of swimming pool volleyball. It was a sweet way to cap off a day that started with catamaran voyages to Paradise Marina for a tour of the facilities and the Vallarta YC — where we learned there is indeed such a thing as a free lunch.

*"It's for the kids," is one of the three most common lies. But the Pirates for Pupils Spinnaker Run really was, in part, for the kids.*

After a much-needed lay day, Sunday was the start of the 12th Annual Riviera Nayarit Sailors Blast, including the Pirates for Pupils Spinnaker Run for Charity. While the sailing event was free, it was also a charity event, and the crews of the 23 participating boats, and friends, contributed nearly \$2,836 dollars. The biggest contributor? The Ha-Ha Class of 2013. Well done!

The 23 Blast boats included monohulls between 30 and 51 feet, and seven catamarans between 38 and 63 feet. And all the crews had the Ha-Ha racing spirit, which meant most took a pretty casual approach to hitting the starting line on time.

To say that the sailing conditions were idyllic for the three races — 14 miles to Nuevo Vallarta and back to La Cruz; eight miles from La Cruz to Punta Mita; and 12 miles from Punta Mita to Nuevo Vallarta — would

be an understatement. The skies were sunny and blue, the wind blew between seven and 18 knots, the air and water temps were about 80°, and the whales put on a show that would make Sea World officials weep with jealousy. Did we mention that it was all flat-water sailing, even in 18 knots near the end of the Mita Race? True pleasure sailing.

The vibe was mellow, too. Everybody tried to sail as fast as they could, of course, but it was all about having fun with friends, not beating them. We hadn't seen so much group love since San Francisco in 1967, when everybody was wearing flowers in their hair. To help keep boats a safe distance from each other, and to encourage passing, all the races featured pursuit starts.

Everybody was a winner in the RNB, but two newer boats that looked particularly good were Rob and Nancy Novak's San Francisco-based Oyster 485



LATITUDE/RICHARD





ALL PHOTOS LATITUDE/RICHARD



*Riviera Nayarit Blast photos, Top Row, left to right: Commodore Jane shouted with glee at each initiation whack she administered; a whale tries to pretend his fin is the weather mark; Jen poised to spring into the water; Nigel and Juanita's Yankee 30 'White Cloud'; Earlin in training for Olympic diving; Glenn and Debbie on the Lagoon 380 'Beach Access'. Row Two: Joe Well's Cabo Rico 38 'Cygnus'; Jen again; John and Gilly Foy's Catalina 42 'Destiny' in pursuit; former Commodore Debbie took her paddling "like a woman"; Volleyball in the Junior Olympic-sized pool at Marina Riviera Nayarit. Row Three: Gael Simon's X-402 'Gravlox'; Nancy Novak won a pizza for catching this water balloon; Rob and Nancy Novak's Oyster 485 'Shindig'; the tail of a course obstruction; Scott Schreiber's Peterson IOR 44 'Roller Coaster'. Most of these boats are from Northern California.*

*Shindig* and Dorr Anderson's Vallarta-based Jeanneau 40 *Bright Star*. Two of the older boats that looked good were Wayne Hendryx and Carol Baggerly's Brisbane-based Hughes 46 *Capricorn Cat*, and Craig Shaw and Jane Roy's Portland-based Columbia 43 *Adios*. Mind you, Craig and Jane's boat is 44 years old and loaded down, and most of their sails are from the 1990s. Still fast.

Speaking of Jane, she was installed as the new commodore of the Punta Mita Yacht & Surf Club, and was thus charged with initiating new members —

\$1 for lifetime membership, renewable every year — with a whack on the ass with a carbon fiber SUP paddle. No one expected the enthusiasm with which she fulfilled her responsibilities. Her one-liners and facial expressions were the toast of the evening.

Why 100 more boats don't do this event is one of the mysteries of the sailing universe. And why West Coast sailors who can't take off for two weeks to do a Ha-Ha don't take off a weekend plus a couple of days to do the Splash and Blast in the tropics is even more curious.

— *latitude/rs 10/18*

## Cruise Notes:

There was an unusual record set in this year's 28th Annual **Atlantic Rally for Cruisers** (ARC) from the Canary Islands to St. Lucia in the Eastern Caribbean. Thanks to fickle weather on the first half of the 2,750-mile course, followed by strong squalls and relentless tradewinds near the end, the boats, gear and crews were pushed to the limit. So there was a record three weeks between the first finisher, Max Klink's Knierim 65 **Caro**, and the last group in the 250+ boat fleet. It is true, however, that *Caro* set an all-time ARC record of 10 days, 21 hours, beating the old record by eight hours despite sailing nearly 3,000 miles. It's also true that she's not your typical cruising boat. There was an unusual amount of damage to boats and gear this year. The Swan 51 **Northern Child**, for example, had her boom break — just a mile from the finish! Others broke booms, gear and sails nearly 2,000 miles from the finish, but soldiered on.

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Next up for World Cruising Ltd is the 26,000-mile **World ARC 2014** that starts this month in St. Lucia and features 10 American entries. Among them are Charlie and Cathy Simon aboard their Taswell 58 **Celebrate**. The Simons have lots of friends on the West Coast and in the Puerto Vallarta area, all of whom wish them a happy and safe circumnavigation.

We don't know how anyone can be in favor of waste over thrift, but a couple of readers always get angry when we note how economically some people cruise. So we suppose they won't like it when we report that Lewis Allen and Alyssa Alexopolous of the Redwood City-based Tartan 37 **Eleutheria**, who are featured in this month's *Sightings*, say their budget is \$1,000 a month. And that they have been able to cruise happily in Mexico on just \$750 a month.

Is there a benefit to cruising across the Pacific when you, like Lewis and Alyssa, are under 30? There is, at least according to Chris Jahn and Lila Shaked of the Hans Christian 33 **Privateer**, who recently completed a 16,000-mile trip



LATITUDE/RICHARD

*Chris, who is from Redlands, and Lila, who is from Tucson, worked all the way across the Pacific and in New Zealand.*

from California to Hawaii to New Zealand and back to Hawaii. "It's easy to get jobs in various places and work for six months, then cruise for six months. You can start with the hospitality industry in

Hawaii, then Samoa, which is an American Territory, and because you're under 30, both New Zealand and Australia are happy to have you stay and work. But if you're over 30, neither the Kiwis or the Aussies are so welcoming." More from the couple in a *Latitude* Interview in February.

With the **Ha-Ha** long over, the waters having gotten too cold for swimming in **La Paz**, and the **Splash** and **Blast** over in **Banderas Bay**, a lot of cruisers are working their way south to the Gold Coast cruiser gathering spots of **Tenacatita Bay**, **Barra de Navidad**, and ultimately **Zihuatanejo**. If you're part of this group, you want to make sure you're in Zihua Feb. 4 - 9 for **SailFest 2014**, which to our knowledge is the biggest cruiser charity event in the world. Not only is it a good cause, it's good sailing and socializing. For those heading farther south, don't forget the **El Salvador Rally**, March 15 - April 12. This rally is a little different, because you work down the coast at your own pace, making sure to arrive by March 15 for the start of all the activities.

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If you're going across the Pacific, you'll want to sign up (for free) for the **Pacific Puddle Jump**. Among other benefits, doing so makes you eligible for a special bond exemption deal which can save you a huge hassle. So far 98 boats have signed up, but *Latitude's* Andy 'Mr. Puddle Jump' Turpin predicts there will be 200 boats registered by the end of March. He'll host **PPJ Sendoff Parties**: March 1 at the **Balboa YC** in Panama, and March 7 at the **Vallarta YC** in Nuevo Vallarta, Mexico. And he'll be in Tahiti in July to greet everyone, at the start of the annual Tahiti-Moorea Sailing Rendezvous (July 4-6).

What to do in late spring and summer in Mexico? If you're Jake and Sharon Howard of the Seattle-based Hunter Legend 45 **Jake**, it's simple, you spend that part of the year up in the Sea of Cortez. Heat or no heat, they've done the last six summers in the Sea, and will be doing it again this summer. And no, their skin doesn't look like leather.

Are you like us and fear **retirement**? "There's nothing to fear," say

Nigel Dickens, who retired five years ago from the Marin Water District, and his sweetheart Juanita White, who retired more recently. "We sold everything and are down here in Mexico for good with our Yankee 30 **White Cloud**. Well, except for summers, when we'll split time between Port Townsend and Maine." We suspect they've been able to arrange a good life gig like that because they've been . . . thrifty.

Mike and Robin Stout of the Redondo Beach-based Aleutian 51 **Mermaid** have finally made it out of the notorious Banderas Bay Vortex — the second most powerful one in Mexico after the La Paz Vortex — that they entered 18 months ago. "We love the Puerto Vallarta area, but it was time to go. The last hang-up was having to buy a new genset and have it shipped down from the States. We had a good sail south around Cabo Corrientes, but didn't move as fast as



*Nigel Dickens and Juanita White, formerly of Sausalito, aboard their Yankee 30 'White Cloud' in the much warmer waters of Mexico.*

we thought we should. Then we realized that we'd been in the marina for five weeks without having the bottom cleaned. That's tomorrow's job, now that we've made it down to the clear waters of Tenacatita Bay." The Stouts, who have already cruised the South Pacific, are headed toward Panama and then into the Caribbean. But they aren't in a rush.

Dave and Kim Wegesend of the Catana 42 **Maluhia** did the Ha-Ha in 1997, cruised Mexico for a few years, then got caught in the same Banderas Bay Vortex

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# CHANGES

as the Stouts. As a result, they've spent the last 10 years or so at Paradise Marina in Nuevo Vallarta. They say they are finally heading south, a story we've heard from them many times. "No really," they insist, "we're even all provisioned." We'll believe they're gone when we see it, but if they really do go, they'll be missed.

Having come west across the Caribbean and then north from Panama to Banderas Bay, John and Debbie Rodgers of the San Diego-based Deerfoot 2-62 **Moonshadow** — which George Backhus of Sausalito sailed around the world in just 16 years — recently arrived at Banderas Bay. "We got here too late to do the Sailors' Splash and Blast, as we had to rush home to see the kids — the same ones who kept us from staying at St. Barth for more than one day. Anyway, we've decided to stay on the West Coast in 2014 and not do the Puddle Jump until 2015. In addition to a lot of cruising in Mexico, Deb wants to spend the summer in San Diego, which means we'll be doing the Ha-Ha in the fall."

What's one cool — literally and figuratively — new cruising toy this year? The



LATTITUDE/RICHARD

*The inexpensive, light and cool LED projectors are perfect for another showing of 'Captain Ron' at dinghy-in movie night on the water.*

little **LED digital projectors** as made by 3M, Dell and many others. These mighty midgets cost the same as just the bulbs did for the big, hot, clumsy digital projectors of old, and the LED bulbs run cool and, unlike the old bulbs, last forever. LED projectors are ideal for playing slideshows or videos on your boat or in yacht clubs and restaurants. In many cases you can just slip a memory card into the projector and you're good to go without a computer.

There is no doubt that the 5,390-mile slog across the Indian Ocean from Bali

to South Africa is a hard one. But that's what occasional *Latitude* contributor Kirk McGeorge had to do, with crew Drew Lucas, to deliver the family's Hylas 49 **Gallivanter** from their previous home in Brisbane, Australia, to their new home in the U.S. Virgin Islands. McGeorge reports it took them 22 "sail tattering days" just to make it from Bali to Rodrigues. But that still left nearly 2,000 more miles to Richard's Bay, South Africa, via Mauritius, Reunion and Madagascar. "The last 10 days, from rounding the southern tip of Madagascar to crossing the Mozambique Channel, was the worst. We had nine gales and/or storms, plus big seas. "But," notes the always optimistic McGeorge, "now it's downwind all the way home to my family in the Virgins." Well, first they have to get a couple of hundred miles away from South Africa, then it's all downwind in what is often the most pleasant long sail in the world.

There goes the neighborhood! We've been saying that the last few years have been the Golden Age of **Punta Mita**, the anchorage just inside the northwest tip

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of Banderas Bay. The beauty of the place has been that mass tourism, with all the downsides, hadn't caught on yet so it's been *muy tranquilo*. But developments, if you'll excuse the pun, are threatening to disturb the tranquility. First, there's a 480-room Iberostar Playa Mita Resort that just opened about three miles from Anclote, the little village on Mita's shore. Second, construction is said to begin in February on a Ritz-Carlton hotel and villa complex on the last sizeable stretch of undeveloped land to the east of the Anclote. Yet perhaps the biggest threat is the announcement that Cascade Investments — the private investment arm of **Bill Gates** and Saudi billionaire **Prince Alwaleed bin Talal** — has plunked down \$200 million in cash to buy the Punta Mita Four Seasons and 48 acres of adjacent developable property. Lastly, rumor has it that big Silicon Valley money is being pooled to create a tech crucible at — no kidding — Punta Mita. Oh boy. While there is room for hundreds of boats in the shallow anchorage where the afternoon wind always blows offshore, the

remote and tranquil vibe in the surf and the sand may not last forever. Enjoy it while it lasts.

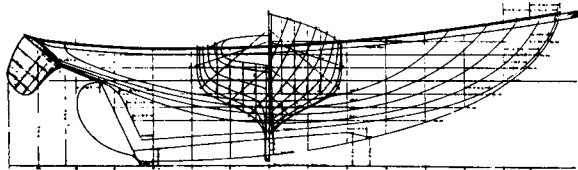
Stefan Ries is a German sailor who enjoyed the Punta Mita area waves for years, until things started getting a little too crowded for him. So he took off in his \$5,000 Triton 29 **Mintaka**, and has been budget cruising the islands on the Pacific Coast of Panama. "We got to Santa Catalina Island last weekend and the surfing situation is much improved. For one thing, I now have a neighbor, Jeff on the catamaran **Lily**, who has a dinghy and outboard to get to the surf. Plus, the surf has been pretty good. I also met Christian, a Spanish sailor from the Canary Islands, and we had a good time sailing 90 miles together. If anyone wants to get a good idea of budget cruising here in Panama, I've got a seven minute video that I put up on YouTube at [youtube/](#)



*Stands and vendors with a variety of fresh fruits make healthy eating easy in Mexico. Just stay away from Oxxo, which sells poisons.*

*BHzZ1U1BNp8."*

In the December issue, the Grand Poobah reported that just prior to the Ha-Ha, he started on the **Baja Ha-Ha Diet**, which is really just a plant based diet recommended by Kaiser and other health experts. In two weeks we lost 15 pounds, and now, two months later, we're still down 15. But the really good news has been the blood test results, as blood pressure, blood glucose and triglycerides have all plunged in just that short time. Our point is not to boast, but rather to encourage you to try it if



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# CHANGES

you need to get some numbers down, as you'll very likely have similar results. What are we having to deny ourselves? Nothing, because we rather quickly lost cravings for chocolate, sugar, baked goods, rice and all that crapola. Healthy food, jacked up with spices or salsa, is pretty darn tasty once you get your taste buds readjusted to natural tastes.

"With the 2013-2014 Mexico cruising season underway, we would like to share our 'commuter cruiser' experiences from last season, as my two daughters, girlfriend and I commuted between my boat in various ports in Mexico and the Tijuana Airport, which is just across the border from our home," write Don Laverty and girlfriend Valorie McClelland of the San Diego-based Olson 911S **Distraction**. "In 2012 and 2013, our circle made a total of 22 one-way trips on **Volaris**: from Tijuana to La Paz, to Mazatlan, to Puerto Vallarta, and to Hermosillo, which is near Guaymas/San Carlos, and back to Tijuana. The only time I flew on a U.S.-based carrier



**Volaris declined to take 'Distraction' as carry-on luggage, so she was trucked to San Diego.**

was when I flew home from Manzanillo in February to see my tax advisor. I paid top dollar for that ticket! Volaris now flies to Manzanillo. Tijuana Airport is a hub for Volaris, the young Mexican airline with newer Airbus A319s and A320s. The planes are clean, the flight crews young, energetic and attractive — much like the Southwest crews in the early years — and alcohol is free. All 22 flights were uneventful, with a few minor delays, as you'd expect with any other carrier. This was our first time cruising Mexico and we weren't ready to cut all ties with home, so we 'commuter cruised'. At the end of the season, *Distraction* was lifted

out at the San Carlos Marina, packed up at the Marina Seca dry storage yard, and trucked back to San Diego. My favorite places during our trip: Anchorage: Punta Mita. Remote anchorage: Bahía de los Muertos. Beach: Bonanza, on Isla del Espíritu Santo. City: La Paz. Historical City: San Blas. Small town: Barra Navidad. Small town with adjacent marina: La Cruz. Marina/Hotel: the El Cid in Mazatlan. We spent Christmas Day in their hot tub."

Volaris is very popular with cruisers. It takes a little effort to cross the border, but there are good options.

We are aware that **Aduana** (Customs) in Mexico was, at the end of December, acting strange, and thanks to some inexplicable and heavy-handed tactics, risking severely damaging nautical tourism to Mexico. The situation is complicated and fluid, so please follow it in *Lectionic Latitude* — and keep fingers crossed.

As always, we love to hear from those of you out cruising. A short paragraph and photo or two are great.

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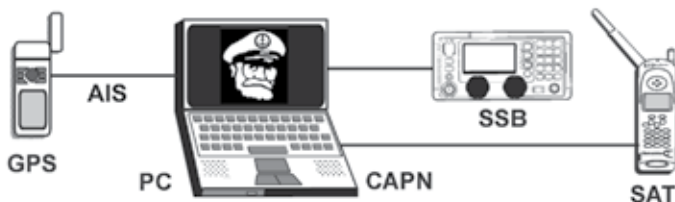
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## 24 FEET & UNDER

**24-FT J/24, 1978.** \$6,500. TP built, vermiculite job, main bulkhead replaced, Dyform standing rigging, calibrated turnbuckles, windward sheeting, roller stations all at minimum height, 8-1 boomvang, Ullman class sails and two-axle trailing with gear box. Fun fast boat. (209) 603-7991 or ccorbin@costco.com.

**17-FT THISTLE, \$7,000/OBO.** Wood hull #769. Beautiful condition. Many extras. Two masts. Custom trailer. Fully rigged, new main and jibs. Contact: (530) 534-9817 or wbahough@gmail.com.

**24-FT J/24, 1980.** Ventura, CA. \$6,500. Competitive J/24. Good racing bottom; practice and regatta sails, trailer: like-new 4-cycle Honda OB. (818) 388-3062 or cbrea@verizon.net.



**24-FT MOORE, 1980.** Alameda Marina (Dry storage). \$11,900/obo. Meticulously restored and improved by professionals (GC Composites and Elkhorn Composites), #66 is ready for rigging for one design or offshore sailing. New deck, topsides and bottom finishes, toerail removed, carbon fiber underdeck hatch, rudder bearing, full set of sails. Two new spinnaker poles and trailer available. See website for details and images: <http://tinyurl.com/Moore24>. Contact (775) 742-0078 or (775) 829-8964 or JohnAMcDonald@gmail.com.

## 25 TO 28 FEET



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**27-FT CATALINA, 1982.** Delta. \$7,900/obo. 135% roller furling, autopilot, wheel steering, Atomic 4, cockpit cushions, and folding table, pictures available, a must- see at this price. To view pictures and more information go to: [www.used-boatyard.com/boat/135778](http://www.used-boatyard.com/boat/135778). Contact (707) 469-9163 or (925) 698-1100 or upde@comcast.net.

## 29 TO 31 FEET



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**31-FT CHEOY LEE, 1970.** Costa Mesa, CA. \$12,540/obo. Fiberglass hull, with Volvo engine, wood mast, newly painted. 70% completed, no sails. Lien sale from our storage yard for unpaid storage fees of \$12,540. Make offer. Contact (949) 642-4909, (714) 815-7245 or [mchan1023@gmail.com](mailto:mchan1023@gmail.com).



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### 32 TO 35 FEET

**32-FT O'DAY, 1987.** Monterey. \$34,000. Roller furling, dodger, lines led aft, self-tailing winches, wheel, autopilot, radar, Yanmar diesel, high output alternator, 12-volt fridge, inverter, TV, stereo, propane stove. Good condition, except dodger. With transferable slip in Monterey. See photos on Craigslist. (831) 512-6842.

**33-FT DEHLER OPTIMA, 1985.** Brickyard Cove Marina. \$16,000. Only sailed in Bay, 16hp Yanmar 192hrs, rigging recon 2008, self-furling jib, lazy jack, new spinnaker, bottom paint 2010, pedestal steering, new cabin windows, great interior, sleeps 6, dinghy w/motor, no dealers. (775) 829-2002 or [vaperry@aol.com](mailto:vaperry@aol.com).



**35-FT J/105, 1998.** Sausalito, CA. \$81,000. Yanmar diesel, new Raymarine instruments, autopilot, dodger, Fortress anchor, full set of cushions in and out, main, jib and 130%, all sails and covers in great condition, stereo. Professionally maintained. Ready to sail. (415) 637-4851 or [walkaboutsaus@yahoo.com](mailto:walkaboutsaus@yahoo.com).



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**32-FT WESTSAIL, 1975.** Pillar Point Harbor, Half Moon Bay. Best offer. Launched in 1980. Original owner. 3 headsails, one drifter, Perkins 4-108, propane stove with oven. Recent haulout, June 2013. Come see, make an offer. (650) 303-3901 or (650) 712-1425 or [pgclausen@gmail.com](mailto:pgclausen@gmail.com).



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**35-FT CHEOY LEE LION, 1965.** Rio Vista. \$25,000. Glass hull. Beautiful head turner. Fresh water last 20 years. Email [mrmrsjacobson12@gmail.com](mailto:mrmrsjacobson12@gmail.com).



**33-FT JEANNEAU SUNFAST 3200.** 2009. San Diego. \$139,500. Veteran of Pacific Cup doublehanded, Transpac and Cabo. Turnkey ready for 2014 Pacific Cup doublehand or SHTP. Excellent condition with many extras. Full details and photos on website, [www.mechdesign.com/3200](http://www.mechdesign.com/3200). Contact [sail@mechdesign.com](mailto:sail@mechdesign.com) or (435) 640-0587.

**32-FT DREADNAUGHT, 1974.** Costa Mesa, CA. \$12,000/obo. Builders, looking for a project boat? A dream that needs to be completed after an unexpected death. 32-ft Dreadnaught double-ender sailboat, with almost everything needed to finish. The boat is approximately 85-90% completed. The deal includes a brand new Yanmar diesel engine, 3-bladed propeller (2) each, custom self-steering stainless hardware, stainless deck and running riggings hardware, custom-built stainless blocks, carbon fiber mast, Monel drive shaft, custom headsail roller furling, custom S/S masthead fitting and boom ends, new chain rodes, the tankage is installed. There are 100's of miscellaneous quality yacht hardware items included. Contact (949) 642-4909 or (714) 815-7245 or [mchan1023@gmail.com](mailto:mchan1023@gmail.com).

### 36 TO 39 FEET



**36-FT SCHUMACHER, 1989.** Paradise Cay. \$35,000. *National Biscuit*. Located in Paradise Cay. Ready for racing! Carbon spinnaker pole, over 15 bags of sails, new running rigging, Yanmar 3-cylinder engine, triple spreader fractional rig. Call (415) 271-2722.

**37.1-FT JEANNEAU SUN ODYSSEY.** 1995. St. Croix, USVI. \$76,000/offer. Original owner. Well maintained, beautiful inside and out. Furling main/jib, Yanmar 3GM30F, low hours. Zodiac/ 6hp Tohatsu. Recent canvas. Full electronics. Email for photos and equipment list. (516) 582-9342 or [stxboater@yahoo.com](mailto:stxboater@yahoo.com).

**36-FT ISLANDER FREEPORT "B", 1978.** Loch Lomond, San Rafael. \$60,000. New full-batten main, staysail, roller furling jib, Espar heater, Isotherm refrigeration, LectraSan, rebuilt Perkins, new electrical panel, new dodger, sail cover and wheel cover. 2000 watt inverter. Pullman berth. (510) 410-5401 or [tgrady7889@msn.com](mailto:tgrady7889@msn.com).



**37-FT PACIFIC SEACRAFT, 1997.** Marina Del Rey, CA. \$168,000. Crealock 37. Turnkey and ready for cruising. Just add provisions. Singlehander's package, windvane, certified liferaft, EPIRB, SSB, radar. Custom storage, tools, spares and all manuals, etc. Full-batten main w/Tides marine track, CQR and Delta anchors, dinghy w/wheels and outboard. (310) 305-9192 or [JimmyP0201@gmail.com](mailto:JimmyP0201@gmail.com).

**39-FT BENETEAU OCEANIS, 1993.** Rio Vista. \$70,000. Recent main, roller furling jib, Yanmar diesel, wing keel, lazy jacks, full dodger/bimini, autopilot, 3 batteries with shore charger, 3 cabins, full galley, water heater, mahogany interior. Control lines led to cockpit. Very stable boat that is easy to sail. Comfortable for families on weekends or longer. Pictures on request. (775) 741-6427 or [drbeck@sbcglobal.net](mailto:drbeck@sbcglobal.net).



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**38-FT CATALINA 380, 2000.** Marina Village. \$110,000. Well maintained in beautiful condition. Recent survey. 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. See more at <http://catalina380bonneviudeux.shutterfly.com>. Contact [billsails2@yahoo.com](mailto:billsails2@yahoo.com) or (408) 828-0837.



**37-FT PEARSON 365 SLOOP/CUTTER.** 1978. Sausalito. \$49,500. Well maintained, upgraded, sailed, and lived on for 22+ yrs. Recent LPU topsides, Main sail, much more... Come see, make offer. (415) 297-4080 or [art\\_epstein@yahoo.com](mailto:art_epstein@yahoo.com).

**37-FT CREALOCK, 1979.** Monterey. \$59,000. 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](mailto:dcd987@gmail.com).

**36-FT ISLANDER, 1978.** Grand Marina, Alameda. \$17,500. Dodger, roller furling, new water heater, CNG stove/oven, Atomic 4 motor that has new carburetor and mixing elbow. Please no emails or texts. (510) 927-7322.



**38-FT BENETEAU, 1990.** SF Marina West Harbor. \$89,000/obo. With berth in SF Marina, west basin. Currently owned by 2 partners, one of whom wishes to sell. Full boat or half partnership optional. This boat is in beautiful condition and sailed the Baja Ha-Ha from SF to Cabo and La Paz in 2011 and 2012. Equipped with state-of-the-art electronics and 3-year-old Yanmar 33 engine. Too many features to list here. (209) 988-4884 or (510) 703-2484 or [donker@well.com](mailto:donker@well.com).

**39-FT FREYA, 1978.** Berkeley Marina. \$70,000. Very clean, ready for cruising. Professionally built and maintained, beautiful. Custom light interior, maple sole, ash bulkheads, rigged for singlehanding, loaded with equipment. Don't miss this opportunity to own a legend. (510) 917-5229 or [dalydolphin@aol.com](mailto:dalydolphin@aol.com).

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**47-FT BENETEAU 473, 2006.** Marina Village, Alameda, CA. \$240,000. 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. (530) 545-9540 or [jmbtahoe@yahoo.com](mailto:jmbtahoe@yahoo.com).



**47-FT VAGABOND, 1982.** Brisbane, CA. Entertaining pre-listing offers. *SV 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).



**48-FT SPARKMAN & STEPHENS, 1970.** Marina del Rey, CA. \$310,000. Beautiful steel circumnavigator. Recent 18 month total refit 2010-2012! Dutch built S&S/Koopman's design, completed by Royal Huisman. *Lola* is a beautiful, fast, seaworthy, circumnavigating machine! No expense was spared in bringing her back to "new" condition from top to bottom! Electronics, rigging, sails, mechanicals, electrical, and paint. All NEW! She is very unique, sails like a dream, and must be seen to be fully appreciated! More at [www.sailinglola.com](http://www.sailinglola.com). Contact (707) 509-9096 or [mjboucher76@hotmail.com](mailto:mjboucher76@hotmail.com).



**48-FT MAYFLOWER KETCH, 1985.** Puerto Vallarta, Mexico. \$139,500USD. Sleek and graceful bluewater cruiser properly equipped can fly up to five sails with a crew of two. Designed by third-generation naval architect George Stadel III, the *Oriana* has proven performance, good construction, and detailed appointments. The deck, hull, and spars were repainted in 2013. With its ample captain's cabin, attractive, roomy salon, and fully-equipped galley, the boat is a comfortable liveaboard in any of the world's ports. Powered by the proven Perkins 92M, the craft cruises comfortably at 7.5 knots. Equipment includes roller furling on all masts, self-tailing winches, 300 ft. chain anchor rode, three sturdy anchors, watermaker, and more. More at <http://TheOriana.com>. Contact (480) 447-7316 or [info@theoriana.com](mailto:info@theoriana.com).



**44-FT TARTAN 4400, 2003.** Channel Island Harbor. \$319,000. Major price reduction! Dark green hull, low hours, bow thruster, electric winches, VacuFlush heads, spinnaker, new batteries, new LP and bottom paint, numerous other options/upgrades. See more at: [www.showcaseyachtsusa.com/tartini\\_time/tartini\\_time\\_home.html](http://www.showcaseyachtsusa.com/tartini_time/tartini_time_home.html). (530) 318-0730 or [amjohn@sbcglobal.net](mailto:amjohn@sbcglobal.net).

**46-FT CAL 3-46, 1977.** Guatemala. \$99,000. Autopilot, genset, watermaker, EPIRB, SSB, Rocna, 300' chain, electric windlass, solar panel, electronics, AIS, hard dodger, bimini, covers, awnings, davits, spares, extras, etc. Highly customized for serious cruising, 2004 Ha-Ha vet lying Rio Dulce. (949) 374-8960 or [svliberty46@yahoo.com](mailto:svliberty46@yahoo.com).

**48-FT CAL YAWL, 1967.** Juneau, Alaska. \$79,000. Very fast ex-racehorse. Full refit 2004 to liveaboard. Pilothouse, panels, rewired, re-cushioned, new diesel, MaxProp, rig, insulated, Dickinson and propane stoves. Full Furuno electronics, autopilot, Aries, windlass, steps, inflatable, outboard. [www.cal48.com](http://www.cal48.com). (307) 203-2109 or (307) 699-2254. [cal48koho@gmail.com](mailto:cal48koho@gmail.com).



**43-FT SPINDRIFT CENTER COCKPIT.** 1980. Honolulu, HI. \$130,000. Rugged full-keel double-ender, 80hp Lehman-Ford, large tanks, autopilot, radar, 2 SSB's/Sailmail, VHF/AIS, triple-reef main (new), ProFurl jib, hanked-on staysail, nine 2-speed self-tailing winches. 60-lb CQR, 300' chain, electric windlass; EPIRB, liferaft (new), sea anchor, two dinghies, two outboards, 2kw Honda generator, cockpit enclosure; 6'10" headroom below; 4-burner propane stove, freezer/fridge, watermaker, two heads, shower, copious storage. Extensive features and equipped. One-owner/skipper boat, proven ~35,000 miles doublehanded cruising - California to Mexico, Hawaii, BC Canada, Central America, Panama, Galapagos, Marquesas, Tahiti, Cooks, Samoas, Tonga, Fiji, Vanuatu, New Caledonia, and New Zealand (twice). Owner/skipper (now 81) says that's it! Boat ideal for experienced couple +1. Details and photos, [www.sywindcastle.blogspot.com](http://www.sywindcastle.blogspot.com). Contact (808) 398-6703 or [nashsail@aol.com](mailto:nashsail@aol.com).

**43-FT RON HOLLAND, 1986.** Marina Riviera Nayarit, MX. \$148,000. Aft cockpit, 2 stateroom, 2 head, Spacious, well equipped and well maintained for cruising. Singlehanded all over Pacific Mexico in comfort and now lying in a fantastic location. See more at [www.sanctuarycharters.com/sabbatical.php](http://www.sanctuarycharters.com/sabbatical.php). Email [office@sanctuarycharters.com](mailto:office@sanctuarycharters.com).



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**47-FT PASSPORT, 1984.** Grenada, BWI. \$185,000. Aft cockpit, 2 staterooms, 2 heads, Perkins 4-236, generator, watermaker, plus more. Excellent bluewater cruiser. An experienced world cruiser. Visit our website for photos and cruising history: <http://musetta.us>. Contact (360) 378-1188 or (360) 298-4044 or [js15@musetta.us](mailto:js15@musetta.us).

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**IRWIN 43 MK III SLOOP, 1988.** South Beach Harbor, SF. \$45,000. Rare deep draft (6'-5"). Drastic price reduction for cash deal (\$45K). Check website for specs: <http://irwinyachts.com>. Call or email Tom. (408) 505-9328, (951) 244-1116 or tenrightca2544@yahoo.com.



**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).



**45-FT FASTNET 45, 1974.** Portland. \$75,000. Beautiful boat, many compliments on her lines. Recently sailed to Australia and back. Very seaworthy, comes with a lot of equipment. Considerable locker space and storage for extended cruising. (503) 327-6750 or [lighthouse45@yahoo.com](mailto:lighthouse45@yahoo.com).



**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).

**43-FT J/133, 2005.** Redwood City. \$349,000. Excellent condition, fixed carbon sprit and emergency rudder, B&G instruments/pilot, Raymarine radar/GPS/AIS, Icom SSB/VHF, liferaft, EPIRB, 3DL sails, new faired bottom, etc. (408) 234-4402 or [john@castlerock.com](mailto:john@castlerock.com).



**40-FT CARTWRIGHT, 1979.** Brisbane. \$39,000. Not a Tupperware boat. Built at New England Boatworks and owned by an industry professional. New LP, wiring, and rigging in 2009 - have receipts. Furuno radar, ProFurl, Westerbeke diesel, Robertson autopilot, unbelievably strong fiberglass hull. More info at [www.mandalaymarine.com](http://www.mandalaymarine.com). Contact (650) 834-6780 or [bajasurvey@yahoo.com](mailto:bajasurvey@yahoo.com).



**40-FT PASSPORT, 1980.** Nadi, Fiji. \$99,000. Start living your dream in paradise. Renowned bluewater cruiser currently based in Fiji, actively cruising the South Pacific. All rigging and systems are less than 10 years old. 4200 engine hours. See <http://sites.google.com/site/1980passport40for-sale/home>. Email [svboldspirit@gmail.com](mailto:svboldspirit@gmail.com).

**40-FT MAPLELEAF PILOTHOUSE.** 1984. San Diego, CA. \$45,000. Health forces sale. Needs canvas and TLC. Built to last. Was \$99,900. Now \$45,000. Has it all. See San Diego Craig's List: <http://sandiego.craigslist.org/csd/boa/4235962352.html>. NO BRKRS. Contact (928) 575-6029 or (928) 864-2167 or [fdp51330@hotmail.com](mailto:fdp51330@hotmail.com).



**44-FT REINKE 12M, 2000.** Balboa, Panama. \$124,000. I have to sell my big love, Reinke 12M, built in Germany. Very good condition. For more info and photos, see website: [www.lumme-haitz.de](http://www.lumme-haitz.de). Contact crew@lumme-haitz.de or (00-507) 6835-2839.



**46-FT HYLAS, 2000.** Coronado, CA, USA. \$380,000. Ready to bluewater cruise. Superb condition, boat interior reconditioned in 2013. New hull and bottom paint. 2 cabins, 2 heads, A/C, heating, washer/dryer, full canvas, in-mast furling, dinghy with 6hp outboard, 6-man liferaft. More at [www.seasilk.us](http://www.seasilk.us). Contact (619) 995-9085 or [craig@seasilk.us](mailto:craig@seasilk.us).

**44-FT NORDIC, 1988.** Seattle. \$140,000. Beautiful custom teak interior. Recent upgrades include electric windlass, dodger, Garmin radar, GPS, chartplotter, sonar fishfinder, bottom paint 2013. Details and photos at [yachtsoffered.com](http://yachtsoffered.com), listing #1: [www.yachtsoffered.com](http://www.yachtsoffered.com). Contact (206) 963-3560 or [captjudy@hotmail.com](mailto:captjudy@hotmail.com).



**40-FT CAPE DORY, 1989.** San Carlos, Sonora, Mexico. \$117,500. Alberg designed. Beautiful, capable, reliable, reputable offshore cruiser. Excellent condition and cruise-ready! She has been lovingly maintained and continually upgraded. Details and photos on website: [www.capedory40.com](http://www.capedory40.com). Contact (509) 690-4567 or (52-1) 622-120-4258 or [mark@capedory40.com](mailto:mark@capedory40.com).

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**36-FT BILL GARDEN.** Fellows And Stewart ketch, 1965. Sausalito. \$12,000. Professionally built mahogany/oak, 90% restored, beautiful lines, bright and cozy below. USCG documented for 6-pack chartering. We have sadly outgrown her and purchased bigger boat. Priced accordingly. Contact (415) 730-0849 or [sailingvesselchi@gmail.com](mailto:sailingvesselchi@gmail.com).

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**40-FT FUSION CATAMARAN, 2012.** Vancouver, BC. Composite performance cruising catamaran. Yanmar 30hp saildrives, hydronic heating, LED Garmin instruments, Harken-equipped. 3 cabins, 2 heads, stove/oven, fridge and freezer. Teak/ holly flooring, cherry cabinets and plentiful storage throughout. Sail away in comfort and style. Contact (604) 600-1386 or (604) 465-1662 or [helpiparts@bladesaviation.com](mailto:helpiparts@bladesaviation.com).



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**39-FT PRIVILEGE, 1992.** La Paz, BCS, Mexico. \$178,000. New rigging, paint, instruments, tramps, and rebuilt engines; ready to go! Solar, batteries, sails, tools, toys, spares, kayaks; everything but food. In great condition. Details at blog: <http://magiccatamaran.blogspot.com>. (415) 234-9520 or svmagic39@hotmail.com.



**38-FT CHAMBERLIN CAT, 1992.** Nevis/St. Kitts, Caribbean. \$80,000. Custom 38-ft OSTAC performance cruiser: composite Vac-bagged Divinycell/Vinylester/Biax. Strong and lightweight. Two doubles, galley/settee berths up, bridgedeck with seated headroom. 30,000 ocean miles. See specs at <http://Sydeva.blogspot.com>. Photos at <http://picasaweb.com/sydeva>. Email sydeva@gmail.com.



**42-FT FOUNTAINE PAJOT VENEZIA.** 1996. Pier 39, San Francisco. \$249,000. True comfort either docked or in the ocean. Large salon, four double cabins, 2 bathrooms each with a shower, heater in each cabin, refrigerator and hot water heater. While docked, perfect onboard apartment living. Two 30hp Yanmar diesel engines, autopilot, GPS, plotter, radar, dinghy and much more. (704) 516-4422 or bmartonffy@live.com.

**40-FT MANTA CATAMARAN, 1998.** La Paz, Mexico. \$240,000. Fully equipped performance cruising cat. All lines to powered winch at helm, self-tailing jib. Complete electronics, watermaker, washer-dryer, solar, genset, enormous fridge/freezer, liferaft, dinghy, many upgrades. More at [www.svdamiana.com](http://www.svdamiana.com). Contact (415) 987-6477 or mverdery@gmail.com.



**38-FT FOUNTAINE PAJOT ATHENA.** 1995. San Francisco, CA. \$164,000/obo. Our beloved ocean cruising vet *Family Circus* is for sale. New LPU in the salon, new canvas, new trampoline, dual Yanmars, one just rebuilt. 4 cabins, two heads. Radar, GPS, plotter, etc. Ocean gear - drogue, liferaft, autopilot, spares, etc. Fantastic sailing platform for Bay and ocean fun. Ready to go! Our family keeps growing - the boat needs to as well! Go to <http://htzortzis.wix.com/family-circus>. Contact [ctzortzis2014@gmail.com](mailto:ctzortzis2014@gmail.com) or (925) 878-9659.



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**49-FT OUTREMER CATAMARAN, 2011.** Ft. Lauderdale. \$780,000. Excellent condition Outremer 49. Carbon mast, Kevlar rigging, lithium batteries, electric winches, B&G and Raymarine electronics, KVH mini-VSAT, US voltage, US duties paid. In San Diego from April 2014. (408) 234-4402 or [john@castlerock.com](mailto:john@castlerock.com).

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**50-FT EX-US NAVY LIBERTY.** Conversion, 1944. Monterey Marina, Monterey, CA. \$55,000/obo. Liveaboard trawler conversion. Double V-berth, head, and shower. Spacious lower helm/galley with inside ladder to flybridge. Aft cabin/salon/bedroom. Dual Capilano hydraulic steering. Detroit 671 diesel with Morse controls. LectraSan MSD, 35 gallon holding. New 50 amp shore power panel. New main battery panel. Comfortable large 6' high cabins. Tastefully decorated. Walk-around deck. Slip transfers with sale. Email us for photos, [johna@arnoldassoc.com](mailto:johna@arnoldassoc.com) or call (831) 373-6061.



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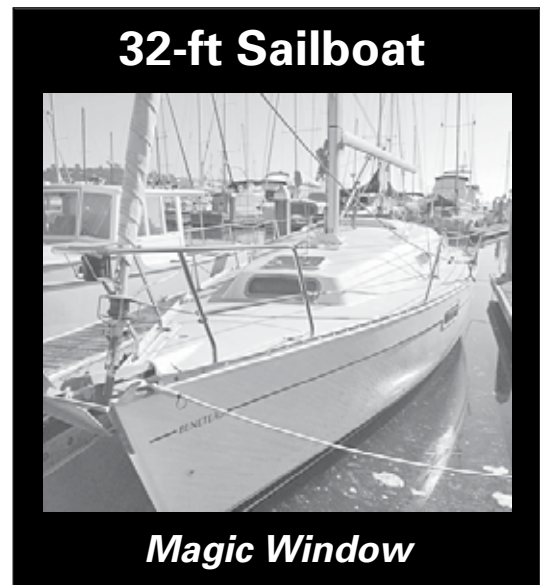
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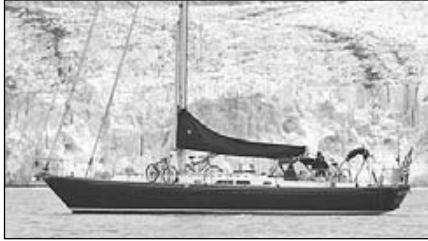
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**CAMBRIA 48 CUTTER** (1989)  
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**LAZZARA 76 OPEN FLYBRIDGE** (1995)  
*E'lan* combines beauty and elegance with robust all-ocean construction. Emeryville, transferable end-tie. **\$625,000**



**BENETEAU 43** (2007) 2008 model year, *Living the Dream* has many extras (bow thruster, satellite TV, Gori prop, inverter, new canvas, Nu-Teak cockpit). Immaculately maintained, lightly used. **\$225,000**



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**50' CATANA, 2008**  
 Washington  
**€700,000**



**42' SHUTTLEWORTH, 1983**  
 Baja California  
**\$139,000**



**58' PROFILE, 1988**  
 Washington  
**\$399,000**



**35' SEAWIND, 2008**  
 Alaska  
**\$248,000**



**34' GEMINI 105MC, 2008**  
 Washington  
**\$149,000**



**34' GEMINI 105MC, 2002**  
 Washington  
**\$124,950**

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**46' KELSALL CATAMARAN, 2008** Well-found long-distance cruiser easily handled by a couple, bristol in and out. Twin Volvo diesels, 6kW Northern Lights genset, full electronics, 3-cabin/2-head layout, lying in Sausalito YH. **\$324,000**

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**42' BENETEAU 423, 2003** Perfect example of this popular design. Two-stateroom, deep-draft version shows bristol in and out. New batteries and new running rigging, very low time on engine. Potentially transferable Sausalito YH slip. **\$169,000**

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**34' GEMINI 105MC CATAMARAN, 2005**  
THE most successful cats ever designed. Just detailed, very nice inside and out. Never cruised, low hours on Westerbeke. **\$119,000**

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**43' HUNTER 430, 1995** Boat's in nice shape inside and out with spacious and thoughtfully laid out three stateroom/two full head interior with 6'6" headroom through most of the vessel, and lots of light and storage. Lying Oxnard. **\$97,000**

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**28' ALERION EXPRESS, 2000**  
Lovely little daysailer shows as new for a fraction of the price of a new build. Very well equipped and lying in a potentially transferable Sausalito Yacht Harbor slip. **\$69,500**

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**35' HINCKLEY YAWL, 1966**  
Only two owners, nice original condition with roller furler jib, new sails in 1999, Westerbeke diesel rebuilt in 2007, striking gray Awlgrippd hull. **\$62,000**

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**35' MAXI 105, 1983** High quality Swedish-built yacht in excellent condition with an interesting 3/4 aft cockpit configuration. She shows much newer than her actual age. Built largely by hand and showing bristol, she's a must-see. **\$59,000**

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**30' FAIRCHILD SCOUT, 1979** Unique vessel looks like a classic 1920s bridgedeck cruiser but with a fiberglass hull, modern systems, an updated interior, and a diesel engine. Only 3 owners since new, shows beautifully inside and out. **\$54,000**

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**36' CANADIAN SAILCRAFT, 1986** Classic one owner CS in beautiful shape with rebuilt Westerbeke diesel and new standing rigging, and much more. Designed by Ray Wall of Camper and Nicholson, she's perfect for the Bay! **\$53,000**

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**33' WAUQUIEZ GLADIATEUR, 1983** Classic European sloop in very nice shape above and below. With only three long term owners since new, she shows much newer than actual age — interior in particular shows very well. **\$47,500**

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**36' CATALINA, 1987** Very nice inside and out, interior showing much newer than actual age. Family obligations necessitate sale. Will make a great first boat or step-up from a Catalina 27 or 30. Potentially transferable Sausalito YH slip. **\$42,000**

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**32' DREADNOUGHT, 1978** Classic William Crealock-designed, California-built cutter. These stout double-enders have sailed all over the world and have all the charm in the world! In a potentially transferable Sausalito YH slip. **\$24,500**

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**34' CATALINA** Full cruise equipment. Baja Ha-Ha veteran and ready to go again. Aft and forward double staterooms, solar panels, radar and full electronics. Lots of gear. Dodger and bimini, spinnaker. Great condition and MORE! Asking **\$38,950**



**42' PT-42 TRAWLER** An outstandingly beautiful & well equipped motoryacht in exceptional condition. Flybridge, aft master stmn, forward stmn, 2 heads, beautifully appointed, many recent upgrades, twin dsls, full galley, comfortable salon, full electronics, aft cockpit, aux generator & much more. Asking **\$110,000**



**38' ERICSON** Sloop. Great Bruce King design. Diesel, roller furl., self-tending winches, dodger, full galley w/ fridge & freezer, radar, GPS, plot, etc. with repeaters, spinnaker, wheel/pedestal, solar panel, tender w/ motor, AP, liferaft, 2 dbl staterooms & MORE! Asking **\$58,500**



**32' DOWNEASTER** Cutter. An excellent cruiser with robust hand-laid glass construction. Good looks, roominess (6'6" headroom), comfort, cutaway forefoot full keel w/ hung rudder for stability, true tracking in a seaway & nimbleness in close quarters. MORE! Asking **\$32,500**



**35' BENETEAU 350** Sloop. Diesel, roller furling, dodger, wheel steering, autopilot, double lifelines/pulpits, self-tailing winches, lines led aft, full galley, shower, two double staterooms, wing keel and more! Asking **\$44,950**

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**34' TA CHIAO FLYBRIDGE TRAWLER** with twin turbo diesels, chart plotter, hydraulic steering, two helm stations, fully galley with refrigerator, aft master stateroom, forward stateroom, 2 heads, showers, tub and more. Nicely fitted out and ready for fun. Asking **\$29,950**



**36' MARINER** Sloop by Mariner Yachts of New Hampshire. A bluewater cruiser set up to follow the weave of one's dreams. Stoutly built in New England by boatwrights proud of their skills. Heavy hand layup glass construction with impressive joinery. Asking **\$39,000**



**28' ISLANDER** Sloop in very nice condition. Good sails & spinnaker, roller furling, new standing rigging, only 300 hrs since Atomic 4 engine rebuild, self-tailing winches, wheel steering, double course lifelines w/ bow & stern pulpits & MORE! This is a nice vessel. Asking **\$12,950**



**31' LIEN HWA SEAHORSE** Trawler. Nice, clean boat. F/G w/ varnished teak appointments. Economical dsl, 2 dbl berths, AP, H&C pressure water, swim platform w/ transom door, windlass, Bimini, settee/ship's table, F/B & P/H helms, dinghy davits. MORE! Asking **\$39,500**

**30' CAPE DORY** Cutter. Alberg design. One of the finest smaller bluewater cruisers ever built. Famous for comfort, durability, seaworthiness & stout construction. Dodger, near-new dsl, RF, radar, GPS, MORE! Asking **\$29,950**



**48' GRAND BANKS** Trawler LRC. Aft master S/R, twin diesel, FB & PH helms, classic mahogany in BEAUTIFUL condition. Onan, fully loaded galley, 3 heads, shower & tub, inflatable dinghy w/ motor, swim platform, steadying sails, radar, MORE! Asking **\$60,000/offers**



**90' CLASSIC FANTAIL BLANCHARD MY** by Ted Geary, N.A. Launched 1922 in Seattle. Magnificent professional restoration/rebuild just completed w/ everything replaced or rebuilt. Appears in virtually new condition. Glistening varnished teak cabins, teak decks, twin dsls, fully enclosable aft deck, huge salon w/ fireplace, formal dining salon, crew's qtrs forward, accommodation area below, PH/observation salon, multiple heads. Beautiful view berth in Sausalito. Wonderful & irreplaceable vessel of the highest desirability. Rare opportunity in Gatsby-era yachting. Offers encouraged/fractional ownership pass. **\$850,000**



**46' LIBERTY 458** Excellent condition & fully cruise equipped. Full electronics pkg incl. GPS/radar/etc. 85 hp diesel, wheel, dodger, wind generator, Heart inverter, cabin heat. Too much to list. Fully found bluewater cruiser - ready to go. Asking **\$135,000**



**29' CAL 29** Sloop. Solid, classic Lapworth design in sailaway condition. A fast fin-keeled beauty with a nearly new auxiliary diesel! Handles well and is a great daysailer or weekender - or for limited cruising. Roller furling, new LPU & MORE! Asking **\$16,500**



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**36' CANADIAN SAILCRAFT** Sloop. Noted for quality, performance, comfort & seaworthiness, the CS-36 is an outstanding design; "TIME OUT" is a fine example of the marque. Dsl, roller furl, dodger, self-tailers, big sail inventory, clean & well equipped. Shows well! Asking **\$52,900**



**21' ZODIAC RIB & TRI 2008** SRR650, Yamaha 4-stroke 150TXR (180 hours), console/bimini canopy, depth, GPS, VHF, etc. Spare tubes with diver doors and MORE! Beautiful condition. Asking **\$39,950**



**34' GEMINI 105 CAT** Lovingly maintained example of this popular, affordable cruiser. GPS, VHF, depth, CD/stereo, battened mainsail, roller furling, lazy jacks, fixed dodger, wheel steering, h/c water, cockpit shower, enclosed marine head w/ shower, full galley & MORE! Asking **\$109,950**

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