

Latitude 38

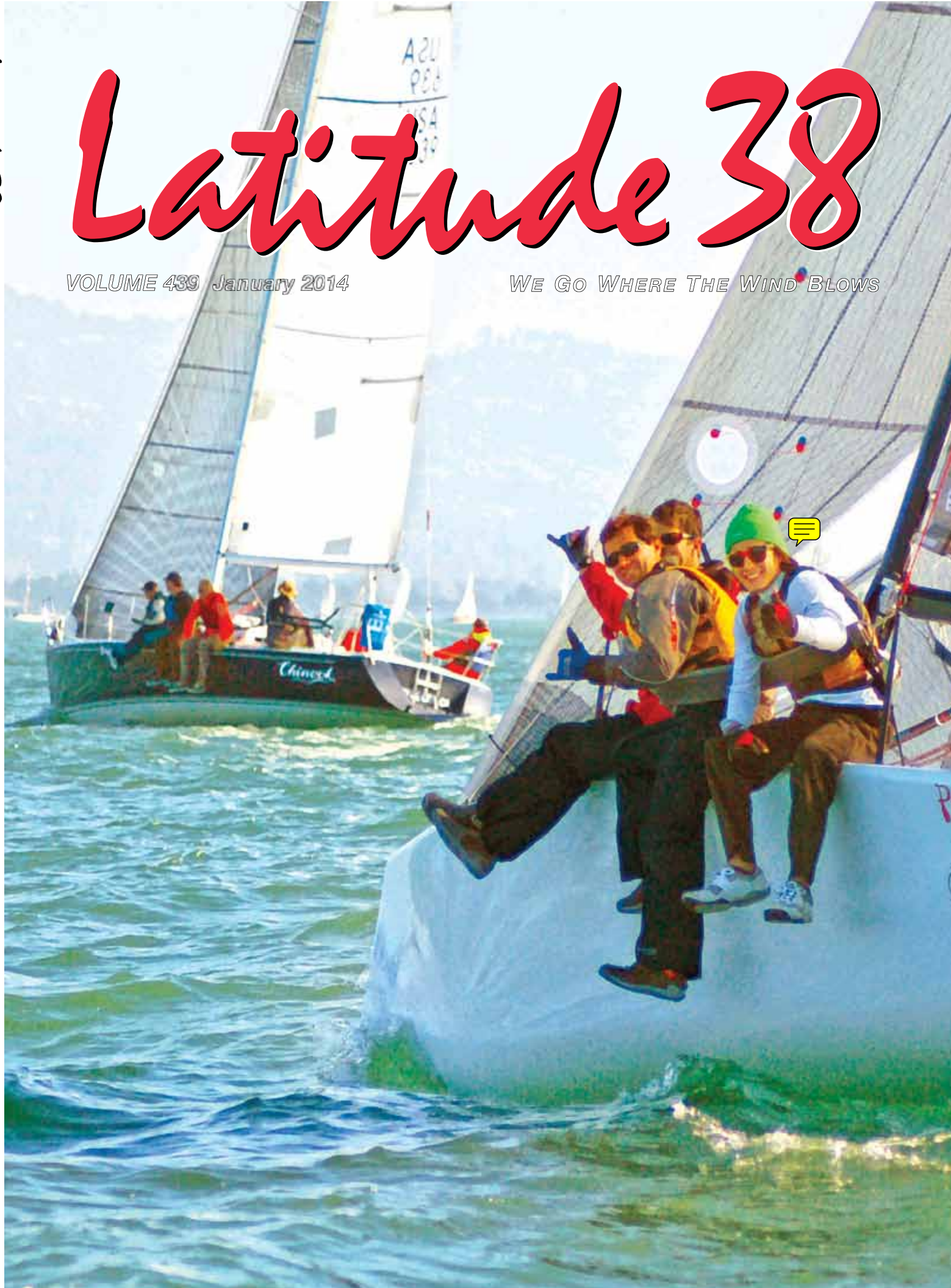
# Latitude 38

VOLUME 439 January 2014

WE GO WHERE THE WIND BLOWS

JANUARY 2014

VOLUME 439



# GRAND MARINA

## NEW YEAR'S RESOLUTIONS ARE HARD TO STICK WITH...



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Cover: As the crew of the Melges 24 *Personal Puff* demonstrates, midwinter sailing on the Bay can be fun and exhilarating.

Photo: Latitude/Andy

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

## SELECT BROKERAGE



HUNTER 45DS, 2011 \$210,000



JEANNEAU 45, 2007 \$250,000

### BENETEAU BROKERAGE

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OCEANIS 323	2007	Pending
FIRST 30	2011	\$128,500
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Oceanis 45



First 25



Barracuda 9



Oceanis 41

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We have a marine-oriented business/yacht club in California which will distribute copies of *Latitude 38*. (Please fill out your name and address and mail it to the address below. Distribution will be supplied upon approval.)

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# Latitude 38

*"we go where the wind blows"*

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# SIGN UP FOR THE 2014 RACING SEASON

Entry Form  
next page!



## Welcome to YRA Racing, the BEST racing value on the bay!

Thank you for participating in the YRA! We offer a choice for racing both on the Bay and on the local ocean!

### SERIES INFORMATION

#### **The YRA Party Circuit**

- Includes the 3 marquee YRA Weekend Regattas plus the new Westpoint Regatta. Weekend regattas are The Great Vallejo Race, the YRA 2<sup>nd</sup> Half Opener, and the YRA Season Closer. The three weekend regattas features 2 days of racing and a party at the host club Saturday night.
- All 5 races are longer, destination style races.
- There are 6 Divisions available for each Regatta: PHRF, Sportboat, One-Design, Double/Singlehanded, Non-Spinnaker & Multihull. Divisions may be split into multiple fleets to ensure competitive racing.

#### **The PHRF, Sport Boat & One-Design Series**

- In the Bay racing for boats with a current NCPHRF rating certificate, Portsmouth Rating or for One-Design classes.
- The series is broken in two separate series, each with 3 race days. Multiple races will be held on each race day.
- PHRF Divisions are determined by grouping similarly rated boats.
- Series Racers are invited to race in the OYRA Crewed Lightship ocean race for an additional \$10.00. Additional OYRA equipment requirements must be met. See [http://www.yra.org/OYRA/ocean\\_safety.html](http://www.yra.org/OYRA/ocean_safety.html).
- One-Design starts are available for any fleet that signs up for the Spring or Summer series, or, gets at least 5 boats to sign up for a single race day. If you are not sure if your One-Design fleet is eligible, or would like to sign your fleet up for the series, please contact the YRA office at (415) 771-9500 or [info@yra.org](mailto:info@yra.org).

#### **OYRA (Offshore Yacht Racing Association)**

- In 2014, there are 9 ocean races ranging from 25 to 60+ nautical miles.
- OYRA racers are invited to race in the Great Vallejo Race for only an additional \$10.00!
- Racers will be divided into divisions determined by the OYRA board. Racers can also choose to race in the Short Handed division:

#### **WBRA (Wooden Boat Racing Association)**

- The WBRA participates in the US Sailing Golden Anchor program which makes WBRA racers eligible for a discounted US Sailing Membership. US Sailing memberships through the WBRA Golden Anchor program must be purchased online here: <http://www1.ussailing.org/membership/MPP/Default.aspx?ycid=112274N>
- Bay racing for one of the following 5 fleets:
  - Bird Boats
  - Bear Boats
  - Folkboats
  - IODs
  - Knarrs

### GENERAL INFORMATION

- **YRA Sailing Instructions are available on the YRA website at [www.yra.org](http://www.yra.org).** Sailing instructions are normally posted approximately 1 week prior to each race. If you do not have access to the internet and need to have your race instructions mailed to you, please contact the YRA office at (415) 771-9500 or [info@yra.org](mailto:info@yra.org)
- Entries for a series, or individual regatta, must be received by 5 pm the Monday before the race or a \$35 late fee will be applied. No entries will be accepted after 5 pm the Thursday before a race.
- **A YRA sailing membership and a membership in a YRA member yacht club is required to register a boat for any YRA series.** A YRA membership is required to race in any individual YRA Race, but one time racers do not need to belong to a member club.
- The YRA Offers a discount on all race fees to US Sailing Members. YRA Racers are eligible for a discount on US Sailing Memberships through the Golden Anchor Program. US Sailing Memberships can be purchased online at <http://www1.ussailing.org/membership/MPP/Default.aspx?ycid=101132Z>.
- Sailors entering the OYRA Season, or any individual OYRA Race, must submit complete an online crew & boat registration form through [jibeset.net](http://jibeset.net) before each ocean Race. See [http://www.yra.org/OYRA/ocean\\_safety.html](http://www.yra.org/OYRA/ocean_safety.html) for more information. **Please note that to race in an OYRA Race there are rigorous additional safety requirements in effect, including the requirement for a 406 EPIRB or 406 PLB.**
- Please fill out your entry form completely, sign, date and return it to the YRA office along with your payment. If you need additional assistance completing this form, please contact the YRA office.
- You can save time and postage by signing up online! Visit [www.yra.org](http://www.yra.org) for more information!



# Yacht Racing Association of San Francisco Bay – 2014 Entry Form

1070 Marina Vaillage Pkwy., Suite 202-G  
Alameda, CA 94501  
Phone: 415.771.9500  
Fax: 415.276.2378  
email: info@yra.org

Name: _____	Boat Name: _____	Sail Number: _____
Street: _____	Boat Model: _____	
City, State, Zip: _____	Manufacturer: _____	Yr Built: _____
Evening Phone: _____ Daytime Phone: _____	Designer: _____	Yr. Designed: _____
Email Address: _____	U.S. Sailing #: _____	YRA Member #: _____
Yacht Club Affiliation: _____	Marina: _____	Berth/Slip #: _____

<b>Membership Fees:</b>	YRA Membership:	<b>Required for YRA Racing</b>	\$50	\$ _____
<b>NCPHRF Fees:</b>	Renewal of 2013 Certificate:		\$30 for YRA Members/\$40 for NON-YRA Members	\$ _____
	New Certificate/Renewal of 2012 or prior Cert.:		\$45 for YRA Members/\$55 for NON YRA Members	\$ _____

<b>Season Racing Fees:</b>	<b>US Sailing Members</b>	<b>Non US Sailing Members</b>	<b>Fleet: (PHRF, One-Design, etc.)</b>	
PC Series	\$180	\$195	_____	\$ _____
PHRF, Sport Boat and One-Design Spring Series	\$90	\$105	_____	\$ _____
PHRF, Sport Boat and One-Design Summer Series	\$90	\$105	_____	\$ _____
Offshore Yacht Racing Association (OYRA) Full Season *	\$195	\$210	_____	\$ _____
Wooden Boat Racing Association (WBRA) Season	\$155	\$170	_____	\$ _____

<b>Single Race Fees:</b>	<b>US Sailing Members</b>	<b>Non US Sailing Members</b>	<b>Fleet: (PHRF/One-Design, etc.)</b>	
PHRF Series racers entering the Lightship Ocean Race *	\$10	\$15	_____	\$ _____
OYRA season racers entering Vallejo	\$10	\$15	_____	\$ _____
Vallejo Race Only	\$75	\$80	_____	\$ _____
2nd Half Opener Only	\$75	\$80	_____	\$ _____
Season Closer Only	\$75	\$80	_____	\$ _____
All other YRA Races (write in race name):	\$55	\$60	_____	\$ _____

**Late Fee:** *No entries are accepted after 5pm the Wednesday before the race*  
Any entry Rec'd after 5pm the Mon before the race \$35 \$ \_\_\_\_\_

**\* Participants in an ocean race or ocean series must complete an online boat crew registration form through Jibeset.net. See [http://www.yra.org/OYRA/ocean\\_safety.html](http://www.yra.org/OYRA/ocean_safety.html) for add'l info safety requirements** **TOTAL** \_\_\_\_\_

In consideration of being admitted to sailing membership in the Yacht Racing Association of San Francisco Bay (YRA), I agree to abide by "The Racing Rules of Sailing" and the Sailing Instructions of the YRA and the regatta sponsors. I warrant that I will maintain compliance with the YRA Minimum Equipment requirements. To the fullest extent permitted by law, I hereby waive any rights I may have to sue the YRA with respect to personal injury or property damage suffered by myself or my crew as a result of our participation in the YRA and hereby release the YRA and it's race organizers from any liability for such injury or damage.. I further warrant that I have not relied upon any of the above entities or individuals in preparing my yacht for racing.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Make check payable to YRA. To pay by MasterCard or Visa please provide card info below, including billing street address and zip code

Card Number: \_\_\_\_\_ Exp Date: \_\_\_\_\_ CW # \_\_\_\_\_ Name on Card: \_\_\_\_\_  
Card Holder's Signature: \_\_\_\_\_ Billing Address: \_\_\_\_\_

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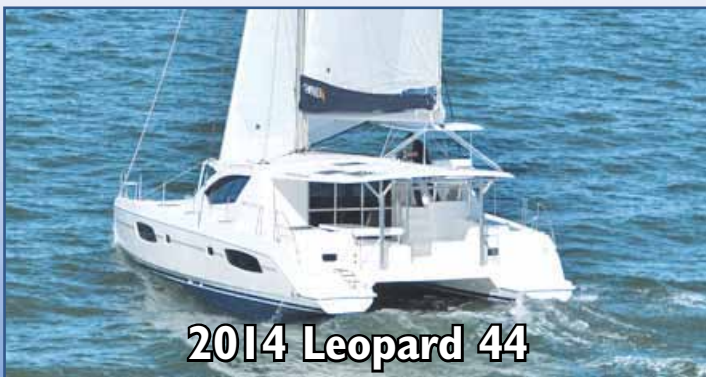
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# CALENDAR

## Non-Race

**Dec. 31** — Presidio YC New Year's Eve Dinner, 7-9 p.m. \$40. RSVP, (415) 816-2902 or [CoastalCruiser@gmail.com](mailto:CoastalCruiser@gmail.com).

**Jan. 1** — Clear away last night's cobwebs with a daysail.

**Jan. 1** — 'Round the Island circumnavigation of Alameda. Starts at Island YC, then on to Aeolian and Ballena Bay YCs, finishing at Encinal YC. Info, [IslandYCEvents@yahoo.com](mailto:IslandYCEvents@yahoo.com).

**Jan. 15-29** — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$25. All YCs' members welcome. More info under 'Events' tab at [www.stfyc.com](http://www.stfyc.com).

**Jan. 5-26** — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**Jan. 8** — Singlehanded TransPac race seminar #4: Emergency Rudders & Other Mechanics at Oakland YC, 7:30 p.m. All seminars are free and open to the public. For more about the race or future seminars, email [transpac@sfbaysss.org](mailto:transpac@sfbaysss.org).

**Jan. 8-12** — 54th Annual Portland Boat Show at the Expo Center. Info, [www.otshows.com](http://www.otshows.com).

**Jan. 9** — Are you a single boatowner needing crew? The Single Sailors Association has crew to help sail your boat. Monthly meeting at Ballena Bay YC in Alameda, 6:30 p.m. Info, [www.singlesailors.org](http://www.singlesailors.org) or (510) 239-7245.

**Jan. 11** — Auction of remaining vessels at Nelson Marine in Alameda, 1 p.m. Previews 1/9-11. Info, [www.michaans.com](http://www.michaans.com).

**Jan. 15** — Sail under the full moon on a Wednesday night.

**Jan. 16** — Club Nautique's Winter Seminar Series kicks off with 'Inside the Oracle' by Eduardo Aldaz Carroll in Alameda, 6:30-8 p.m. Other seminars run at the same time at alternating locations (A=Alameda, S=Sausalito). \$10 members/\$15 non-members. 1/30: 'On Board an AC72' by an Artemis team member (S); 2/13: 'Marine Apps for Mobile Devices' by Joe Brandt (A); 2/27: Tour of Sausalito's Bay Model (6 p.m.); 3/13: 'Tides on the Bay' by Kame Richards (A); 3/27: 'Cruising with Club Nautique's Captain & Admiral' by Don & Judy (S). Info, (510) 865-4700 or [www.clubnautique.net](http://www.clubnautique.net).

**Jan. 18** — Understanding San Francisco Bay & Your 2014 Tide Table seminar at San Jose West Marine, 11 a.m.-12:30 p.m. Free, includes free tide table. RSVP, (408) 246-1147.

**Jan. 23-26** — San Diego Sunroad Boat Show at Sunroad Resort Marina on the east end of Harbor Island. Info, [www.bigbayboatshow.com](http://www.bigbayboatshow.com).

**Jan. 23-26** — Progressive Insurance San Francisco Boat show at AT&T Park and McCovey Cove. Check out this inaugural event featuring an in-the-water show and dozens of exhibits. Info, [www.SFBoatShow.com](http://www.SFBoatShow.com).

**Jan. 24-Feb. 2** — Seattle Boat Show Indoors + Afloat at CenturyLink Field & South Lake Union. The largest boat show on the West Coast. Info, [www.seattleboatshow.com](http://www.seattleboatshow.com).

**Jan. 25-26** — Baja Ha-Ha Assistant Poobah 'Banjo Andy' Turpin will present Ha-Ha and Pacific Puddle Jump seminars back-to-back on both days at the Seattle Boat Show. 1/26: 4 & 5 p.m.; 1/27: 3 & 4 p.m. Info, [www.seattleboatshow.com](http://www.seattleboatshow.com).

**Jan. 25-26** — Whalefest Monterey celebrates whales, on Monterey's waterfront, 9 a.m.-10 p.m. Free. Info, [www.montereywharf.com](http://www.montereywharf.com).

**Jan. 26** — Pacific Offshore Academy prep seminar #3 at Richmond YC, 8 a.m. Perfect for anyone planning to sail to Hawaii, especially in the Pacific Cup. Free for Pac Cup skippers, \$18 for others. Pre-registration strongly advised! Info, [www.pacificcup.org](http://www.pacificcup.org).

**Feb. 1** — 25th Annual Women's Sailing Convention at Bahia Corinthian YC in Corona del Mar. \$185. Limited space so register early! Info, [www.womenssailingconvention.com](http://www.womenssailingconvention.com).



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Catalina 470, 2009.....	369,000
Catalina 42 MkII, 2005.....	<b>REDUCED!</b> 178,000
Catalina 42, 1989.....	<b>SOLD!</b>
Catalina 400, 2001.....	<b>SOLD!</b>
Catalina 380, 1997.....	92,900
Catalina 36 MkII, 2001.....	<b>SOLD!</b>
Catalina 34 MkII, 2007.....	<b>SOLD!</b>
Catalina 34 MkI, 1988.....	<b>JUST ARRIVED!</b> 46,500
Catalina 309, 2009.....	<b>SOLD!</b>
Catalina 30, 1988.....	28,000
Catalina 30, 1979.....	13,950

Catalina 28 MkII, 1997.....	<b>SOLD!</b>
Catalina 250, 2005.....	<b>REDUCED!</b> 19,900
<b>Preowned Sailing Yachts</b>	
Norseman 447, 1984.....	<b>REDUCED!</b> 169,000
Bristol 35.5, 1985.....	54,900
Beneteau 36.7, 2010.....	133,500
Ericson 32, 1970.....	<b>REDUCED!</b> 26,900
<b>New Ranger Tugs (base price)</b>	
Ranger 31 Sedan Tug, 2014.....	269,937
Ranger 31 Flybridge, 2014.....	<b>NEW MODEL YEAR!</b> 279,937
Ranger 29 Tug, 2014.....	<b>NEW MODEL YEAR!</b> 229,937
Ranger 27 Tug, 2014.....	<b>JUST ARRIVED!</b>
Ranger 25SC Tug, 2014.....	<b>JUST ARRIVED!</b>

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Ranger 29 Tug, 2011, fully loaded.....	<b>JUST ARRIVED!</b>
Ranger 29 Tug, 2011.....	224,000
Ranger 25 Tug, 2010.....	105,000
Ranger 25 Tug, 2009, includes trailer.....	105,000
Ranger 21 Tug, 2009.....	<b>REDUCED!</b> 39,000
Ranger 21 Tug, 2008.....	39,000

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## CALENDAR

**Feb. 8** — US Sailing Race Management Seminar at Encinal YC, all day. \$50. Info, [encinalseminar@gmail.com](mailto:encinalseminar@gmail.com) or sign up at [tinyurl.com/7wbko59](http://tinyurl.com/7wbko59).

**Feb. 9** — North U. Trim Seminar in Marina del Rey at Del Rey YC, 9 a.m.-4:30 p.m. \$85-115. Info, [www.northu.com](http://www.northu.com).

**Feb. 13** — Red Dress Racing: Dream Big! presentation by RDR founder Moe Roddy at Corinthian YC, 6:30 p.m. Free. RSVP at [www.cyc.org](http://www.cyc.org) or (415) 435-4771.

### Racing

**Jan. 1** — Master Mariners New Year's Day Race and Chili Potluck at Pt. San Pablo YC in Pt. Richmond. Info, (415) 364-1656 or [www.mastermariners.org](http://www.mastermariners.org).

**Jan. 1** — Frostbite Regatta on Lake Yosemite. LYSA, [www.lakeyosemitesailing.org](http://www.lakeyosemitesailing.org).

**Jan. 4** — Brrrr Rabbit. CPYC, [regatta@cpyc.com](mailto:regatta@cpyc.com).

**Jan. 4** — Perry Cup/Midwinters. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Jan. 5, 12, 19, 26** — Aquatic Center Winter Racing Club at Mountain View's Shoreline Lake, 2-4 p.m. All small boat sailors welcome every Sunday through March 16 to sail six races in Capri 14.2s. Info, [www.ShorelineLake.com](http://www.ShorelineLake.com).

**Jan. 11** — Richmond YC's Little Daddy Regatta. Big Daddy will follow in March. Info, [www.richmondyc.org](http://www.richmondyc.org).

**Jan. 11** — Frost Bite Series #1. Benicia YC, [www.beniciayachtclub.com](http://www.beniciayachtclub.com).

**Jan. 11** — Santana 22 Team Racing. SCYC, [www.scyc.org](http://www.scyc.org).

**Jan. 12** — Sunday Laser Races. SCYC, [www.scyc.org](http://www.scyc.org).

**Jan. 19-24** — 27th Annual Key West Race Week by Quantum. Info, [www.premiere-racing.com](http://www.premiere-racing.com).

**Jan. 25** — Three Bridge Fiasco, one of the oddest and most entertaining races ever invented, and the first SSS event of the season. Info, [www.sfbaysss.org](http://www.sfbaysss.org).

### Midwinter Regattas

**BAY VIEW BC** — Midwinter Madness: 1/11, 2/8, 3/8. Info, [tmahoney22@gmail.com](mailto:tmahoney22@gmail.com) or (408) 210-0517.

**BERKELEY YC** — Midwinters: 1/11-12, 2/8-9. Bobbi, (925) 939-9885 or [bobbi@jfbat.com](mailto:bobbi@jfbat.com).

**BERKELEY YC** — Chowder Races: Sundays through March except when it conflicts with above. Patrick, (415) 328-2819 or [psman99@hotmail.com](mailto:psman99@hotmail.com).

**CAL SAILING CLUB** — Year-round Sunday morning dinghy races, intracub only, typically in Laser Bahias and JY15s. Info, [racing\\_chair@cal-sailing.org](mailto:racing_chair@cal-sailing.org).

**CORINTHIAN YC** — Midwinters: 1/18-19, 2/15-16. Kim, [racing@cyc.org](mailto:racing@cyc.org).

**ENCINAL YC** — Jack Frost Series: 1/18, 2/15, 3/15. Info, [rearcommodore@encinal.org](mailto:rearcommodore@encinal.org).

**GOLDEN GATE YC** — Manuel Fagundes Seaweed Soup Series: 1/4, 2/1, 3/1. Info, (916) 215-4566 or [raceoffice@ggyc.com](mailto:raceoffice@ggyc.com).

**LAKE MERRITT SC** — Robinson Memorial Series: 1/12, 2/8, 3/9. Mark, (925) 245-0287.

**ISLAND YC** — Estuary Midwinters: 1/12, 2/9, 3/9. John, (510) 521-2980 or [iycracing@yahoo.com](mailto:iycracing@yahoo.com).

**OAKLAND YC** — Sunday Brunch Series: 1/5, 1/19, 2/2, 2/16, 3/2. Jim, [urrailmeat@yahoo.com](mailto:urrailmeat@yahoo.com).

**REGATTAPRO** — Winter One Design & IRC: 1/11, 2/8. Jeff, (415) 595-8364 or [jzarwell@regattapro.com](mailto:jzarwell@regattapro.com).

**RICHMOND YC** — Small Boat Midwinters: 1/5, 2/2, 3/2. Opti Midwinters: 2/1, 3/1. Info, [RaceChair@richmondyc.org](mailto:RaceChair@richmondyc.org). Laser Sundays: 1/12, 1/19, 1/26, 2/9, 2/16, 2/23, 3/16, 3/23. Info, [rycsunday.myfleet.org](http://rycsunday.myfleet.org).

**SANTA CRUZ YC** — Midwinters: 1/18, remaining TBA. Info, (831) 425-0690 or [www.scyc.org](http://www.scyc.org).

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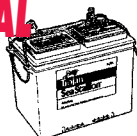
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# CALENDAR

**SANTA ROSA YC** — Winter Series: 1/18, 2/15. Info, [www.santarosasailingclub.org](http://www.santarosasailingclub.org).

**SAUSALITO YC** — Sunday Midwinters: 1/5, 2/2, 3/2. Dave Borton, (415) 302-7084 or [race@sausalitoyachtclub.org](mailto:race@sausalitoyachtclub.org).

**SEQUOIA YC** — Winter Series: 1/4, 2/8, 3/15. Redwood Cup: 1/18, 2/22, 3/29. Info, [www.sequoiayc.com](http://www.sequoiayc.com).

**SOUTH BEACH YC** — Island Fever Midwinters: 1/18, 2/15, 3/15. Info, [www.southbeachyc.org](http://www.southbeachyc.org).

**TIBURON YC** — Midwinters: 1/11, 2/8, 3/8. Rob, [race@tyc.org](mailto:race@tyc.org).

**VALLEJO YC** — Tiny Robbins Midwinters: 1/25, 2/22, 3/22. Info, [www.vyc.org](http://www.vyc.org) or (707) 643-1254.

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

### January Weekend Tides

date/day	time/ht.		time/ht.	
	LOW	HIGH	LOW	HIGH
12/31Tue	0330/2.6	0948/7.1	1636/-1.5	2348/5.1
1/01Wed	0425/2.4	1040/7.1	1722/-1.6	
	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>
1/04Sat	0202/5.7	0713/2.1	1318/6.2	1941/-0.7
1/05Sun	0248/5.8	0817/1.9	1417/5.6	2030/-0.1
	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>
1/11Sat	0121/2.5	0747/6.1	1452/0.1	2149/4.5
1/12Sun	0217/2.7	0832/6.2	1534/-0.1	2236/4.7
	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>
1/18Sat	0122/5.0	0623/2.5	1216/5.6	1845/0.1
1/19Sun	0151/5.1	0704/2.4	1255/5.3	1917/0.4
1/25Sat	0557/6.0	1255/0.6	1957/3.9	
	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>
1/26Sun	0017/2.7	0653/6.2	1352/0.0	2104/4.3

### January Weekend Currents

date/day	slack		max	
	slack	max	slack	max
12/31Tue	0032	0243/2.6E	0547	0845/3.3F
	1136	1458/5.8E	1855	2157/4.4F
1/01Wed	0121	0335/2.9E	0642	0938/3.4F
	1229	1549/6.0E	1943	2245/4.6F
1/04Sat	0933	0021/4.4F	0344	0609/3.3E
	2209	1220/3.2F	1513	1821/5.0E
1/05Sun		0111/4.1F	0432	0702/3.4E
	1038	1320/2.9F	1616	1914/4.3E
	2300			
1/11Sat		0035/1.8E	0344	0645/2.6F
	0931	1254/4.1E	1652	2003/3.2F
1/12Sun		0134/1.9E	0436	0733/2.6F
	1017	1338/4.3E	1738	2049/3.4F
	2348			
1/18Sat	0259	0517/2.5E	0839	1125/2.4F
	1415	1726/4.1E	2114	
1/19Sun		0011/3.2F	0334	0557/2.7E
	0921	1208/2.3F	1456	1807/3.8E
	2146			
1/25Sat	0138	0449/2.5F	0750	1103/4.1E
	1513	1804/2.7F	2123	2333/2.1E
1/26Sun	0243	0548/2.6F	0844	1201/4.5E
	1608	1905/3.3F	2224	



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  - 2002 41' Hunter 410 (TX) \$135K
  - 2000 40' J/125 -Warrior \$369K
  - 2010 39' Jeanneau 39i (TX) \$196K
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  - 1995 36' Sabre 362 (TX) \$159K
  - 2006 35' J/105 Fresh Water \$99K
  - 2001 35' J/105 Light Use \$82K
  - 2006 33' Cross Curent 33 \$139K
  - 1998 33' Seawind Cat \$139K
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## LETTERS

### ↑↓ PACIFIC CUP GEARING UP TO BE ONE OF THE BEST

The Pacific Cup YC has focused on amping up the fun for the 2014 Pacific Cup, which starts July 6-12 from San Francisco and ends at Kaneohe Bay, Oahu by July 20. The result has been a big increase in entries — we already have 72, whereas in 2012 there were only 41 finishers.

When the yacht club reconfigured the training seminars in 2011-12, we discovered that the small roundtable break-



PACIFIC CUP

*The Pacific Cup's app will help racers find services and help fans keep up with the race.*

out sessions had an unanticipated benefit — the skippers and crews got a chance to meet and share perspectives before the start of the race. As a result, the person in front of them in line at the Kaneohe YC bar later on was a friend. The remaining seminars are the Pacific Offshore Academy, January 26 and March 16 at Richmond YC, and Safety at Sea, May 18, at a location yet to be determined.

We also discovered, as many have long ago during events such as the Ha-Ha, that the social aspect of a shared challenge is a very powerful part of the event. So we've ramped that up. We think the Pacific Cup Village, open from June 30-July 5, will really start the social engagement and fun before the racing commences. Historically, about 40% of the Pacific Cup entries have come from outside the Bay Area, and another 10-20% from RYC. This year we are inviting boats from outside the Bay Area to berth at RYC. To support the out-of-area boats, RYC is developing a smartphone app that will link to race information and schedules, services and facilities at RYC, marine suppliers and trades, and local logistical support. A version will also be developed for the KYC to support the boats there. The Pacific Cup Village will feature speakers, and food and entertainment, culminating in the bon voyage party on July 5. Sonnen BMW and Alaska Airlines are already signed on as sponsors.

After the race, there will be parties at KYC July 21-25, including the Awards Ceremony on the last day. Anybody who has done a Pacific Cup knows how great the parties are!

In order to reduce the pressure and challenge of the crossing to Hawaii, we have created a cruising division for those who just want the bluewater experience. The same equipment, safety, training and inspection requirements apply to these entries, and they will compete for awards, not trophies. Interestingly, we've found that a number of boats have entered in the cruising division but later switched to the racing division.

The 2014 Pacific Cup is attracting birds of a feather. So far we have the following one-design classes: Santa Cruz 27s, four; Santa Cruz 50s, four (maybe a fifth); Hobie 33s, three; J/125s, three; and Cal 40s, three. For the first time, we'll award trophies for all one-design groups (a one-design group being any three sisterships).

We've also worked hard on corporate engagement. Matson and Alaska Airlines are providing discounted shipping and airfares, and boatyards and sailmakers have provided gift certificates. Alaska Airlines will raffle four round-trip tickets anywhere they fly at Pacific Cup Village. West Marine has leaned in to support the Pacific Offshore Academy seminars with merchandise and gift certificates. Sonnen BMW will



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## LETTERS

provide BMWs for shuttles and support at the PCV. Matson, Alaska, Sonnen, and Weems & Plath will all be recognized by renaming racing divisions, so the boats in the division will wear the corporate logos as bow stickers and the firms will make the trophy presentations.

Thanks to the ads we've run over the last year, primarily in *Latitude 38*, the Pacific Cup is no longer the best-kept secret in town. Each of the ads has also been produced as a poster, and 200 have been distributed with each new ad to yacht clubs, marinas, and marine vendors and suppliers on the West Coast and Hawaii. We've incorporated QR codes and launched a social media program to reach out to the sailing community. The results have been outstanding. We have a large contingent of boats from the Northwest, a wider range of geographic entries, a solid group of the high-performance sleds, and an almost-full entry list. But there is still room for a few more, so please visit [www.pacificcup.org](http://www.pacificcup.org) for entry information.

Steve Chamberlin  
Commodore, Pacific Cup YC

*Readers — The 2014 Pacific Cup is indeed shaping up to be one of the biggest and best ever. Check out the entry list. And if you've got the urge, sign up before it's too late.*

### ↑↓ WE TYPICALLY HAD AT LEAST FOUR BOATS IN SIGHT

I also had to chuckle at the claim "participants in the Baja Ha-Ha routinely report never seeing another boat in the rally for days on end." I was aboard *Agave Azul* for my first Ha-Ha in November, and I can't recall a moment when we *didn't* see another boat. In fact, most wee-hour VHF traffic centered around Ha-Ha boats communicating to make sure they avoided each other in the dark. We typically had at least four boats in sight, and obviously many more closer to the starts and finishes. I've read that about the greatest distance you can see another sailboat at sea is three miles, so perhaps that gives some idea of how close together boats were.

Byron Jacobs  
'Ale Kai, Beneteau 393  
Sequoia YC

*Readers — In the December 13 'Lectronic, we reported that a contributor to a Practical Sailor blog made the following claim: "The big problem [with rallies] is the illusion of group security. With regular radio contact there is some of that, but participants in the Baja Ha-Ha routinely report never seeing another boat in the rally for days on end. It's a big ocean, folks, even with North America to port the whole way."*

While we agree that, to a certain extent, some people might get an exaggerated sense of security from sailing in a group, we nonetheless burst out laughing at the ridiculous assertion that Ha-Ha boats "routinely" report never seeing another boat in the rally for days on end. That would be a little hard, given that the legs are usually less than 3½ days, 2½ days, and 1½ days respectively; that 125 boats are sailing downwind on pretty much the same course; and that boats naturally start together and converge at the end of each leg. The above letter and those that follow are responses to our inquiry of how often Ha-Ha boats saw other Ha-Ha boats.

By the way, having been the Grand Poobah of the Ha-Ha for 19 years, we know firsthand that there have been numerous instances where there has indeed been greater security in numbers. In addition to medical and mechanical emergencies being addressed over the years, there have been countless examples of fleet assistance once boats have reached one of



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## LETTERS

*the three stops. Just ask Dr. Electron, rigger Craig Shaw, sailmaker Chuck Skewes, and several of the doctors and nurses in the 2013 Ha-Ha.*

### ↑↓ALWAYS IN SIGHT

I did the 2004 Ha-Ha. If we were out of sight of another boat, it would have only been for a short time. I don't think we were ever out of sight of another boat in the 2011 Ha-Ha.

Terry Emigh  
Harmony, Tayana Vancouver 42  
Anacortes, WA

### ↑↓A REALISTIC ASSESSMENT OF SECURITY LIMITS

We were occasionally alone on my first Ha-Ha two years ago, but more often had at least two or three boats in sight. And we always felt we had VHF radio communication with a neighboring sailor.

Regarding the idea that cruising rallies give a "false sense of security," it was both real and a comforting illusion to know we had a safety net of boats and sailors near us, ready to support us with medical or mechanical or miscellaneous information. The size and depth of the resource was impressive to us first-timers. However, we were not lulled into over-relying on it, and we fully realized that in the case of a storm, a fire, or a sinking, we were solely responsible for our outcome.

I think what every participant in a group sail needs is a realistic understanding of the nature and limits of group security — without ever letting it erode the sole responsibility a mariner should feel for his/her vessel and the lives of those aboard their boat.

Capt. Howard Edson  
Seattle, WA

*Howard — We agree that what counts "is a realistic understanding of the nature and limits of group security," not only in the case of security that may be afforded by participating in a rally, but by the existence of the Coast Guard. We say this because, on November 20, a federal appeals court rejected a North Carolina widow's lawsuit in which she blamed the Coast Guard for failing to save her husband's life. The court ruled that the Coast Guard does not have the legal obligation to launch life-saving rescues.*

*Bad weather had kicked up after Roger and Susan Turner left a friend's holiday party in their 20-ft motorboat and, as a result of the weather, they were both thrown overboard. Although both were experienced boaters, neither was wearing a PFD. Susan Turner survived by clinging to a crab trap. Roger Turner drowned. Roger's father reported the couple overdue after midnight, but the Coast Guard didn't launch a search boat for another eight hours. The Coast Guard cited a number of reasons that they didn't launch: all their rescue assets were on other missions, the Turners were experienced boaters with a well-equipped boat, the Turners were very good swimmers, and their four possible destinations were far apart.*

*We might add that if the Coast Guard responded to every report of a boat being just eight hours overdue, the agency would need to increase its assets and human resources by a significant factor.*

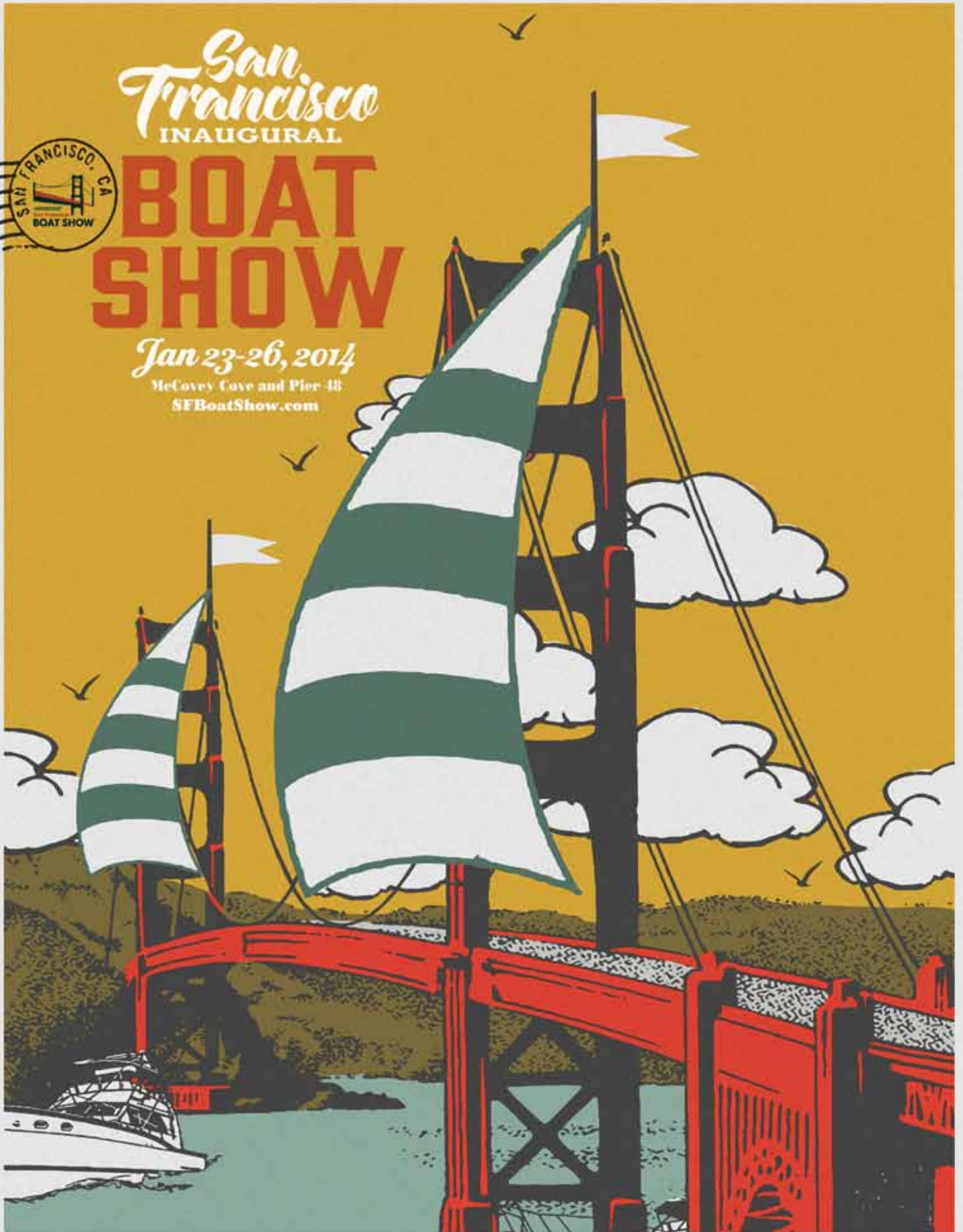
*While the Coast Guard often has gone to astonishing ends to rescue mariners, in one sense we think that it's been counter-productive because too many mariners — to say nothing of the general public — assume that if a mariner gets into trouble, the Coast Guard always can and will be able to save them. This is an erroneous belief, for there have been times when the Coast Guard has known mariners were in distress, but was unable*

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## LETTERS

to do anything about it. Assuming that the Coast Guard can always bail out mariners is perhaps the most common nautical 'illusion of security'. Only a fool goes to sea assuming s/he can depend on anybody else for safety.

By the way, had the Turners equipped their boat with an inexpensive battery-operated Spot Messenger, the Coast Guard would have known immediately they were in distress and their precise location. We think this would have increased Roger Turner's chances of survival by about 99%. An ounce of prevention really is better than a pound of cure. It's lawsuits such as the one brought by Susan Turner that get us thinking that maybe a Spot Messenger — or EPIRB — ought to be required on all boats that go more than a couple of miles from land.

### ↑↓NEVER OUT OF SIGHT OF ANOTHER HA-HA BOAT

We sometimes wished we didn't see other boats at night during the Ha-Ha because it made us a little nervous. But no, I don't believe there was ever a time when we weren't in sight of another Ha-Ha boat.

Susan Flieder  
Compañera, Farr 44  
Sausalito

### ↑↓ALONE BUT NOT ALONE

We definitely did *not* go for "days on end" without seeing another boat in this year's Ha-Ha, but we did go a day in



**With upward of 200 boats on the Ha-Ha course, it's hard not to see other boats.**

the middle of the first leg to Turtle Bay when we didn't see anyone, and we had plenty of stretches where we'd go six or so hours without seeing anybody. It seems as though we went farther offshore than 'the pack', but there were other Ha-Ha'ers out there, too. One of the things I enjoyed, after being mostly alone out there, was converging with other boats toward the end of each leg.

By the way, a big thanks to the Grand Poobah, Andy 'Mr. Puddle Jump' Turpin, and Doña 'Chief of Security' de Mallorca and the rest of the *Latitude* team for the Ha-Ha. You guys did an awesome job.

David & Elena Esser  
Tigress, Prout 50  
Alameda

David and Elena — Thanks for the kind words. We could check the daily position reports, but we believe that you were a lot less "alone" out there than you think. As Byron Jacobs said a few letters earlier, the greatest distance one can see another sailboat at sea is only about three or four miles. If you'd checked your radar or your AIS, we believe you would have seen more than a few other Ha-Ha boats in your immediate — meaning 10 miles — area.

### ↑↓OUR RADAR WAS SET AT SIX MILES

I did the most recent Ha-Ha aboard Harry Hazard's *Distant Drum*, and our crew of five routinely saw other vessels for almost the duration of the rally. We did have a period of time on the second leg where we were quite a bit offshore and didn't have any other boats in sight; however, we always had other vessels in radar contact, our radar being set at six



# FOR THE RECORD

**14th America's Cup... 1, 2**  
**Louis Vuitton Cup... 1, 2, 3**  
**Melges 32 Worlds... 1, 2, 3\***  
**1, 2, 3\*, 4, 5, 6\*, 7, 8\*, 9...**  
**Dunwich Head South Sound**  
 PHRF 1... 1, 2, 3  
 PHRF 2... 1, 2, 3  
 PHRF 3... 1, 2, 3  
 PHRF 5... 1, 2  
 PHRF 6... 2, 3  
 PHRF 7... 1, 3  
 PHRF 8... 1st  
 PHRF 9... 1, 2, 3  
 Cruising... 1st  
**Int. 8 Meter Worlds**  
 Overall... 1st  
 Siria Cup... 1st  
 Neptune Class... 1st  
**AHVC BlueWater**  
 Non-Spin... 1st  
 PHRF 1... 2, 3  
**American YC Spring Series**  
 IRC Div 1... 2, 3  
 IRC Div 2... 1st  
 Swan 42... 1, 2\*, 3  
 PHRF 1... 1st\*

**American YC Fall Series**  
 IRC A... 1st  
 IRC B... 2nd  
 Swan 42... 1, 2, 3\*  
 PHRF Div A... 1\*, 3  
 Classic... 1, 3  
 J/109... 2, 3  
**Annapolis Big Boat Regatta**  
 HPR... 1, 3  
 IRC... 1, 2, 3  
**Annapolis NOOD**  
 J/35... 1, 2  
**Annapolis-Newport Race**  
 IRC 1... 1, 2, 3  
 IRC 2... 1, 2, 3  
 Soverel 33... 2, 3  
 PHRF... 1, 3  
**Antigua Classic Reg... 1st**  
**Around Long Island Regatta**  
 PHRF 4... 1st  
 PHRF 6... 1st  
 PHRF 9... 1, 3  
**Annapolis YC Fall Series**  
 J/35... 1, 3  
 PHRF A0... 1st  
 PHRF A1... 1, 2  
 J/105... 1, 2  
 J/30... 1, 2, 3  
**Bayview Mackinac**  
 Turbo... 1, 2  
 PHRF... 1st  
**Bayview One-Design**  
 PHRF 1... 1, 2  
 Cal 25... 2  
 Etchells... 1, 3  
 Melges 24... 1st  
 C&C 35... 1, 2  
**Beneteau Cup**  
 Fleet 1... 1, 2  
 Fleet 2... 1st  
**Beneteau Great Lakes Championship Toronto**  
 Beneteau 10r... 1st  
 Beneteau 36.7... 1, 2, 3  
**Black Rock YC Park City**  
 Div A... 1, 2, 3  
 Div B... 2, 3  
 Div C... 1st  
 IRC 2... 2, 3  
 PHRF 1... 1, 2  
**Block Island Race**  
 J/109... 1\*, 2\*, 3

**CYC Sunset Series**  
 PHRF A... 1st  
 PHRF D... 1st  
**CYC Winkle Cup**  
 Jam... 1, 3  
**Dennis Conner Around the Coronado Islands**  
 PHRF 1... 1, 2  
 PHRF 2... 1, 2, 3  
 Multi-Hull 8... 1, 2  
**DIYC Classic**  
 Spinnaker... 2, 3  
**DIYC Fall Series**  
 Division A... 1, 2, 3  
 Division B... 2, 3  
**DIYC Labor Day Race**  
 Spinnaker... 1, 2, 3  
**DIYC Summer Series**  
 Division A... 1, 2, 3  
 Division B... 1, 3  
**Dubois Cup**  
 Superyacht... 1st  
**Eastern CT Season Overall...**  
 1, 2, 3  
**Essex YC Rum Challenge**  
 Class 1... 1, 3  
**Farr 30 Canadians... 1, 3**  
**Farr 40 East Coast... 1, 2**  
**Farr 40 NAS... 1, 2**  
**Farr 40 Worlds... 2, 3**  
**Fishers Island YC Round the Island Race**  
 Romeo Class... 1, 2  
**Fiji Flop Regatta**  
 Class A... 1, 2, 3  
**Gerry Browne Regatta**  
 Class 2A... 1, 3  
 Class 5... 1st  
**GL-70 Season Champs... 1st**  
**Greenport Ocean Race**  
 PHRF 1... 2, 3  
 Corinthian 3... 1st  
**Harbor Springs Ugotta**  
 J/109... 1st  
 Soverel 33... 2, 3  
 J/70... 2nd  
 Non-Spin... 1, 2  
 PHRF 1... 1, 2  
 PHRF 2... 1, 3  
 PHRF 3... 1st  
 PHRF 4... 1, 3  
**Hawaii Kalakaua Cup**  
 PHRF... 1st  
**Hawaii Lipton Cup**  
 PHRF... 1st  
**HOOK Race**  
 Section 1... 1, 2, 3  
 Section 2... 1, 2  
**Housatonic BC Invitational**  
 Class A... 2, 3  
 Level 35... 1st  
 Multi-Hull... 1st  
 Section 3... 1, 3  
 Section 6... 1st  
**Chicago Verve Inshore**  
 Etchells... 1, 3  
 J/70... 1, 2, 3  
 Shields... 1st  
**Chicago Verve Offshore**  
 J/111... 1, 2  
 ORR... 1, 2  
**Club Swan 42 Nationals... 1st**  
**CRA Beer Can Series**  
 Class C... 1st  
 Class G... 1st  
 Class J... 1st  
**CYC Malibu Zip Zag**  
 PHRF A... 1st  
**CYC Summer Series**  
 Merit 25... 1, 2  
 PHRF A1... 1, 2  
 PHRF A... 1st  
 PHRF B... 1, 2, 3  
 PHRF C... 1, 2, 3  
 PHRF 1... 1, 2, 3  
 J/24... 1, 2, 3  
 Cal 20... 1, 2, 3  
 Catalina 30... 1st  
 PHRF A... 1st

**Larchmont YC EDLU Race**  
 PHRF 1... 1, 3  
 PHRF 2... 1st  
**Leukemia Cup Chicago**  
 Spin 1... 1, 2  
 Spin 3... 1, 2  
 T-10... 1st  
 Cruise Spin... 1, 2  
 J/111... 2nd  
 X-35... 1st  
 8 Metre... 1st  
 Beneteau 36.7... 1st  
 J/109... 1st  
**LHVC Fall Series**  
 Jam... 1st  
 Spin... 1, 2  
**LHVC Katrina Cup**  
 Jam... 1, 3  
**LHVC Sunset Series**  
 Spin 1... 2, 3  
**Long Beach Race Week**  
 Viper... 1st  
 PHRF 1... 1st  
 PHRF 2... 1st  
 PHRF 4... 1st  
 Random Leg... 1, 2  
 Farr 40... 1st  
 J/109... 1st  
 J/105... 2nd  
**Marblehead Halifax Race**  
 IRC 1... 1, 2, 3  
 IRC 2... 2nd  
 IRC 3... 1st  
 PHRF 1... 1st  
 PHRF 2... 1st  
 PHRF 4... 1st  
**Marblehead NOOD**  
 J/105... 1, 2  
 Viper 640... 1st  
**Marstrom 32 Newport Regatta... 1, 2, 3**  
**Masons Island Regatta**  
 Class 7... 1, 2, 3  
**Miami Winter Regatta**  
 Farr 40... 1, 2, 3  
**Miles River Race**  
 Cal 25... 2, 3  
 PHRF B... 1st  
**Millford YC Last Chance**  
 Class A... 1, 2  
 Class B... 1st  
**Moth Worlds... 1st**  
**NASS Oxford Race**  
 PHRF C... 1st  
**Newport to Ensenada**  
 J/120... 1st  
 PHRF B... 1st  
**Newport Trophy**  
 12 Meter... 1st  
**NHVC Cabo Race**  
 Multi-hull... 1st  
 ORR... 1, 2, 3  
 Sleds... 1, 2, 3  
**1st Fest**  
 J/120 Fleet... 1st  
 J/109 Class 4... 1st  
**Key West Race Week**  
 Swan 42... 1, 2, 3  
 HPR... 1, 2, 3  
 IRC Sub-Class... 1, 2, 3  
 Farr 400... 1st  
**Keyport Yacht Club Season Overall... 1st**  
**KHVC Race Weekend**  
 PHRF B... 1st  
**Lake Ontario 300**  
 ICR 1... 1, 2  
 IRC 2... 1, 2, 3  
 IRC 3... 1st  
 Solo... 1st  
 Double Handed... 1, 2, 3

**Off Soundings Spring**  
 C-3... 1st  
 NS-1... 1st  
 H-3... 1, 3  
**Off Soundings Fall**  
 C-2... 1st  
 H-1... 1st  
 NS-1... 1, 2, 3  
 G-1... 1st  
**Oregon Offshore**  
 Overall... 1, 3  
 PHRF B... 1st  
 PHRF C... 2, 3  
 PHRF D... 2nd  
 Cruising Class... 1st  
**Oyster Bay Fall Classic Series... 1st**  
**Pacific Cup Deep Water**  
 PHRF A... 1, 2  
**Panetar Cup**  
 Class A... 1st  
**Pegout YC Falkner Is. Race**  
 Div 1... 1st  
**PHVC New England**  
 Class 1... 1, 2, 3  
 Class 2... 2, 3  
 Class 3... 1st  
 Class 5... 1st  
 Class 6... 1st  
 Class CR1... 2nd  
 J/105... 2nd  
**Pine Orchard Invitational**  
 Class 1... 1, 3  
**Poor Memorial Race**  
 Spin 2... 1, 2, 3  
 Non-Spin... 1, 2, 3  
**PYC Spring Regatta**  
 Class 1... 1, 2, 3  
 Class 2... 1, 3  
 Class 3... 1st  
 Class 4... 1, 2, 3  
**Queens Cup**  
**1st Overall, 1st to finish**  
**America Trophy... 1st**  
 Overall... 1st  
 Section 1... 1, 2, 3  
 Section 2... 1, 3  
 Section 3... 1, 3  
 Section 6... 1st  
 Section 7... 1, 2, 3  
 Section 9... 1, 2, 3  
**Race to Solomons**  
 J/105... 1, 2  
 PHRF 1... 1, 2  
 PHRF 2... 1st  
 PHRF 3... 1st  
**Riverside YC Stratford Shoal**  
 PHRF 1... 1, 2  
 PHRF 2... 2, 3  
 PHRF Spin... 1, 3  
 PHRF Non-Spin... 1st  
**Royal Swan Cup BVI**  
 Overall... 1st  
 Swan 601... 1st  
**RVYC Fleet Championships**  
 Farr 30... 1, 2, 3  
 Dragon... 1, 2, 3  
 Star... 1, 2  
**RYC Commodore Cup**  
 Non-Spin... 1st  
**San Diego NOOD**  
 Beneteau 36.7... 2, 3  
 J/105... 2, 3  
**Santa Barbara-King Harbor**  
 PHRF A... 1st  
**SCYA Midwinters**  
 J/120... 1st  
 J/105... 2nd  
 Beneteau 36.7... 1, 2, 3  
**Star Line Regatta Race**  
 PHRF 1... 1st

**Seattle NOOD**  
 Int. 6 Meter... 1, 2, 3  
 J/105... 2, 3  
 J/80... 1, 3  
 Mini 12... 1, 2, 3  
 San Juan 24... 1, 2, 3  
 Thunderbird... 1, 2  
 Star... 1, 2  
**Setauket YC Harbor Cup**  
 Spinnaker... 2, 3  
**Southern Straights**  
 Div 1 Long Course... 1, 2, 3  
 Div 2 Long Course... 1, 3  
 Div 3 Medium Course... 2, 3  
 Div 4 Medium Course... 1, 3  
 Div 5 Short Course... 1, 3  
 Div 7 Short Course... 2nd  
**SPYC Fall Bay Race**  
 Spinnaker... 1, 2  
**Stamford Vineyard Race**  
 PHRF 2... 1st  
 IRC 2... 1\*, 2\*, 3  
 IRC 6... 1, 2  
 PHRF 7... 1, 2, 3  
**Swan 42 Nationals... 1, 2**  
**Swiftsure Cape Flattery Light Class... 1st**  
**Swiftsure Int. Yacht Race**  
 Div 2 Short Course... 1st  
**SWVC Cabrillo Ocean Series**  
 PHRF 1... 1, 3  
 PHRF 2... 1st  
 J/120... 1, 2  
**SYSCO Spring**  
 A Fleet... 1, 2, 3  
 B Fleet... 1, 3  
 Merit 25... 2, 3  
 E Fleet... 1, 2  
 J/24... 1, 2, 3  
 Cal 20... 1, 2  
 Cruising B... 1, 2  
**SYSCO Summer**  
 #1-A Fleet... 1, 2  
 #1-B Fleet... 1st  
 #2-B Fleet... 1, 3  
 E Fleet... 1, 2  
 J/24... 1, 2, 3  
 Cal 20... 1, 2, 3  
 Cruising C Fleet... 1st  
**Tiedeman Regatta**  
 Spirit of Tradition... 1st  
**Transpac**  
 Overall... 1st  
 Division 1... 2nd  
 Division 2... 2nd  
 Division 3... 1st  
 Division 8... 1st  
**Van Isle 360**  
 Big Boat... 1, 2  
 Division 1... 1, 2, 3  
 Division 3... 1, 2, 3  
 Division 5... 1, 3  
**VARC One-Design Series**  
 Farr 30... 1, 2, 3  
 Martin 242... 1st  
**Voile de St. Barths**  
 Classic... 1, 2  
**Whitebread 70**  
 Overall Spin... 1st  
 Overall Non-Spin... 1st  
 1A... 2, 3  
 1B... 2nd  
 1C... 1st  
 4B... 2, 3  
**Yachting Cup**  
 PHRF A... 1, 3  
**A Scow ILYA Champs... 1st**  
**C Scow ILYA Champs... 1st**  
**C Scow NYA Champs... 1st**  
**C Scow Springfield... 1st**  
**Davayaller Nationals... 1st**  
**E Scow Nationals... 1st**  
**E Scow Blue Chip... 1st**  
**E Scow ILYA... 1st**

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ABOVE: Fleet start at the 2013 Melges 32 Worlds in Porto Rotondo, Italy. North-equipped teams finished 1, 2, 3, 4, 5, 6, 7, 8, 9, 12, 13, 14, 15... Joy Dunigan photo

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## LETTERS

miles. I had a wonderful time on the Ha-Ha, and hope to do another — whether there will be other boats in sight or not.

Katie Wohlstattar  
Santa Cruz

### ↑↓ BOAT WAAAAY OFF IN THE DISTANCE

We participated in the 2008 Ha-Ha and rarely saw other boats other than at the beginning and end of each leg. It's true we had a few sightings of other boats, but they were *waaaay* off in the distance, so we were pretty much alone. Maybe it's because we weren't with the fast boats in the front of the pack.

Still, the Ha-Ha was great, and one of my favorite boat sightings was just north of Turtle Bay when we were motoring because there was zero wind and the ocean was like glass. We saw a catamaran, I think it was *Crystal Blue Persuasion*, off in the distance. When we eventually passed them, they were just enjoying the day and BBQ-ing lunch.

Sandy (Smith) Edmonson  
Faith, Morgan 41  
Portland, OR

*Sandy — Not to be repetitious, but any boat you can see is anything but "waaaay off in the distance," as you can only see boats three or four miles away. If there is any kind of swell running, it can be a lot less than that. We know this sounds wrong, but give it a test the next time you're on the water.*

### ↑↓ A LOT OF RUNNING LIGHTS AT NIGHT

Our Express 37 *Mudshark* did the 1998 and 2002 Ha-Ha's. There were times during the day when we didn't see another boat, but it was a couple of hours at the most. I remember seeing a lot of running lights at night, and can't remember when we didn't see a light somewhere on the horizon.

Dave Fullerton  
*Mudshark*, Express 37  
San Francisco

*Readers — For what it's worth, most small-boat (under 20 meters) navigation lights are rated for two nautical miles.*

### ↑↓ WHEN I WAS JUST A LITTLE BOY

I'm writing in response to Keith Fullenwider's December letter about the schooner *Ramona*. His memory serves him



RAMONA

*'Ramona' was buzzed by a Pan Am plane during the 1955 TransPac.*

well, for the beautiful 109-ft gaff rigged Herreshoff schooner indeed used to ride on a mooring buoy off downtown Sausalito in the 1950s. I'm not exactly sure when she arrived in Sausalito, but I know that she was there several years prior to 1955. I also know that she sailed south in May

1955 to prepare for the start of that year's TransPac Race to Hawaii.

*Ramona* was owned by William [Bill] A. Pomeroy of the Pomeroy Construction Company. His boat's mooring buoy was located directly off the old Sausalito Fish Packing plant, which many years ago was turned into the Trident restaurant. Bill and his wife Peggy lived on San Carlos Avenue in Sausalito, just above the packing plant. Their home gave them a bird's-



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## LETTERS

eye view of their schooner.

*Ramona* was the scratch boat in the 1955 TransPac, and set a new TransPac record by covering 306 miles in 24 hours. But she only did moderately well on corrected time.

The schooner remained in Hawaii after the race. In the spring of 1956, Pomeroy asked William [Bill] Dennick, part of the 1955 race crew, if he would bring *Ramona* back to San Francisco. The schooner left Honolulu early one morning in late July, heading north, which is clockwise, around Oahu. About seven hours later, while under full sail, the crew heard an ugly noise. It was the mainsail, which ripped parallel to the main boom near the clew. The rip was too large to repair at sea, and since it wasn't going to hold up across the Pacific, *Ramona* had to return to Honolulu.

Phone calls were made, a second main was located in San Francisco, and it was decided to have the sail sent to Hawaii as quickly as possible. But this was 1956, so there was no DHL or FedEx, and the sail was too large to fit into the cargo compartment of a DC-6. So, believe it or not, Pan American Airlines agreed to remove some seats from the passenger compartment of a plane so the sail could go as cabin cargo.

Once the huge sail got to *Ramona* in Hawaii, it took several crewmen a day to remove the torn old heavy canvas sail from the mast hoops and boom lashings. Two more long days of hard work were needed to bend the replacement sail back onto the spars. The days of delay looked as if they might cause scheduling problems for much of the crew, who had to get back to work. So the decision was made to carry an additional load of diesel in 55-gallon drums as deck cargo. That meant if *Ramona* ran into light air, she could motor to keep pace.

Once again *Ramona* left Honolulu, and 12 days and 20 hours later she passed beneath the Golden Gate Bridge. Pomeroy had chartered a small fishing boat and met the schooner off Mile Rock. He stepped aboard, handed a copy of the daily newspaper to Capt. Dennick, and took the helm of his boat just before passing under the Bridge. Pomeroy brought his boat up to her Sausalito mooring, and *Ramona* was home. I know the story well, because I was 11 years old at the time, and the youngest member of the *Ramona* crew.

It was always an awesome experience to be on that magnificent schooner, no matter if I was on deck under sail or passing the time belowdecks. I'll never forget it. *Ramona* had a beautiful built-in fireplace, but we never did use it.

If I remember correctly, *Ramona* was sold about a year or two later and left San Francisco. I never saw verification in writing, but I heard that she later ran up on a reef in the Caribbean and was lost.

P.S. I have included a copy of the July 19, 1956 *Honolulu Advertiser* story about *Ramona's* second departure from Hawaii. Also included is a photo of *Ramona* taken from a Pan Am DC-6 during the 1955 TransPac. DC-6's flew at rather low altitudes, so if the locations of some TransPac boats were known, the planes would actually fly low enough for passengers to get a look.

Dave Dennick  
Brentwood

### Yacht Ramona Dolled Up, Ready to Sail for Home

One of the greatest yachts, the 100-foot schooner *Ramona*, has been dolled up and is ready to sail for home. The boat, which was built in 1911, is being restored by the San Francisco Maritime Museum. The boat is being restored to its original condition and is expected to be ready for service by the end of the year.



### After repairs, 'Ramona's departure was big news.

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## LETTERS

*Dave — Thank you for your great report.*

*We knew that Pan Am planes used fly over some Trans-Pac boats because the airline used to advertise the fact in Sea magazine. They weren't so nice years later. One time we showed up first in line at San Francisco for a Pan Am flight to the Caribbean with 29 boxes of boat gear to refit Big O. The ticket agent had a hissy fit, and told us Pan Am wasn't a cargo carrier and there was no way he would put our boxes on the plane. Fortunately, we'd already paid \$25 a box and permission had been noted on his computer. Take that!*

*A couple of years ago we were flying from San Francisco to Los Angeles on Southwest and, as we were boarding, we asked the pilot if he wouldn't mind flying low over the Cojo anchorage so we could have a nice view of Profligate on the hook. He looked at us as if we were crazy. So it wasn't just Pan Am — all airline customer service seems to have gone to hell.*

### ↑↓ RAMONA WAS LOST OFF BERMUDA

Keith Fullenwider asked if anyone knew what had happened to the schooner *Ramona* that was anchored off Sausalito in the mid-'50s. She was a beautiful 109-ft Nathaniel Herreshoff gaff-rigged steel schooner, complete with fireplace. She was a near-sistership to the schooner *Mariette*, which Belvedere's Tom Perkins owned for many years before building the 289-ft *Maltese Falcon*. In December of 1967, *Ramona*, then under Canadian ownership, hit a reef off Bermuda and sank. Five lives were lost. *Ramona* ultimately was raised, but she was too far gone, and was ultimately scrapped. *Mariette* remains the finest example of this class of schooner, and is a stirring sight under sail.

Skip Allan  
Capitola

*Readers — From time to time sailors ask us if we know what happened to Skip Allan, one of Northern California's most accomplished racers and cruisers. We recently bumped into him at the Puerto Vallarta airport, where he reported he'd been running a small hotel or B&B in Yelapa for three weeks. He's not quite as nimble as he was when he did the first Singlehanded TransPac in the late 1970s with his Wylie 28 Wildflower, but still looks pretty good.*

### ↑↓ MORE ON OLD SCHOONERS

I am trying to reach Jeannine Seely, who wrote *Latitude* asking if anybody knew what to become of her family's 74-ft schooner *Rainbow*. The family sold the yacht sometime in the 1950s and it was my family that purchased *Rainbow*. I have lots of information about her that I'd love to share. It's very exciting!

I was maybe 12 years old when my family — actually my father, William Barnett Spivak, who had a law practice in Beverly Hills — sold our first *Elysian* and bought *Rainbow*, which he rechristened *Elysian*. Now that my parents and my older brother have passed on, I have inherited many items from *Rainbow* that still cover the walls of our home in Camarillo: photographs, the clock and barometer, and many other reminders of the schooner.

Stewart Spivak  
Camarillo  
stewart.spivak@gmail.com

*Stewart — We no longer have Jeannine Seely's address, and only know that she lived in Redding in 1997 — which is when she wrote the letter to us. We're curious how it is that*

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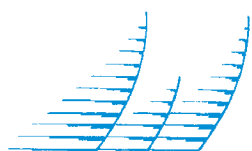


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## LETTERS

*you're responding to that letter 17 years later.*

### ↑↓ A PORTION OF RESPONSIBILITY

I saw the December issue *Sightings* about the Washington State Ferry hitting the 25-ft Fisher pilothouse *Tasya* in the San Juan Islands. Some of the local media reported that the lone man on the sailboat had gone below "to listen to music," apparently leaving the boat on autopilot. If that's true, he bears a fair portion of blame for the incident.

I've sailed in the San Juans, most recently in August/September of last year, and we always keep a sharp lookout for ferries. They try hard to meet the published schedules, and they are much faster than most of the boat traffic in the San Juans. And, as they are commercial traffic, they generally have right-of-way over recreational craft. And there are a lot of boats besides ferries to watch out for in the San Juans during the summer. So leaving the helm to go below to listen to music in that area at that time of year boggles my mind.

Local media also reported that it had been foggy, which is not unusual in the islands in September, but the fog had lifted to give visibility of, depending on which report you read, one mile to unlimited. While it does not excuse the mate of the ferry for a lack of "situational awareness," it might explain why she buried her face in the radar.

I listened to some of the Coast Guard hearings on the grounding of the *Exxon Valdez*. The mate on watch also was buried in the radar, looking for ice that had calved from one of the glaciers that empties into Prince William Sound. The mate ignored reports from the lookout that he was seeing a flashing light ahead, apparently because he was trying to plot a course through the ice. As an experienced watchstander on NOAA ships, I've observed the same thing with people who are new to the bridge. But one would think that anyone who has a mate's license would have sufficient experience not to rely on radar alone — and to listen to reports from lookouts and the helm.

It would be great if *Latitude* could publish some of the Coast Guard's findings about the ferry incident, once they are issued. Keep up the great work.

Cheryl Laufle  
Seattle, WA

*Cheryl — If the singlehander on the boat that was hit by the ferry had indeed gone below to "listen to music," he would bear some responsibility for the collision — assuming that he could have done anything to avoid being hit by the much faster 2,000-passenger ferry. But his actions or inactions were not cited by the state's investigating board as a cause of the collision. Similarly, the board didn't mention a lack of visibility's being a cause. If there had been restricted visibility, surely it would have been noted.*

*What we found most disturbing was that, after the initial blunder of not realizing she was about to hit the sailboat with the ferry in her command, the captain gave some sort of incomprehensible order, and the mate responded by turning the wrong rudder, apparently unable to distinguish port from starboard. We think a clown show like that represents gross incompetence on the parts of both the captain and the mate, and they both ought to be canned.*

*Of course, maybe we're just hard asses, as we think the firefighters at the San Francisco Airport, who assumed from a distance of 10 feet that the still-alive 16-year-old Ye Meng Yuan was dead, and who failed to report her presence to their supervisor, ought to be canned, too. If we taxpayers pay public*



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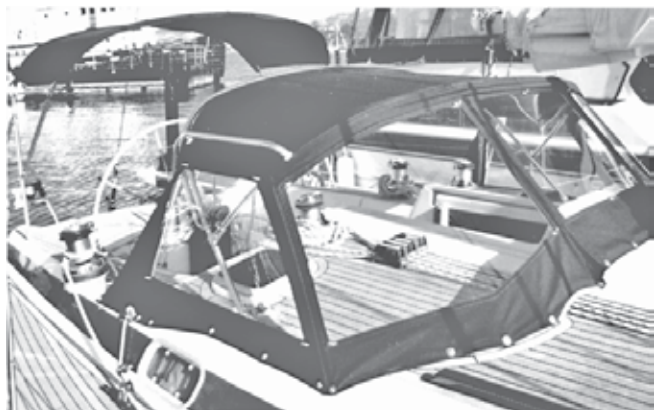


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## LETTERS

*employees great salaries and benefits commensurate with their supposedly great responsibilities, we think they should be held accountable. Alas, that almost never happens. It will be interesting to see how this plays out.*

### ↑↓RIDING WITH THE WIND

I just realized that this is the 10th anniversary of 'our' Caribbean cruise. As the Wanderer probably remembers, he and I were drinking coffee in the mall next to Paradise Marina in Nuevo Vallarta after yet another Banderas Bay Regatta, thinking maybe we should do something a little different. I can't remember who suggested it, but we agreed that we'd meet with our boats the following Christmas at St. Barth, despite the fact it was about 3,000 miles away. Vows to meet cruisers in distant places usually don't mean much, but come Christmas of 2004, both *Profligate* and my Perry 52 catamaran *Little Wing* were anchored off that island in the French West Indies.

Times change, and as of last year, I have a new catamaran. The impetus for my getting a new one was an early-December 2011 passage that we made from my old home of Cartagena, Colombia, to my new home in Miami. The weather forecasts indicated that a route through the Windward Passage, which is between eastern Cuba and Haiti, was our best option. Unfortunately, the weather window closed a half-day before we came abeam of Haiti, and we had 40 knots of wind on the nose. That reduced my interest in passagemaking for a while, so I sold *Little Wing* in Lauderdale last December. It was difficult to sell something that had been such a big part of a 13-year lifestyle, but I was tired of fixing systems. We decided to downsize, looking for a simple boat that was just plain fun to sail and didn't take too much effort to get off the dock.

The best bang for the buck I could find was the Melvin



LITTLE WING

**"Reef Below" says the note on 'Little Wing's damaged daggerboard.**

& Morrelli-designed Reynolds 33 catamaran. That design has a 53-ft mast and 14-ft beam, and weighs nothing — meaning that it would require one's undivided attention when sailing in a breeze. Wanting something with a touch less excitement, I contacted naval architect Bob Smith about increasing

the beam of the Reynolds 33. He suggested an additional four feet of beam per decade of age. After measuring the launch ramp at the Miami YC, we realized that it would take a major modification to increase the width of the ramp to 28 feet. We eventually decided we'd increase my new cat's beam to 18 feet. Increasing the beam by four feet required new crossbeams and a new tramp, but was relatively easy. The new cushions are fantastic, as they allow me and a few friends to sail at double-digit speeds with the comfort of sitting on a sofa. It's perfect for somebody with back problems.

Our first adventure was to trailer the boat to the Finger Lakes in upstate New York. Finding the four bunks a little confining, we recently purchased a pop-up tent and queen-sized mattress for the tramp, which we'll use next season when cruising in the Bahamas. It's only 41 miles to Bimini from Florida.

Mark Sciarretta of San Diego — and Portland and the Lagoon 410 *Younger Girl*, and who was also with us at Christmas in St. Barth 10 years ago — is the one who forced me into making the final decision to purchase and modify the Reynolds.

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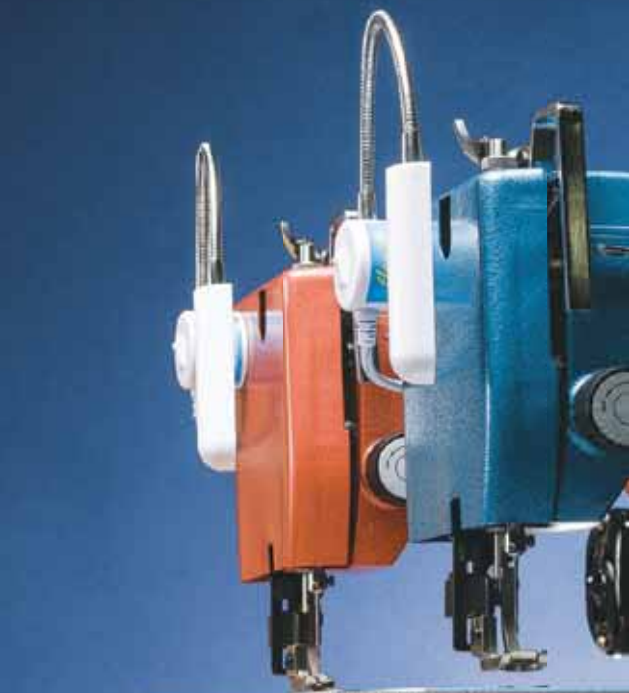




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## LETTERS

After he advised me that the high-performance cat was too much of a boat for an old guy like me, I remembered a line in *Latitude's* 'Wisdom' section that said one shouldn't show up at the grave with a perfectly preserved body.

If readers go to [youtu.be/R9EHHSTYbjQ](http://youtu.be/R9EHHSTYbjQ), they can see a clip of my new cat doing 18 knots in less than 12 knots of breeze. You can also see the accompanying photo to find out what happens to a daggerboard after two of my crew with local knowledge have a disagreement over the exact location



LITTLE WING

**The new 'Little Wing' has 1/3 the sail area and 1/10 the comfort of the old one.**

of a sandbar. I need one of those America's Cup chartplotters mounted on my arm. As I look back over the years, I have a lot of fond memories of doing Ha-Ha's, and of the fun wagers we had on races. Now that I'm armed with a new 'gun' that has 1/10th the weight and 1/3 the sail area of *Little Wing* — and is 1/10th as comfortable — we'll be looking for you and *Profligate* in the Atlantic. On the other hand, we could put my new cat in a container and ship her to wherever you are. More seriously, I want to thank the Wanderer for beginning our adventure of a lifetime, with the Ha-Ha's and other outstanding sailing events he organized, as well as the vow to meet in St. Barth.

For all our many friends in the Pacific, I'd like to report that our son Brandon, now five, is enrolled in elementary school in Miami, where we recently bought a home. Life is good.

John Haste  
*Little Wing*, Reynolds 33 cat  
ex-*Little Wing*, Perry 52 cat  
Miami

John — Thanks for the very kind words and update. The funny thing is, we doubt that your new high-performance day cat will ever match the top speed of your cruising cat *Little Wing*. After all, we remember the photo you sent of *Little Wing's* speedo reading 29+ knots during a blast of wind near Cartagena. We can't recall any other cruising cats hitting such a speed.

### ↑↓ A BLOOPER BY ANY OTHER NAME

Last summer my boyfriend and I raced aboard the Choate 48 *Amante* out of Newport Beach, and they flew a sail that I wasn't familiar with. It was a large, curved sail that was flown on the opposite side of the spinnaker on downwind legs. I was told it's called a blooper, and apparently it was a standard downwind sail on IOR (International Offshore Rule) boats for many years.

My boyfriend thinks he may have invented the sail during the 1965 TransPac when he was a sailing board the 66-ft cutter *Nam Sang*. Since I am sometimes skeptical of his sea stories, I'm wondering about the history of this sail. Are there other readers who know of an earlier use of it?

Judy Lang  
*Moontide*, Lagoon 470  
Newport Beach

Judy — We're not sure of the history of the blooper, but we're unclear how your boyfriend could have invented the sail during the TransPac unless *Nam Sang* carried a sewing machine

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## LETTERS

and a lot of nylon. After all, bloopers, which vaguely look like a partially hoisted half-spinnaker, are very specialized sails that need to have their very unusual shape to count as a jib under the IOR rule. As you probably know, it's illegal to fly spinnakers from both sides of the boat, which is why bloopers have to qualify as jibs.

Bloopers are most commonly found on IOR (International Offshore Rule) boats, which have a proclivity to roll and become unmanageable when sailing deep. The idea behind the blooper was not to make a boat faster, but to keep her from rolling out of control.

The defining features of a blooper are a huge curve in the luff and the fact that you fly the foot just inches off the surface of the water on the leeward side. The vortexes that came off the foot of the blooper often mesmerized us. Some people never liked bloopers, but we always thought they were fanciful and cool-looking.

### ↑↓ OUR DUTY AS GUARDIANS OF THE PLANET

On a recent passage south — it might have been the Ha-Ha — we were blessed by not only the longest whale show we've ever seen, but also the closest at hand. And we've circum-navigated. I know it might sound crazy, but other longtime cruisers have told us of similar experiences where whales have come very close.

As one who tends to look for reasons for things happening, I have to ask myself why this is happening. Is it the increased number of whales or are the whales trying to communicate a message? I don't know, but after the last 'whale show', I've felt a haunting need to speak up for the cetaceans. I've repeatedly tried to pass on this duty, but to no avail.

There is no governing body to protect the world's oceans, so I think such an organization should be put in place by all concerned citizens of the world. All international waters should be placed in the protective custody of this governing body. The protection of this area should be enforced by the governing body, which would be composed of a navy formed by and controlled by this new nation.

It is my hope that some stronger, younger and more computer savvy minds will take up this cause. It is our duty as guardians of this planet to try to make the world a better place.

Citizen of Ocean Nation  
California

*Citizen — Based on our having sailed to Mexico most of the last 30 winters, it's our belief that there are just a whole lot more whales around now than there were in the past, and therefore there are more close encounters. We must have seen at least 20 during the Banderas Bay Blast a few weeks ago, and some of them not too far away.*

*You neglected to mention what 'message' you think the whales might be trying to communicate to us humans. Presumably it would be "give us some space" and "don't hit us." If that's the case, we have a lot more faith in technology than in any new 'world government' coming up with an effective solution. After all, have you thought about where this new world government would get its authority? And who would be in charge? It's not as if a bunch of people can just claim authority, assign titles, buy uniforms and start enforcing rules. Then, too, what if this new world government had beliefs that differed from yours? Such as the belief in Japan that whales should be an important food source for a world short of inexpensive protein.*

*Actually, the United Nations supposedly is already filling the role as the "international guardian of the world's oceans." According to the U.N.'s public relations team, "The United Na-*

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## LETTERS

tions has long been at the forefront of efforts to ensure the peaceful, cooperative, legally defined uses of the seas and oceans for the individual and common benefit of humankind. Its groundbreaking work in adopting the 1982 Law of the Sea Convention stands as a defining moment in the extension of international law to the vast, shared water resources of our planet. The United Nations Office of Legal Affairs, through its Division of Ocean Affairs and the Law of the Sea, plays a major role in supporting those efforts. The United Nations Environment Programme (UNEP), particularly through its Regional Seas Programme, acts to protect oceans and seas and promote the environmentally sound use of marine resources. The United Nations Educational, Scientific and Cultural Organization (UNESCO), through its Intergovernmental Oceanographic Commission, coordinates programmes in marine research, observation systems, hazard mitigation and better managing ocean and coastal areas."

While the United Nations has certainly had some successes over the years, it's probably better known for its impotence, corruption, accommodation of ruthless dictators, and egregious parking violations by diplomats in New York City.

### ↑↓ COOL RUNNINGS

Despite our doing regular maintenance, a while back our elderly Perkins engine started to run warmer than we liked, for no apparent reason. Our mechanic, like Wayne Hendryx's as mentioned in *Lectronic*, suggested pouring a couple of gallons of white vinegar into our system and leaving it for a few days. When we subsequently ran the engine, the initial water/vinegar mix came out a bit cloudy. Hmmm. As vinegar works for dissolving 'stuff' in our head hoses, we figured maybe there was something to this. When we told our mechanic what we saw, he recommended a second treatment to dissolve anything else that might still be there. After the two treatments our engine ran much cooler.

Candy Morganson  
Infidel, Swan 44  
Alameda

### ↑↓ DON'T OVERDO THE VINEGAR IN THE ENGINE

It's true, flushing an engine's raw water cooling system with vinegar could help to remove some scaling and thus improve cooling. If there were heavy scaling, the flushing could result in lower engine operating temperatures. But just because the engine is operating at a lower temperature, this doesn't necessarily mean it will develop more power.

Vinegar, however, will destroy rubber. I had a friend who left vinegar in his Vacu-Flush for a couple of weeks while he was away on a trip, and ultimately had to replace the rubber seals. They'd been eaten away by the vinegar. Raw water pump impellers and some engine seals are made of rubber. 'Nuff said.

Tom Collins  
Misty Sea, Bertram 46  
Puerto Vallarta

Tom — Your warning is well-taken. If you bake a cake for 40 minutes it will turn out fine. If you cook it for eight hours, it's not going to taste very good. Both the level of acidity of the vinegar and how long it's in the engine are important considerations.

### ↑↓ MORE DIESELS DIE FROM OVERHEATING

Vinegar, when diluted to a 5% acid concentration, is perfect for cleaning out the salt in a diesel's raw-water cooling system. No problems at all, because at that concentration it





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## LETTERS

won't hurt anything — except for the zincs.

One pound of oxalic acid crystals — wood bleach — mixed in one gallon of water makes a 10% solution. This is plenty safe for the cooling system, and twice as fast as a 5% solution. Plus it's safe, and easy to carry and stow.

As Wayne Hendryx noted in the December 4 *Lectronic*, the acid reacts with the salt and mineral deposits that form in the engine, and eats them away. But remember, it's equally effective at dissolving your zincs! So if you put the acid in your engine's system, you need to either pull the zincs first and put plugs in the holes, or plan on replacing the zincs immediately after you do this flush.

That said, diesels die from overheating far more frequently than they do from zincs dissolving. So even if you're clueless about the zincs, you're still better off flushing so you have a clean cooling system.

Tony Deluca  
*X-presso*

Channel Islands Harbor, Oxnard

### ↑↓ ALWAYS BE VIGILENT

As was the case with Paul Goyke as reported in December's *Letters*, I also smelled the beginnings of fire from a meltdown of the shorepower receptacle on my very nice 1983 Piver Herald trimaran. Presumably the receptacle failed because of corrosion, although I couldn't see any on the outlet. Maybe I couldn't see it because it was so badly damaged. Looking at the receptacle, I saw there is no way I could have inspected it for corrosion — other than by periodically disassembling it. If I ever own another boat with a shorepower system like that, I will periodically take it apart for inspection.

I did not save the failed piece after I later moved into an apartment, but I got another chance to act with diligence in July 2010, when I discovered a plug meltdown of a "relocatable power tap device" in my apartment. The item, just like my failed former shorepower receptacle, was certified by the Underwriters Lab. This time I contacted them, and was asked to: 1) answer specific questions about the circumstances/consequences; 2) provide photos; 3) and, if possible, provide the power tap itself. And they offered to pay for the shipping. The investigator kept in touch via email, and months later, after I thought it was all over, I received a call from them thanking me for filing the report and cooperating with their investigation. It's my understanding that my report was instrumental in a company shakeup.

By the way, now that I may be sailing again, and am back to reading *Latitude*, I have to say it still impresses. The December cover photo, with cloud-filled sky, brought home one of the big reasons I desire to cruise: To get spiritual peace, which I find elusive on land. In addition, your *Changes* piece regarding the medical emergency on *Profligate* was so good in so many ways. *Latitude* and its readers and contributors are inspiring.

Peter Metcalf  
*Amazing Grace*, Great Pelican  
Kensington

*Peter — Your compliments are overboard, but thank you.*

### ↑↓ WHEN WILL WE KNOW?

Oh lord, here we go again with the global warming "skeptics." In the December issue, *Latitude* wondered, "What's with the 62% increase in Arctic ice over last year?"

True, you said that you "give the benefit of the doubt to the overwhelming majority of scientists who believe in climate



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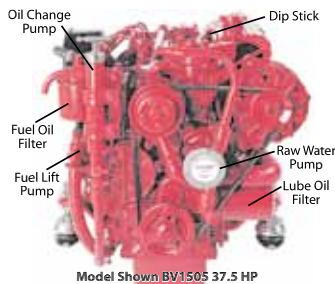
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## LETTERS

change," but that "we should know in 30 years or so."

Wrong. We know now.

First of all, it took me all of 13.5 minutes to do a little research about the growth of "Arctic" ice. (You can do it, too, as there is this website called 'google dot com' that you can use for such information.) It turns out that it's in the Antarctic where sea ice (vs. land ice) has been increasing — despite the warming of the Southern Ocean. There are several reasons: Freshening of the ocean, changed wind patterns, decrease in the ozone layer. But not a cooler ocean!

Then there are all the other factors regarding global warming that leave absolutely no doubt that it's not a matter of 30 years from now; it is now: Increased ocean temperatures, increased wildfire season lengths and severity of fires, disappearance of major mountain ice caps from the Andes to Mt. Kilimanjaro, increased extreme weather patterns (storms, droughts, etc.). Plus the little detail that nine of the 10 warmest years on record have been in the last decade. Then there's the minor matter of increased acidification of the oceans. Since industrialization, the oceans have become 26% more acid and the rate of change is accelerating. (That took me all of 1.5 minutes to research.) Not only should sailors be concerned about this, but the vast majority of our oxygen is produced by the oceans' algae, which means we should all be concerned.

A year or so ago, I read a book called *Merchants of Doubt*. It describes how the tobacco industry purchased a gang of scientists to produce doubt over whether smoking tobacco caused lung cancer. The book documents the direct descent from these tobacco "merchants of doubt" to the global warming deniers. In part it's simple monetary greed on the part of these scientists. In part, because the solutions for these scientific facts didn't fit these scientists' world view, so the facts must change, not their world view. You might benefit from reading that book, too.

We all have to be really clear on what has already happened if we are to avoid the disaster that lies in wait. In the interest of responsible journalism, I hope you don't continue to give the slightest credence to these 'merchants of doubt'.

John Reimann  
Y-Knot?, Catalina 36  
Oakland

*John — We wouldn't classify ourselves as global warming skeptics by any stretch of the imagination. But as journalists, we're inherently skeptical of all claims. Plus, we have had firsthand knowledge of a progressive scientist's falsifying information to get more grant money.*

*But thank you for giving us the heads-up about the existence of google.com. What a neat thing. It only took us three minutes to discover that nearly 20 boats were unable to complete the Northwest Passage this year because of a 62% increase in the amount of sea ice. Guess what else we learned? The Northwest Passage isn't in the Antarctic, but the Arctic. So maybe you don't know as much as you think you do.*

*Then, curious about some of your other claims, we googled around for information about the increasing length of the fire season caused by global warming. After all, we know about the 19 firefighters who died in Arizona and the gigantic Rim Fire. Wanting to avoid any merchants of doubt, we went to the National Public Radio site. Well, tobacco merchants or their ilk have obviously hacked the NPR site because listen to the misinformation that's being put out: "With 15,000 firefighters deployed and three dozen major wildfires currently burning in five Western states, this would seem to be a wildfire season for the record books. And in one tragic aspect, it is. But by most*

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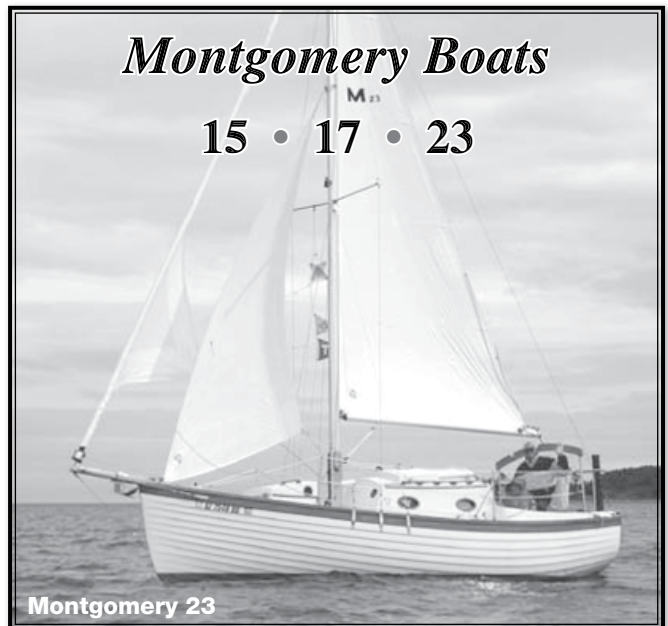
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## LETTERS

measures, 2013 is the second-mildest fire season in the past decade." What?! We have to take the NPR site back from the hackers.

The one thing everybody seems to agree on is that global warming means there are going to be a lot more hurricanes and stronger hurricanes. Unfortunately, the National Hurricane Center site apparently has been hacked, too, because they are reporting that this has been the longest time in recorded history that the United States hasn't been hit by a major hurricane. Furthermore, there were far fewer hurricanes in the Atlantic this year than the Hurricane Center folks had predicted. Think how many more people are being fooled.

And just last week some scientists — who are obviously deniers in the employ of the merchants — said they recorded the lowest temperature ever on earth. While it might have seemed as if it hit -135° in San Francisco Bay Area last month, these frauds claim it was actually in Antarctica.

But we know what you mean about the deniers being persistent. Why, on June 6 the New York Times, which must now be owned by Fox News and the Koch brothers, reported the following: "The rise in the surface temperature of earth has been markedly slower over the last 15 years than in the 20 years before that. And that lull in warming has occurred even as greenhouse gases have accumulated in the atmosphere at a record pace." According to the Times, "this is a bit of a mystery to climate scientists." Lies, lies and more right-wing lies!

If we can be serious for a moment, we know what Aristotle meant when he said that "one fine day does not spring make," so there can be lots of weather aberrations within a greater pattern. And we know that the overwhelming consensus of scientists say there is climate change. Not being climate scientists, who are we to doubt them? Still, there are so many weather variables that we still can't get accurate four-day forecasts, so we're not stone-cold convinced that the many-times-greater variables 30 years down the road can be forecast with absolute certainty.

### ↑↓DON'T LEAVE FOR HOME WITHOUT IT

Yesterday we had a big problem with our visas. As we checked in with Alaska Airlines to fly back to San Francisco from Puerto Vallarta, the person checking us in noticed that our visa cards had not been stamped 'Paid'. As a result, she would not give us a boarding pass until we showed that our visas were stamped. As a result, we had to get a cab to a bank to pay for the visas, and hopefully make it back to the airport in time to catch our flight.

It wasn't easy. Getting a cab took forever, as it was a short trip and all the airport taxis wanted full fares. Then the first bank we went to said our visa form was too old. When turned down by an official or institution in Mexico, you can often have success by asking another one. So we took off to another bank, which had no problem with our visa forms. We paid the \$60 for the two tourist visas, and \$60 for the cab. And we did make it back to the airport in time to catch our flight.

The problem was that we hadn't brought along the paid receipt that ship's agent Victor Barraza had given us when we used his services after the Ha-Ha in Cabo. Had we brought the receipt, it would have saved us a lot of time and trouble. Please pass this along to others.

Myron & Marina Enzinzimmer  
Mykonos, Swan 44  
San Anselmo

### ↑↓ALWAYS GET A RECEIPT

Both my crew and I had to pay for tourist visas a second

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## LETTERS

time upon trying to leave Mexico by plane. We were told that the immigration law had changed in November 2012, and that we now needed a receipt showing that we had paid for the visa. It didn't matter that we had stamped valid visas, they wanted a bank receipt showing payment. The fact that we surrendered any receipt we would have had to the initial Immigration official didn't seem to matter. Furthermore, they would only take cash for the new visas and they refused to give us a receipt for them.

Joe Pfeifle  
*Set Me Free*, Beneteau 42  
Hermosa Beach

Joe — As ship's agent Victor Berra explains below, everyone needs to keep a receipt of payment for their tourist visa, as well as the visa itself. It's a new one on us, because we've come into and out of Mexico at least 100 times and never been asked for one. Besides, why don't they just mark the visas themselves as having been paid for?

It's not totally surprising to us that you were asked to pay in cash, but the fact that you were not given a receipt is totally bogus. Whenever you pay an official in Mexico — except when paying small fines for 'driving while gringo' — you should always demand a receipt.

#### ↑↓ FROM VICTOR, THE SHIP'S AGENT IN CABO

Per my conversation with Andy Turpin of the Baja Ha-Ha yesterday, I wanted to follow up via email regarding the visa situation.

I read the complaint by the Enzinzimmers on *Mykonos* and, checking our files, that particular vessel had prepaid online for four tourist cards when they came to me to check their boat in at Cabo. The process is that you turn these receipts in to us and, at no extra charge, we give them to Immigration in return for the normal tourist visa you would get when you fly in on an airplane. The visas were stamped by Immigration officials at our office, along with the four passports.

The only stamping that should be on a Mexican visa is a green stamp on the lower right hand corner, which has the date of entry on it. There is no other stamp necessary. *There is no stamp that says 'Paid' on the visa.* In all the years we have been servicing vessels in Cabo that have come from other ports, we have never seen a visa that had a 'Paid' stamp on it. What is necessary, however, is to keep the receipt showing that you paid for your visa.

As for the vessel *Set Me Free*, they did not use our services, so they must have done the paperwork themselves at the Immigration office.

We had 70 vessels use our services this year and, of them, 47 prepaid for their visas online and had receipts for their payments when they arrived at our offices. We paid for the visas for the remaining 23 boats through Bancomer. We got receipts for these payments, and all 23 vessels were given a copy of the payment along with their check-in papers. The payments were done four boats at a time, and the bottom of the receipt has the names of the four vessels. On each tourist visa is a space for the name of the vessel, which is how another Immigration office would know that the visa holder was on the vessel stated on the payment.

I spoke with Doña de Mallorca about this situation a week ago, and it appears the vessels she spoke of had all done their paperwork themselves and had not gotten a receipt. As for boats that cleared in with us, we have copies of all the payments, and will be happy to get a copy of the receipt if anyone lost or misplaced their visas. These people should not hesitate



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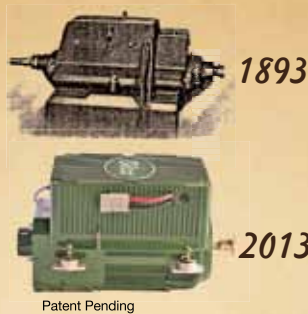
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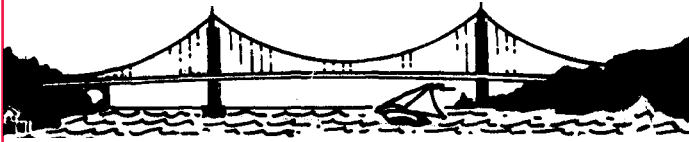
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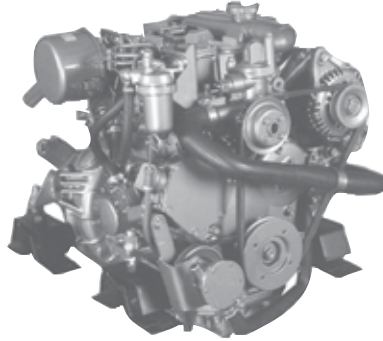
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## LETTERS

to contact us, as we would be happy to assist them.

I hope this clarifies the issue. The thing all mariners need to remember, no matter if they do the paperwork themselves or have an agent such as myself do it, is always get a receipt for payment of tourist cards. Even though most people won't be asked for this receipt, some are at a few airports in Mexico.

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### WELCOME TO CUBA FOR FIVE YEARS

It gives me great pleasure to greet *Latitude 38* readers on behalf of Hemingway International YC of Cuba, as well as provide everyone with the good news regarding how long foreign yachts will now be able to stay in Cuba's marinas.

Decree 314 was published in the *Official Gazette of the*

*Republic of Cuba* on November 21 of last year, and establishes new rules and regulations for tourist marinas in Cuba. Article 47 says that foreign pleasure vessels now can remain in Cuban waters for up to five years, although the boats will have to be



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### Marina Hemingway in Havana.

based out of a marina in Cuba. This new regulation eliminates the 5% fee on the value of the boat that owners previously had to pay if they were staying in Cuba for more than one year.

Resolution 442 of 2013 of the Ministry of Finance and Prices also was published in the *Gazette*, and established that the payment of tax for entry and clearing documents, and the Special Cruising Permit, will be 55 Cuban convertible pesos.

The Hemingway International YC of Cuba welcomes these new regulations, as they hopefully will encourage more U.S. boats to visit Cuba, which will help sailors and fishermen from the two countries establish even closer ties. I'd like everyone to know that Cuba has more than 3,000 islands and cays, most of them undeveloped and home to an abundance of sea life.

Commodore Jose Esrich  
Hemingway International Yacht Club  
Havana, Cuba  
[www.hemingwayyachtclub.org](http://www.hemingwayyachtclub.org)

*Readers — We always enjoy getting an email from Commodore Esrich, whom we met when we did a two-week cruise of Cuba with Big O back in about 1996. He periodically sends us Fourth of July greetings on behalf of the people of Cuba. Since his letter seemed a little unclear about whether boats had to stay in marinas all the time, or could kick around the 3,000 islands and cays, we wrote back asking for a clarification.*

*According to Esrich, foreign boats need to file a float plan from their base marina, "which contributes to the security of the craft and crew," after which they are free to visit the 3,000 islands and cays. However, unlike other islands in the Caribbean, if you leave the marina, you still have to pay, even if you anchor at one of the islands. You can change your boat's base in Cuba; you just have to have a base.*



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## LETTERS

It's nice to get a clarification where you can and can't go with a boat in Cuba, because it was pretty confusing in 1996. For example, we were anchored pretty much out in the middle of nowhere along the north coast of Cuba, where we'd been studiously ignored for days by the Guardia Frontera, which is Cuba's Coast Guard. But then a modest-size patrol boat came along, and her short and morose captain came aboard and engaged us in a ridiculous conversation that went something like this:

"I am in charge of this area, and you are not permitted to anchor here. You must leave."

"Lo siento, we didn't know. But we'll leave right away."

"No, I cannot permit you to leave."

"Um, well, we guess we'll stay then."

"I told you that you can't stay here."

"Well, then, we'll leave."

"I told you that you can stay here!"

This silly conversation with the officer we nicknamed 'Captain No' went on and on. Finally, having achieved no clarity whatsoever, he and his boat took off. Not wanting to cause any trouble, we moved along down the coast to a remote place where there was an Italian version of a Club Med. It had a little dock with just enough depth so we could tie up. But son of a gun, we didn't have the lines secure for more than five minutes before a familiar figure in a uniform came running down the dock. It was Captain No.

"I told you that you can stay here," he shouted.

Oh lord, we thought, assuming that we were about to be given more orders to do the impossible. But before another ridiculous back-and-forth could pick up steam, a tall and glamorous middle-aged Italian woman, with regally styled hair piled on her head and wearing a bikini, see-through cover-up and high heels, appeared. Towering over the diminutive captain, she imperiously jabbed her beautifully manicured index finger into No's chest, saying, "You can't tell these people they can't tie up here. They are Americans. You are just a Cuban." Our jaw dropped, but the Italian woman just kept prodding Captain No in the chest, repeatedly informing him that, as a Cuban, he had no business telling us Americans what we could do, despite the fact that we were in Cuba.

Eventually Captain No disappeared, so we paid a day admission to the resort, where all the food we could eat was included. By Mexican standards, it was a very modest resort next to the mangroves, and featured a couple of equally modest swimming pools. There were about 100 guests lying in lounge chairs around the pool, when a couple of Cubans circled the pool area with a donkey-drawn cart spewing billows of white smoke. After a couple of coughs, we asked what they were doing.

"Spraying for mosquitoes," they said.

"It is poisonous?"

"Don't worry, it won't hurt you," the guy wearing a mask assured us.

With lots of guests fleeing the now-engulfed pool area, we decided it would be a good time to go indoors and load up on the 'all you can eat' food. It turns out all they had were hamburgers. The buns were about the size and shape of the least expensive burger from McDonalds, but the patty, well it was much thinner and about the diameter of a 50-cent piece. There was no lettuce, tomato, onion or anything else inside. We spotted some packets of ketchup and mustard against the back wall, and asked to have a few.

"What do you want them for?" asked the man at the counter. Cubans are used to living with nothing.

We returned to the pool area after our 'meal', just in time to see a biplane swoop down over the pool area like a crop duster



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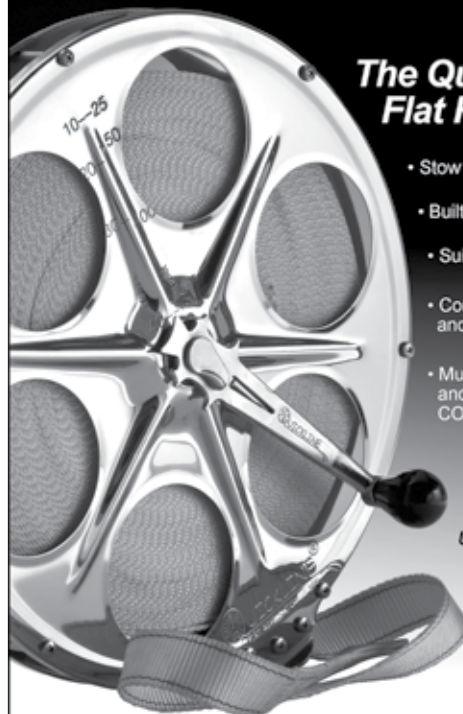


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## LETTERS

and smother the place with DDT or whatever they use to kill mosquitoes in Cuba. It seemed like a good time to leave, so we did. We did not begrudge paying our day fee, for which we'd gotten so little in return, as it had been a very funny experience. As strange as Cuba is, we'd love to go back.

Anyone visiting Cuba, however, would do well to remember the basic tenet of the Communist country: Unless some behavior is specifically permitted, it's prohibited. In most of the world, it's just the opposite. Unless something is specifically prohibited, it's permitted.

### ↑↓SO-CAL TA-TA 2014?

I want to thank the Grand Poobah and all his helpers for working so very hard in order to put on another spectacular Ha-Ha. I'm wondering if you're planning on doing another SoCal Ta-Ta and, if so, what the dates would be. After doing so many Ha-Ha's on other peoples' boats, I would like to do the Ta-Ta on my boat.

Doctor Electron  
Alan Katz  
San Diego  
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Doctor — Thank you for the kind words, which are more meaningful than most because they come from a person who gave tirelessly of his time and skill to help out members of the Ha-Ha fleet with their various electrical problems. And at no charge.

For those who may not remember, the first Southern California Ta-Ta, aka the SoCal Ta-Ta, aka Reggae on the Ocean, was held in September 2012. We started with a little get-together on a Sunday night in Santa Barbara, sailed to Santa Cruz Island for two nights, sailed to Pt. Dume for a night, sailed to King Harbor for a night, and finished up with a sail to and a BBQ at Two Harbors, Catalina, on Saturday.

The Ta-Ta was not held in 2013 because of a scheduling conflict with a little event called the America's Cup. But we had a blast on the 2012 edition, so if there are between 30 and 50 boats that would like to do another Ta-Ta, we're game to put on another one. It would cost about \$200 a boat, and we'd schedule it for the first half of September. If anyone is seriously interested, email [richard@latitude38.com](mailto:richard@latitude38.com).

### ↑↓THE INFLUENCE OF OTHERS

Following the many problems in this year's Salty Dawg Rally from Virginia to the Caribbean — two boats abandoned due to gear breakdowns, two boats dismasted, and four boats with rudder failures — Darrell Nicholson wrote the following in a *Practical Sailor* blog: "Hindsight is always 20/20, and I have no doubt that there are rally participants who attribute their safe and uneventful passages to the support that the rally framework provided. However, last week's episode offers more evidence that the security of sailing in a big group may be more a matter of perception than reality."

Nicholson noted that in 2011, Jan Anderson, sailing with her husband Rob aboard their Island Packet 38 *Triple Stars* in the 22-boat North Atlantic Rally for Cruisers, was lost after being washed overboard by a 30-ft wave. And in 2011, 46-year-old Laura Zekoll died while participating in the Caribbean 1500, another Chesapeake-to-Caribbean sailing event.

In the case of *Triple Stars*, the Andersons were getting independent (of the rally) weather advice from Herb Hilgenberg, and picked their own course. In our humble opinion, the loss of Jan Anderson's life was motivation for Hilgenberg's decision, a short time later, to stop advising anyone participating in

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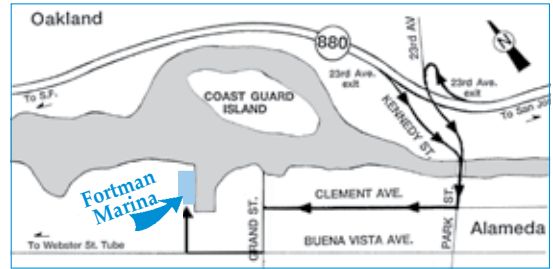
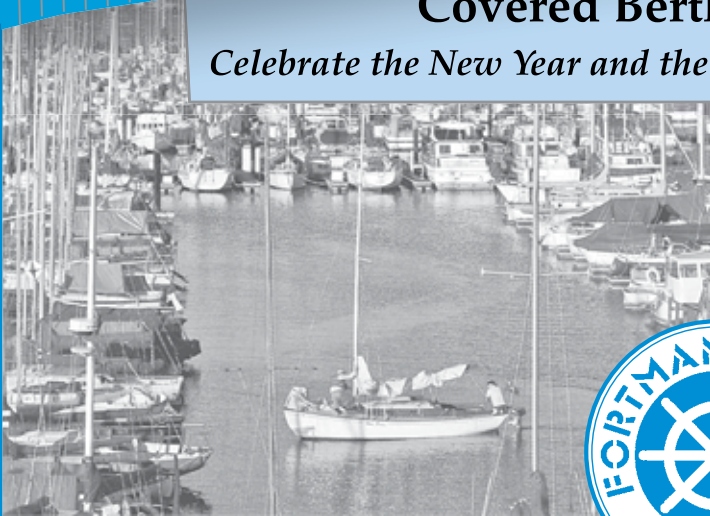
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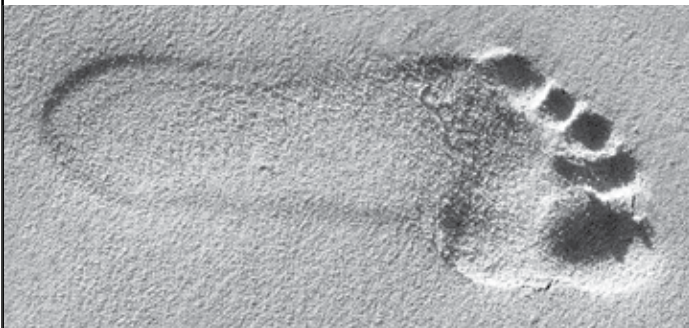
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## LETTERS

any rally. As many sailors already know, Hilgenberg retired this year, and stopped giving weather advice to anyone.

My wife Sue and I agree that rallies can give the inexperienced sailor a false sense of security. We once burned out in a Round Delmarva Rally, having sailed in weather to fit the organizer's schedule and timetable, weather that we would have been wiser to avoid. That experience has taught us to make sure we make all decisions independently of anyone, including the experts and organizers of events. We also only 'buddyboat' by going solo on our own schedule, and then meeting the other boat at destinations, and then only if the weather and route are safe.

There is tremendous joy cruising in company, but we make sure that we do not go onto the high seas on someone else's schedule, even if we previously agreed to it. We like to change our mind on the drop of a hat. We do not like the thought of our influencing others, or others influencing us, as to when to undertake heading out on any voyage.

Ed & Sue Kelly  
Angel Louise, Catalac 36  
Iowa / Lying St. Katherine Docks, London

*Ed and Sue — As you probably know, some people's perceptions often have little to do with reality. If, as Nicholson claims, any rally participants attributed their safe and uneventful passages to the support of the rally framework, they were idiots. But we have a hard time believing any of them were that stupid. A rally structure may help in some cases, but it's not going to be a necessary and sufficient condition of safety. Having put on rallies and written about them for more than three decades, we think rallies are sort of like the existence of the Coast Guard in that they can sometimes offer additional security to participants, but certainly don't offer any guarantee of safety.*

*That said, it seems to us that most cruising rallies have excellent safety records. Take the granddaddy of them all, the Atlantic Rally for Cruisers (ARC). According to our rough calculations, participants have sailed a total of nearly 17 million transoceanic miles. As best we can recall, there has been one casualty in the event's equivalent of 680 circumnavigations — a man who fell overboard and drowned because of his inability to get free of his safety harness. It was hardly a death caused by participation in a rally.*

*By the way, Laura Zekoll, whom Nicholson mentioned died as part of the NARC, drowned after the boat she was aboard ran onto a reef in the Bahamas. By that time, the boat had long dropped out of the rally because of seasickness on the part of the owner's wife and Ms. Zekoll. Unfortunately, the captain, who was not a particularly experienced offshore sailor, inadvisably attempted to enter the unlit and unmarked North Bar Channel at night, with tragic results. Zekoll's death was caused by the skipper's dreadful decision, not by the fact she participated in the rally. Indeed, her estate recently negotiated a reportedly generous settlement with the boat owner — or presumably his insurance company.*

*On the other hand, there have been any number of instances where ARC boats have come to the rescue of other ARC boats, and non-ARC boats, that were sinking, on fire, or otherwise in extreme distress. Jimmy Cornell and his World Cruising Ltd successors have hosted a number of other around-the-world and other sailing rallies for decades, and to the best of our recollection, there haven't been any rally-related fatalities despite the many millions of miles sailed.*

*We also believe it's a big mistake to assume that all cruising rallies are equally dangerous. For example, comparing any of*





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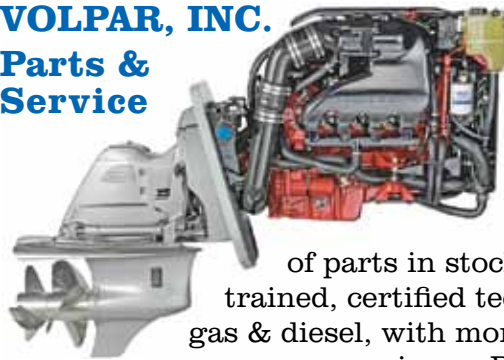
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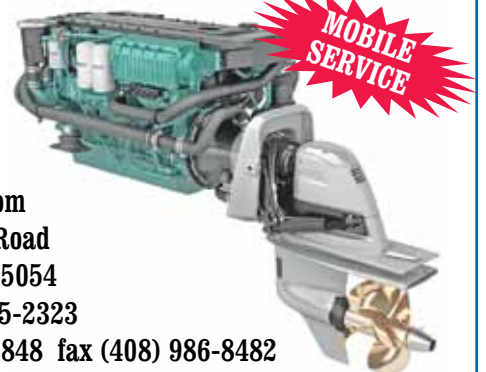
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Bill and Conni on SV Wings, their Passport 40, in Nuku Hiva, Marquesas, after completing the Pacific Puddle Jump in April 2013. Bill writes: "Don't leave home without one!"



Wayne on SV Dante, his Harmony 42, in Suva, Fiji. Hydrovane mounted off-center to preserve the swim platform.



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## LETTERS

the three cruising rallies from the Northeast to the Caribbean to the Ha-Ha is like comparing habanero chiles to oranges. Why? For one thing, there was far more damage to the Salty Dawg fleet in one day than there has been in the 20 years of the Ha-Ha, which has had one boat sunk by a whale, one boat dismantled, and one boat's breaking a rudder.

There are reasons for the difference. The course to the Caribbean is twice as long as the Ha-Ha course. Other than Bermuda, there are no places to take shelter in bad weather between the Northeast and the Caribbean, while there are many safe anchorages along the coast of Baja. Indeed, a few years ago when brisk weather — 25 to 30 knots from astern — was forecast for the first leg of the Ha-Ha, we decided to set an example of caution by taking Profligate into the San Quintin anchorage before the strong winds arrived. About half the Ha-Ha fleet followed our lead and stopped for the night. Mind you, half the fleet decided to keep going and had no problems — not even the folks on smaller boats such as a Catalina 27. And other than for very brief periods, we think those were the worst conditions in the 20 years of the Ha-Ha.

It's also important to note that in the 60 Ha-Ha legs to date, only three of them have been upwind, and we've never had strong winds on the nose. On the way to the Caribbean, you're frequently going to get much stronger winds, and will get wind from all directions, including on the nose. As for seas, we regularly see bigger seas during a single season in the Caribbean than we've ever seen during a Ha-Ha. In addition, the likelihood of both severe winter storms and late-season hurricanes is considerable on the Caribbean course, while it's historically very slight on the Ha-Ha. It's because of these differences that we've felt comfortable running the Ha-Ha for 20 years, but never would be interested in running a rally between the Northeast and the Caribbean.

By the way, both Triple Stars, which tragically lost Jan Anderson during the NARC, and David Peoples' Portland-based Catalina 42 Jammin', which had rudder problems in this year's Salty Dawg, had done the Ha-Ha without any problems.

That said, we have to agree with you, Ed and Sue, that some sailors, even experienced ones, seem to be of the mindset that signing up for an event means they no longer are responsible for what happens to them. In every sailing event we know of, it's clearly stated that it's the responsibility of the skipper to decide whether to start and/or continue an event. To us, that means it's the responsibility of the skipper — not the organizer, the weather router or anybody else — to decide whether to start and/or continue in an event.

About 10 years ago we were doing a Heineken Regatta in St. Martin with Profligate when the wind whipped up to the mid-30s and touched on 40 knots in the Anguilla Channel. As captain, it was our sole responsibility to decide whether to continue in that particular race. We decided that the risk of something's breaking and one of the 12 or so crew's possibly getting seriously hurt wasn't worth any possible reward. So we dropped out in the middle of the race. If anyone wanted to call us 'chicken', that was their business. But it's worth noting that five of the 19 multihulls in that race were dismantled. Nobody made them continue in those conditions, but it ended their Caribbean seasons and cost them big bucks. We, on the other hand, got to enjoy a full season of sailing in those lovely waters.

In the December 11 'Lectronic Latitude, Rob Grant posted the following report from a winter race in Santa Barbara: "With the rapidly building waves that accompanied that breeze [to 30 knots], even the most intrepid sailors in the Harbor 20 fleet wisely decided to head back to the dock before the first race

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## LETTERS

even started. They were followed by about half the boats from remaining fleets — J/70s, J/105s, Melges 24s, and two PHRF divisions." A tip of the Latitude 38 hat to all those who had the courage to decide the conditions were more than they were prepared to deal with that day. That's taking responsibility.

We sort of understand your position, Ed and Sue, on limited buddyboating, but we look at it a little differently. If we go buddyboating and decide that the conditions are such that we want to modify our plans, we're going to modify them. We're not going to continue, then later whine about being "influenced" by others if something goes wrong. Although it's contrary to contemporary mainstream belief in the United States, we hold that people are responsible for their decisions and actions, and the consequences. In the long run, we think it would be much better for individuals — and the country — if people were held responsible instead of always being assured their misfortune was the fault of someone else or society.

### ↑↓ THE ORIGINS OF THE BAJA HA-HA

You've been saying that 2013's Baja Ha-Ha was the 20th running of the event because it started in 1994. But I sailed from Alameda to Acapulco in 1992-93 with Capt. Sam Burns aboard his green Irwin 30 Grasshopper, and knew about the Ha-Ha at that time. How is that possible? Did the Ha-Ha exist before 1994, and did Latitude only come on as a sponsor that year?

Don Martin  
Crystal, Hunter 33  
Glen Cove Marina, Vallejo

Don — It is confusing, so let us explain. In the early 1980s we founded an event called Sea of Cortez Sailing Week, which started in La Paz but spent an entire week at the Caleta Partida anchorage in the islands. In the early years, it was wildly successful, attracting as many as 150 boats per day, and drawing the support of the Mexican Navy, Mexican businesses, and even West Marine, which donated a pig one year. It was a free event, but one of the locals started seeing peso signs, and the event went into a long erratic phase and eventually died. For the first year or two, we had nicknamed the event the 'Baja Ha-Ha', and had that printed on the shirts. Alas, a few overly sensitive gringos started to give us a slush bucket of gas about the name being "disrespectful to Mexicans." Seriously. So we dropped it.

In the late 1980s and early '90s, Latitude conspired with a succession of small businesses in Cabo, such as the Broken Surfboard Restaurant, for a 'Some Like it Hot Rally', which debuted the now famous electric watermelon-colored T-shirts. There was no official starting time or place; if you sailed down to Cabo, you added your name to the list of other boats at the restaurant, got a free watermelon T-shirt, got your boat name listed in Latitude, and that was that.

In 1993 we did the Long Beach YC's race/cruise to Cabo via Turtle Bay and Bahia Santa Maria. We were one of about 13 participants with Latitude's Ocean 71 Big O. The event was fine, but it was a little bit formal, a little bit expensive, and seemed a little short on foolishness. Since it wasn't a yearly event for the Long Beach YC, and they weren't going to do it again anytime soon, we decided that we could put on a similar event for about a fifth the price and double the frivolity. We were still fond of the Baja Ha-Ha name, so that's what we called the event. We know that's the way it went down, because we were there for all of it, and because it's all documented in the archives of Latitude.

By the way, the Baja Ha-Ha Cruisers Rally we put on is



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## LETTERS

*not to be confused with the Baja Ha-Ha Race, which is the first half of the fourth episode of Wacky Races in the Hanna-Barbera cartoon series. During the race, Dick Dastardly buys a burro named Tamale from a Mexican farmer after being told that anyone stuck in the mud must wait for Tamale to pull the vehicle out. To Dastardly's chagrin, the farmer owns many burros, all of which are trained to pull vehicles out of the mud.*

### ↑↓ MAKE SURE YOUR PAPERWORK IS IN ORDER

It's not a new thing for *Aduana* (customs) officials in Mexico to check the paperwork — including Temporary Import Permits — of all boats in all Mexican marinas. When I was in Marina Don Jose in La Paz last winter, government officials spent two full days, including staying overnight, to check everyone's paperwork. They even requested copies of tourist visas and passports. I was told that boatowners who were not in compliance were given five days to get their paperwork in order.

I never had a problem in the seven years that I cruised in Mexico because I carried multiple copies of *everything* — TIP, visa, passport, insurance, and so forth. And whenever I stayed in a marina, I gave them copies of each.

Chuck Losness  
Hale Moana, Gulfstar 41  
Puerto Escondido, Mexico

*Chuck — Such inspections and verifications are indeed nothing new, but for whatever reason, officials seem to be making a really big deal about it this year. What else could explain the armed Marines? And in some cases they are checking paperwork all through the night. Based on conversations we've had with many boatowners in Mexico, the officials have all been nice, and they have also given everyone a deadline by which to come into compliance. In many cases, this means/meant just getting the documents to the marina office. In some cases, where the owners are back home in the States, it's been a little more complicated, but seems to be going all right. But you're correct; as long as boatowners have all the necessary papers, and have them on file in the marina, all is well. As for reports that there have been "rogue" officials and that boats have been "seized," to the best of our knowledge this is complete rubbish. These officials are just doing their job, and owners of boats not in compliance have been told they can't leave the dock until their paperwork is in order.*

*Temporary Import Permits were created so that boatowners could leave Mexico without their boats. In theory, when the boatowner is gone, the marina is responsible for their boat. To our knowledge, nobody has been checking the paperwork of boats anchored out. Curious.*

### ↑↓ BURIAL AT SEA

We don't have any experience burying a whole body at sea, but we have scattered the ashes of three important people in our lives, including our youngest son, Dusty, from aboard our previous boat, the Columbia 52 *Legacy*. Since your readers may be more likely to take someone's ashes to sea for burial, I'd like to share what we've learned.

We'd heard of disasters where the ashes were blown all over, as in the famous scene from *The Big Lebowski*, so we did some research to find the best way to do it: Get a large wicker basket and line it with paper towels. Place a heavy weight, like rocks or diving weights, in the basket. Fill the basket with the dearly departed's ashes. Cover to the top of the basket with flowers and flower petals. We cut off all the stems and used just the flowers.

When at sea, try to stop the boat completely, then lower the

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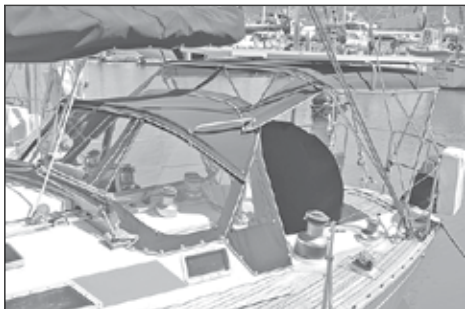
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## LETTERS

basket into the water. On our first burial, *Legacy* was ghosting



MOONSHADOW

along, no pun intended, at less than a knot, but that was just enough to capsize the basket as it was lowered over the leeward rail. Oops! Placed in still water, the weighted basket will quickly sink, taking the ashes with it. But the flowers will float to the surface, leaving a memorable and moving sight for those who gathered for the ceremony.

**A lovely send-off for a loved one.**

In the two years since selling *Legacy* and cruising aboard our new-to-us Deerfoot 2-62 *Moonshadow*, previously circumnavigated by George Backhus, we've taken several dear friends sailing, and we're happy to report that all have returned to the dock with us. We hope to keep it that way.

John & Deb Rogers

*Moonshadow*, Deerfoot 2-62

San Diego / Currently in Mexico after the Caribbean

*John and Deb* — While everyone will have their own preference, it's certainly easier, if one is careful, to commit a dearly beloved's ashes — as opposed to the entire body — to the sea. The problem with whole-body burials is that if they aren't done well, the casket and/or body floats to the surface, often leading to macabre results.

David Wegman tells us about the time Kenny, a deceased friend of his, had his whole body somewhat sloppily committed to the sea off Antigua. A few days later fishermen, discovered Kenny's corpse floating off Toiny Beach at St. Barth. The corpse was recovered, and Wegman then saw to it that Kenny was properly buried at the cemetery near the airport. After spending a couple of years on a circumnavigation, Wegman returned to St. Barth to discover that a hurricane had partially uncovered Kenny's bones. Feeling sorry for his friend, Wegman now keeps Kenny's bones in a box beneath his bed in his artist's loft above the *Le Select Bar*. If you ask, he'll be more than happy to show the skull and bones of 'The Known Sailor'.

### ↑↓ERRATA

In an editorial reply in a recent issue we wrote that a *MacGregor 36* catamaran broke up during a *Doublehanded Farallones Race* many years ago, resulting in the death of one of the two crew. Our memory had failed us. The *MacGregor 36* actually finished first, setting a new course record. It was a *Stiletto 27* catamaran that flipped, resulting in the death of one of the two crew.

*Stiletto 27s*, described as a 'super-sized beach cat', were first built in 1979. They are 26' 10" long, have a beam of 13' 10", and displace a mere 1,100 lbs. Known to have hit over 20 knots, they proved to be very popular in Florida. We, however, would not race a 1,100-lb cat around the *Farallones*.

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

We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port and, if possible, a way to contact you for clarifications.

By far the best way to send letters is to email them to [richard@latitude38.com](mailto:richard@latitude38.com). You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.



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# SIGHTINGS

## the inside skinny on ac 35

In the months since Oracle Team USA came from behind to win America's Cup 34 with a spectacularly thrilling finale, nothing has been announced officially regarding the format of AC 35. But that doesn't mean event organizers have been sitting idle. We checked in with self-described AC nerd Jack Griffin for a speculative look behind the scenes:

America's Cup 35 prediction: San Francisco, 2017, in AC60 foiling wingsailed cats.

All the news continues to point to 2017 and San Francisco as the time and place for the next America's Cup. In a recent interview,

Russell Coutts said we should expect to see foiling wingsail catamarans, probably around 60 feet long with seven or eight crew. The new class rule probably will allow adjustable control surfaces on rudders and daggerboards, to make foiling safer and control systems simpler and less expensive.

We are likely to see the AC45s again in AC World Series racing, probably starting in San Francisco in Spring 2015, and possibly modified for foiling.

### America's Cup 35 teams:

**Oracle Team USA** — The Defender has re-signed strategist Tom Slingsby, but helmsman Jimmy Spithill has not yet been signed. In mid-November he said that he had been approached by other teams. More recently he has implied in a New Zealand TV interview that he will be back with OTUSA. Some key designers have also been signed up.

**Team Australia** — Challenger of Record Hamilton Island YC named Iain Murray CEO of Team Australia. Iain will work closely with Russell Coutts to develop the rules for the next America's Cup. Murray no doubt is working hard to recruit key sailors and designers. Team Australia has said they will focus on young sailors and will not get into a bidding war for experienced Australian sailors like Spithill, Slingsby, Nathan Outteridge or Glenn Ashby.

**Team New Zealand** — The challenger in the 2013 America's Cup Match innovated to lead the way to hydrofoiling and then sailed extremely well, but OTUSA's continued improvement during the match led to intense disappointment for TNZ. The team is staying relatively quiet now, still in a debrief phase. Team boss Grant Dalton has been speaking with potential sponsors but will be unable to get firm commitments until details of the next event are known.

Until funding is in place, team members are at risk of being recruited away by Luna Rossa, OTUSA or Artemis, whose funding is assured by their wealthy team owners — or possibly by Team Australia. Australian wing trimmer Glenn Ashby has announced he is staying with Team New Zealand. Dalton told journalists in New Zealand that the team has been "95% successful" retaining key members, but had lost an important designer.

**Artemis Racing** — Iain Percy was named team manager in September. He says the goal is to build a team capable of winning and dominating the America's Cup arena. Recently Percy announced that helmsman Nathan Outteridge had been re-signed together with wing trimmer Iain 'Goobs' Jensen. In mid-December, Percy told the audience at the World Yacht Racing Forum in Gothenburg, Sweden that Artemis has 30 designers and sailors committed to the team and that they have signed every person they've targeted so far.

**Luna Rossa** — The Italian syndicate has chosen Cagliari in Sardinia as their base to prepare for the 35th America's Cup. Max Sirena will continue as skipper.

**Ben Ainslie Racing** — Ben Ainslie told reporters in early December



GILLES MARTIN-RAGET / ACEA

According to Jack Griffin, the Cup will be coming back to the Bay.

## three bridge

All too often, conditions for the Single-handed Sailing Society's annual Three Bridge Fiasco are cold, wet and nasty — the sort of weather that would inspire fair-weather sailors to turn up the thermostat, slip on their Uggs and linger over a long, drawn-out breakfast. But every January, hundreds of diehard single- and doublehanders turn out to compete, regardless of freezing temperatures, driving rain, lack of wind or whatever. You could argue that the race, which allows entrants to navigate the course in either

Last year's Three Bridge Fiasco allowed racers to enjoy brisk breeze and warm(ish) weather.



## fiasco coming up

direction, passing near the Golden Gate, the San Rafael Bridge, and the Bay Bridge in whatever order they wish, is as much a rite of passage as it is pure competition.

Happily, last year saw 356 boats zipping around the Bay in 20 knots of breeze under delightfully sunny skies. This year's race will be held on January 25, with an entry deadline of January 15, so there's plenty of time to sign up. To enter the fray, hop on over to [www.sfbaysss.org](http://www.sfbaysss.org) and click on the Three Bridge Fiasco link.

— andy

## ac — cont'd

that fundraising is going well and they are “sort of” on target for a British challenge. Grant Simmer has said that he and Ben are “trying to get something together.” But they may be facing a chicken-and-egg problem. Potential backer Keith Mills has said, “If they announce a commercially viable America’s Cup, then I know we can assemble a fantastic British entry.” The problem is that no announcement will be made before early 2014, and Ainslie said in late October that unless they could get private underwriting within the next couple of weeks “. . . we won’t [launch the challenge]. There’s no point going into an event like this without the talent, because your chances of winning are then very slim.” Ainslie and Simmer could easily wind up back at Oracle Team USA.

continued on outside column of next sightings page



ERIK SIMONSON / WWW.PRESSURE-DROP.US

# SIGHTINGS

## ac — cont'd

*Team France* — Franck Cammas will lead the sailing team and Michel Desjoyeaux will head up technical development for this new team representing the Yacht Club de France. Cammas recently won the C-Class world championship with a foiling wing-sailed cat that found the right balance of performance and reliability.

Stéphane Kandler will lead the business team, bringing his experience from Areva Challenge in the 2007 AC in Valencia. Olivier de Kersauson will add his multihull experience. Bruno Bich, son of the French syndicate leader from the 12-meter days, is also associated with this team. Cammas' longtime sponsor Groupama will support his Extreme 40 campaign and his C-Class program, but spokesmen have said they will not be sponsors for the AC challenge.

—jack griffin, [www.cupexperience.com](http://www.cupexperience.com)

## san francisco

There's a new boat show in town: The Progressive San Francisco Boat Show, which will be held at McCovey Cove and Pier 48 (next door to AT&T Park) January 23-26. Boasting more than 150 new boats — from sweet little daysailers to luxury powerboats — the inaugural event promises even more for Bay Area boaters: Free seminars, hands-on DIY workshops, a full complement of accessories vendors and an interesting-sounding feature called Try It Cove, where attendees get to try out kayaks, stand-up paddle boards



JOE AZURES



DAN BAKER

*The Burning Man Navy (clockwise from above): The stage for Pepe Ozan's wild, psychedelic operas, 'The Narwhal', was pulled on the Playa by theatergoers; the mighty 'Monaco' swept Black Rock Desert of British warships, pirates and worse — all at speeds upward of 18 knots; as on every good pirate ship, maidens decorated her bow; Marcus Knox Chinnery, Captain Al Sorkin and Rob Glide showed the happy burners of Burning Man how a real ship sailed; cannons blazed in full glory.*



DAN BAKER

## boat show

and more. Luckily for everyone, considering the time of year, Try It Cove is indoors!

The show runs from noon to 7 p.m. on Thursday and Friday, from 10 a.m.-7 p.m. on Saturday, and 10 a.m.-6 p.m. on Sunday. One-day tickets are \$12 for adults, while kids 15 and under get in free, as do active military, fire and police personnel (with ID). Grab a \$2 discount coupon by visiting [www.sfboatshow.com](http://www.sfboatshow.com). As oddly timed as this inaugural event might seem, we're excited about attending. See you there!

— *ladonna*



JOE AZURES



JASMINE HAMED

## the burning man navy

Describing Burning Man in an elevator minute is hard. It's *Mad Max* at the *Star Wars* bar on Halloween after a train full of good-looking women is derailed on a lingerie tour, with every yoga jockey and mystic from here to Christmas aboard.

The tradition of building the most wildly creative art cars in the world for Burning Man has become an unstoppable passion. It's a long, tough undertaking, but the builders are rewarded with the one true luxury at Burning Man: a way to get around in style on the spectacular Black Rock Desert where the more creative, the more bizarre, is the name of the game.

Burning Man art cars built as fishing boats, aircraft carriers, junks, narwhals, pirate ships, dinghies, runabouts, Jules Verne submarines and American sailing frigates have evolved into an incredible rolling art form.



DAN BAKER

*The impressive Jules Verne art car at Burning Man.*

The fishing vessel *Gypsy Queen* is a working replica of a 60-ft Alaska salmon seiner, complete with power block and seine. They set a real net on the Playa, complete with a tiny tuna art car frantically racing around the net.

But the *pièce de résistance* for sailors was the mighty *Monaco*, built by Greg Barron of Alameda, with three masts donated by Svendsen's Boat Works. *Monaco* is special in the Burning Man art car world — she sails. A replica of the Revolutionary War frigate *Raleigh*, with an authentic sail plan, *Monaco* is the largest sailing land vessel in the world today, with a crew of some well-known sailors and lots of very cool, very loud cannons.

I was honored to be invited aboard the mighty *Monaco*, and when I jumped on board, I just marveled. Above me in the rigging was a robust crew, which seemed like overkill for what I thought were decorative sails. Then I heard the thundering voice of *Monaco's* captain Al Sorkin, who was master at arms for the film *Master and Commander* and First Mate on *America*. "Set the topgallants!" Down came the topgallants, filled with air, and we were actually sailing . . . on a dry lakebed! We were making 10 knots and change, and Greg was still sheeting in the headsails.

He turned to me and said, "I sail a ship that doesn't float on a lake that isn't here." Why, of course you do. After all, this is Burning Man.

After a really nice run off-wind, Greg yelled to Al, "Tacking!" The crew leaped into action as Al barked out the trimming orders, just like in the movies. The excellent all-sailor crew carefully tacked the three real square-rigged masts, and off we went down the coast of Gerlach.

It was exhilarating to say the very least, and achieved that elusive goal of Burning Man — to astonish and shock what is left of the senses of the human beings (and their derivatives) out there on the Playa, the experiential zone that is Burning Man.

Come to think of it, isn't that the definition of art?

Greg met Al several years ago while Greg was sailing his 17-ft Polynesian canoe at Burning Man. Although somewhat crude, it sailed pretty well. Greg found an orphan motorhome, and the demo saws came out. Ten thousand hours later, after a Herculean fabrication and rigging effort, *Monaco* was finished and looked and sailed like her famous forbearers.

*Monaco* is actually driven on the highway, sans masts, and it's legal in a state where everything not strictly prohibited is considered compulsory without exception.

The crew undoubtedly describes the trip over Donner Pass in the

continued on outside column of next sightings page

## navy — cont'd

log as “Mountainous seas from the east, decreasing as we near coast of Reno, enemy action expected soon. Yippee!”

And so it is with the Burning Man Navy. Long may they cut dust.  
— dan baker

## a celebration of freedom

Over the years we've profiled many sailors whose voyaging plans could be called frighteningly ambitious, if not crazy. But few could top the ambitions of Russian-born adventurer Rimas Meleshyus. Despite surviving several life-threatening calamities on the open ocean that would inspire most sailors to burn their foul weather gear and move to the desert, Rimas says he is absolutely determined to singlehand around the world via Cape Horn in his 24-ft sloop, *Pier Pressure*.

Although he grew up in Sochi on the banks of the Black Sea, he had no exposure to boating in his youth — according to him, there simply were no recreational boats in that part of Communist USSR. But he did know that he wanted to get out and, by some means, explore the world. “I always wanted to escape,” he says. So one day in 1988 he walked into the American embassy in Moscow and pleaded for political asylum. He was then 36 years old.

During the next 25 years Rimas made the most of his newfound freedom by traveling extensively. He lived in a Russian community in New York for a year before going to St. Thomas, USVI to take a job selling jewelry to tourists. Next it was on to Micronesia where he worked in Guam as a tour guide for Japanese tourists — he is not only fluent in Japanese, but speaks six other languages. In Guam he met and fell in love with a Japanese girl who migrated with him to San Francisco, where they lived together for seven years.

Despite occasionally getting out on the water on the Bay, in Guam, the Caribbean, and elsewhere, he never got too enthused about learning to sail — “because I was just a passenger” — until his relationship broke up and he moved to Southeast Alaska. It was in those pristine waters, in 2011, that he decided to teach himself how to sail. Not just in the Panhandle's sheltered straits, but in the open ocean. With his meager boat budget, he bought a San Juan 24 sloop and, after learning the basics in winds up to 50 knots, he set off the next year on a 3,200-mile passage to Japan. It didn't go so well.

You'd think after surviving three capsizes, then being driven up onto a reef, Rimas' voyaging dreams would become a bit tarnished. But that experience, which rendered the hull irreparable, seemed only to strengthen his resolve and his determination to circumnavigate in a San Juan 24.

“I looked for another one in every single marina in Washington and Oregon,” he claims. He finally found one in Oak Harbor, in the San Juan Islands. Why pick a daysailer never meant for the open ocean — let alone Cape Horn roundings? First, the \$500 he paid for it fit his limited budget. Second, he is seeking sponsorship for his around-the-world cruise, and as he puts it, “People won't pay attention if I go in a ‘blue water boat’.”

After fitting out *Pier Pressure* as well as he could, he set sail from the San Juans on July 28 en route to Cape Horn, and was well south of Cabo San Lucas — having sailed nonstop — when his standing rigging began to fail, forcing him to jury rig with various bits of line and divert to Hawaii. He arrived safely after 84 days at sea with three broken shrouds.


Now in Hilo, and more determined than ever, Rimas will spend the winter making improvements to *Pier Pressure*, including replacing the standing rigging — a friend is shipping new wire out from the mainland — and trying to attract sponsorship. His plan is to head to Tahiti in April, a passage of more than 2,000 miles with winds generally ahead of the beam, then work his way south to the Chilean fjords

continued on outside column of next sightings page

## puddle jumpers poised

It's been close to 20 years since *Latitude 38* editors coined the phrase Pacific Puddle Jump to describe the annual migration of cruisers from the West Coast of the Americas to French Polynesia. Since then we've gotten to know hundreds of westbound cruisers through annual send-off parties at Puerto Vallarta, Mexico and Balboa, Panama. And we're happy to announce that we'll continue that tradition this year:

• March 1 — Panama PPJ Send-off Party, Balboa YC, 12-4 p.m.



The Russian-born skipper in Oak Harbor, before heading south. Although his plans are frightening, we have to admire his mettle and his love of freedom.

## for passage-making

• March 7 — Nuevo Vallarta PPJ Send-off Party, Vallarta YC (at Paradise Village), 3-6 p.m.

Both clubs, along with Mexico's Marina Riviera Nayarit, will also offer a series of PPJ-related seminars beginning soon.

To celebrate the fleet's arrival at Tahiti, *Latitude* and several Tahitian partners will again host the three-day Tahiti-Moorea Sailing Rendezvous, July 4-6. Its schedule of events — which includes a six-person outrigger canoe race, music and dance

continued in middle column of next sightings page

## freedom — cont'd

and around the Horn.

"I don't care much for inland sailing," he says, "but I really *love* being out on the open ocean." Now a US citizen, Rimas will proudly fly the stars and stripes along his route in recognition of both his adopted homeland and the freedom it represents to him. Having grown up beneath the iron fist of communism, he appreciates more than most just how the precious personal freedom is — especially the freedom to do seemingly crazy things like this.

*Learn more about this unconventional sailor at [www.facebook.com/rimas.meleshyus](http://www.facebook.com/rimas.meleshyus); to contribute see: [fundly.com/rimas-around-the-world](http://fundly.com/rimas-around-the-world). Rimas welcomes correspondence to [rimas.meleshyus@gmail.com](mailto:rimas.meleshyus@gmail.com) or calls to (808) 937-9468.*

— andy



RIMAS MELESHYUS

# SIGHTINGS

## it just takes time

Alyssa Alexopolous cruised for three months with her parents Alan and Reina aboard their Sutter Creek-based Hunter 46 *Follow You, Follow Me*, and didn't really like it. It was 2009 when she joined her parents, vets of the 2008 Ha-Ha, for the crossing from Puerto Vallarta to French Polynesia, and then some cruising around the French islands. Alyssa thought it was boring. Which is why it's curious that now, a little more than four years later, she's begun a circumnavigation of her own and remembers the three-month cruise as "awesome."

Part of the reason she thought cruising was boring at the time of the cruise was that she was 19, an age when young adults naturally want to break off from their parents and develop their own lives and social circles. And there just weren't a lot of other young adults cruising in the South Pacific. The only ones Alyssa remembers are a couple of 18-year-olds from Canada — brother and sister twins actually — who

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## ppj

presentations and more — is intended to introduce new arrivals to highly revered Polynesian cultural traditions in music, dance, sport and cuisine. Because Jumpers set sail from a variety of locations along the West Coast, many of them meet and swap tales for the very first time at the Rendezvous.

Although exploring French Polynesia is normally a highlight of any sailor's cruising adventures, there's one aspect of visiting these archipelagos that's often a source of grumbling: the requirement that every non-European Union crew must post a (refundable) cash "repatria-

Love conquers all. Alyssa and Lewis aboard his Tartan 37 'Eleutheria' in Mexico.



PHOTOS LATITUDE / RICHARD



## — cont'd

tion bond" upon arrival, that is equal to the value of a plane ticket back to his or her country of citizenship.

Through our Tahitian contacts we've helped to facilitate an alternative again this year: Tahiti Crew Company is offering registered PPJers a special package that includes clearance in and out, bond exemptions and duty-free fuel beginning in the Marquesas, all for a reasonable flat rate. See the website for more details, plus photos and articles on previous fleets that include fascinating tables of crossing data: [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).

— andy



*The lovebirds, Alyssa and Lewis.*



## time — cont'd

had worked in boatyards, loved sailing, and were crewing on various boats across the Pacific. In addition, Alyssa says she was eager to get back to start school at San Francisco State and be more active.

Alyssa now looks back at the three-month cruise "as the best experience of my life, one that I'm ready to do all over again and more." When we asked her why, she first cited the fact that it gave her a chance to spend "a lot of one-on-one time bonding with my dad." And that she learned a lot about coping with other people in a confined space for a long period of time.

"While in Zihua, my parents had signed on this flaming gay Dutchman to sail with us. [Laughter]. He was balding, had a big belly because he always ate

potatoes and cheese, yet he always wore a Speedo. He was a kick, and dressed up like King Neptune when we crossed the equator. But we all have habits and tastes in things that other people find annoying. For example, our Dutch crew listened to ABBA nonstop, which can get really annoying. And I would listen to 311 or Rocked Out, which bothered him. One time he just turned off the music while my dad and I were bonding over a memory, and just freaked out. So we had a meeting at the end of the day to hash things out. Actually, we did that every day, where every little annoyance was aired. I think it was good. I think that's how it has to be in business, too, where if you're going to work with others in tight quarters every day, things have to be hashed out." (Alyssa, by the way, got her degree in finance.)

Alyssa returned to San Francisco in 2009 and started at S.F. State. Meanwhile, her parents continued across the Pacific to New Zealand. It was a fine trip — until the composite rudder shaft broke 100 miles out of Kiwiland. After having a new stainless shaft built there, they had their boat shipped back to Lazaro Cardenas, Mexico, and then cruised up in the Sea of Cortez. After that it was time to get back to work, so they brought their boat up to Bair Island Marina in Redwood City, where Alyssa lived aboard to save money while going to school, and Alan used the boat as a midweek apartment while working in the South Bay tech world. The rest of the week he spent at a land home in Sutter Creek. Done cruising for awhile, Alan began selling some of the boat's cruising gear, including the watermaker.

One of the buyers of the cruising gear was Lewis Allen, who lived aboard his Tartan 37 *Eleutheria* — it means 'freedom' or 'liberty' — three berths down from *Follow You, Follow Me*. Having grown up in Walnut Creek and later living in Mountain View, Lewis had a lot of sailing experience in Hobies and Lasers. Although then just 27, he'd already made his mark in investment banking in New York City, but had given it up to follow the dream of singlehanded around the world. "Investment banking was exciting in the beginning, and even though you make more and more money each year, it's all so similar it becomes mundane. I gave up the big apartment, the fancy cars and all that to do a singlehanded circumnavigation. Ideally, I'll never have to go back to investment banking again."

As you no doubt suspect, Alyssa and Lewis's courses would soon cross.

"Since I was in finance, my dad kept saying I needed to meet this guy with the boat down the way, as he'd been successful in investment banking and could give me career advice. So one day Lewis came over to my dad's boat and was in the cockpit measuring the watermaker. I

continued on outside column of next sightings page



*Alyssa thought cruising was boring when she was younger but has a newfound appreciation.*

## time — cont'd

heard him up there, so I figured at least I could go up in the cockpit. We locked eyes and I thought, 'Uh oh!'"

Was it love at first sight? "Yeah," says Alyssa.

"Kinda," says Lewis. "Her dad introduced us for the career thing, having no idea it would alter the course of his then-21-year-old daughter's life."

"Although it was love at first sight, we didn't tell my dad for two months," Alyssa laughs. "But then he started to notice that I wasn't staying on the boat anymore. Finally, he said, 'So, you and Lewis, eh?' But then he added, 'You're not going off sailing until you graduate.' I told him not to worry." Indeed, Lewis postponed his trip for one year — spending six months of it at the KKMI yard in Sausalito working on *Eleutheria* — so Alyssa could complete her studies.

The two have now sailed down to mainland Mexico, on the beginning of what they view as an open-ended cruise that will see them sailing across the Pacific this spring. The thing we notice the most is that the couple — he is now 29 and she is now 23 — are as much in love with each other as they were the day they met. We're not romantics, but they are a lovely sight, and we wish them the most glorious of passages and lives together.

— richard

## nautical tourism suicide in mexico

Is Mexico committing nautical tourism suicide? We sure hope not, although thanks to the actions of a new sub-agency of Hacienda (the Mexican IRS) called AGACE, it appears the country is on the verge of doing just that — and even worse, perhaps setting the stage for possible problems with the United States government.

Since November 26, AGACE, which was created by the new Peña Nieto administration to be auditors for foreign commerce,

has been checking the paperwork of foreign boats in 12 marinas in Mexico. To be legal in Mexico without having to pay duty, foreign boat owners are required to possess their boat documentation, proof of clearing into Mexico, and a Temporary Import Permit, and have all these documents on file in the office of whatever marina the boat is in. This is perfectly reasonable.

According to a harbormaster

who attended a big meeting in Mexico City on December 19 with AGACE, Tourism, and other officials, 338 foreign boats were found to be out of compliance with these rules in just the 12 marinas that were checked. That's a huge number, so let us give you a hint why.

Boats were found to be out of compliance because of misspellings made by officials in the US and Mexico; because hull identification (HIN) numbers were painted over after many years; because AGACE officials who know nothing about boats didn't know where to look for various identification numbers; and so forth.

We at *Latitude 38*, who have undoubtedly been the biggest promoters of nautical tourism to Mexico for the last 30 years, aren't exempt. Our catamaran *Profligate* was put in what's called '*embargo precautorio*' (precautionary embargo) simply because we weren't on our boat when AGACE officials — backed by armed Marines — came through the marina checking paperwork.

Since we weren't around to show our paperwork, AGACE assumed

continued on outside column of next sightings page

## ladonna bubak

Cruising has been a way of life for this writer for decades. Ever since my parents built a sailboat and took me cruising to Mexico during my junior year in high school, I've known that sailing would be a huge part of the rest of my life.

This was in the mid-'80s, and on our way down the West Coast from Oregon, we stopped in the quaint little town of Sausalito for a much-needed break from offshore sailing. I fell in love and vowed to one day live in the little waterfront



Recipients of Zihua-Fest aid play beach games.

For a dozen years Zihuatanejo Sailfest has served as both a fun-filled celebration for cruising sailors and a major educational fundraiser for disadvantaged kids from the surrounding hillside communities. More money is raised for charity via Z-Fest than at any other sailing event in Mexico.

Slated for February 4-9 this year, Z-Fest #13 will be an extra-special affair, as the event's educational impact has earned Zihuatanejo certification by the United Nations as a "Community of Peace" — the only city in all Latin America to be so honored. So if you're sailing the coast, why not join in the fun and fundraising?

LATITUDE / RICHARD



If the Mexican government doesn't change course, many marinas could look this empty very soon.

## says goodbye

community. It was there we discovered a funky sailing magazine called *Latitude 38*, and my world was never the same.

Every time we came across a new (or new-to-us) copy of the rag, I'd flip through until I found the naked people, giggling as only a teenager can at gratuitous nudity. We hoarded our copies jealously, trading occasionally with other cruisers, but most often keeping them as outstanding substitutes for placemats.

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## mexico — cont'd

*Profligate* was not in compliance with Mexican law, and thus she was put under precautionary embargo. When AGACE officials came around a week later, Doña de Mallorca was aboard and showed them the documents. Regardless, *Profligate* is still on the embargo list.

Boats under precautionary embargo are not allowed to leave the dock, as they are considered to be like foreign merchandise on which duty hasn't been paid. There's just one problem with this. Most of the vessels in question are US-documented vessels, and it's our understanding that it's illegal to impede the transit of such vessels unless a crime was committed. We can't imagine that the US government will stand by with hands in pockets if 338 US boats, worth tens of

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SAILFEST ARCHIVES

*Cruisers show support through both cash and hard work.*



*In addition to a yacht race, cruisers put on a parade with kids on board.*



ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

# SIGHTINGS

## mexico — cont'd

millions of dollars, are illegally held for any period of time.

Surely, one would think, these minor problems could be cleared up quickly. Not so. At that meeting in Mexico City last month, AGACE gave no timetable for embargoed boats to be "liberated." But we've since learned that AGACE has up to four months, under their rules of operation, to assess the status of boats that have been seized. Consequently, there are cruisers who can't move their boats, and there are foreign boat owners who won't be able to take visiting family and friends sailing over the holidays. The damage to Mexico's reputation

*continued on outside column of next sightings page*

## goodbye

Then, when we finally reached La Paz, we were delighted to discover that the very same irreverent magazine was hosting a little event dubbed the Sea of Cortez Race Week. I still harbor bitter resentment toward my parents for not allowing their 16-year-old daughter to go ashore unescorted at Isla Partida, but now (grudgingly) recognize their wisdom.

Twenty years later, I not only found



*Discovered rotting away, 'Kookaburra' has been restored to bristol condition by Bill Claussen and the Jock McClean.*



*Below, sisterships 'Curlew' and 'Kookaburra' snuggle close together. Above, both boats boast beautiful brightwork.*



PHOTOS LATITUDE / ROSS

## — cont'd

myself living in idyllic Sausalito, but also on the editorial staff of what I continue to believe is the world's best sailing magazine. How I got the job remains a bit of a mystery to me, but I've enjoyed every minute of it. It's been challenging, to be sure, but in every way, this has been my dream job. I've had the chance to meet some of the world's best sailors, and have

continued in middle column of next sightings page

## mexico — cont'd

is growing by the day, right at the height of tourist season.

To say boat owners are pissed off would be an understatement. Both Canadians and Americans are already starting to call their government representatives to protest. If you think marina owners, Mexico Tourism, and other business interests support this, you couldn't be more wrong. After all, it perpetuates the image of Mexico's being a scary place, where tourists and retirees can't feel safe or believe their assets are secure.

We hope this matter is resolved very quickly, as we don't think it accurately reflects on Mexico or even the Mexican government as a whole. But the damage is building with each passing day.

— richard

## cuckoo crazy, perhaps

As if maintaining one almost-90-year-old wooden race boat weren't demanding enough, Bill Claussen has just launched the completely restored hull of his second Bird Boat, *Cuckoo*.

Bill, owner of *Curlew* and season champion in the Bird Class for the past two years, divulges that his love of these old wood boats is in his blood. He grew up in Richmond and spent all his days in the harbor very close to KKMI where, in his spare time, he now works on Birds.

"People think I'm absolutely nuts — I probably am — but I grew up on wood boats," he laughs. "I learned to sail at the Richmond YC right there at the end of the channel. During college I worked at the old Richmond Boat Works which is now part of KKMI. As they say, 'things do come full circle'."

Built in 1929 at the Stone Boatyard in Alameda, *Cuckoo* sat completely rotted by June 2012 when Bill found her in a covered berth in the Richmond channel, where she'd been for years. Just how many years Bill has no idea, but he'd gotten wind of her from Bird aficionado Jock McClean, yard manager at KKMI. Like Bill, Jock also grew up around Bird Boats and now has rebuilt quite a few of them

"It was a complete derelict but didn't appear to be leaking, which was good, of course," Bill explains. "We hauled it out back at KKMI and the growth hanging off the bottom was at least two feet. It had a lot of rotted holes in the topside and the deck — it was an absolute mess."

Undeterred, Bill and the guys at KKMI worked on *Cuckoo* for five months straight before taking a break to turn attentions to *Widgeon*, yet another Bird that Bill has also been involved in restoring.

So what does it take to bring a Bird back to life? Clearly a lot of hard work and money, but no one's saying exactly how much. "The bulk of the cost has always been the hull reconstruction — frames, floor timbers and planking, then new cockpits/afterdeck," reveals Jock. He cites the example of *Kookaburra*, which was launched this past year following a complete rebuild and recently won the 2012 Jessica Cup, her first race since being rebuilt.

For *Kookaburra* he used an agent to find a tree in Canada to fell and mill for the vertical planks — a 45-ft clear vertical grain Douglas fir, free of knots, that had been cured in a pond for some time, picked, milled to a custom size, then shipped to KKMI where it sat for a month to stabilize. Planks were then cut from it for *Kookaburra's* rebuild.

Not all Birds are reconstructed at that kind of expense but, nonetheless, wood boats are just a lot of work, insists Bill. "Fortunately the people at KKMI are very good. I'm just the grunt guy on these projects — I can tear things apart, tear off rails, sand and prep but they're the real craftsmen."

continued on outside column of next sightings page



'Curlew's newly rebuilt interior shows just how much work was put into her restoration, and how much care wood boats need.



LATITUDE ARCHIVES

Bill Claussen.

# SIGHTINGS

## cuckoo — cont'd

*Cuckoo* ended up being a complete rebuild with new frames, planking, deck, rails, cockpit and hardware. She's now the fifth Bird to come out of the Bird's Nest — the shed at KKMI where Bird restoration work is performed — with a new lease on life. This should bring the local fleet on the start line for racing next season to eight.

And there are more to come, says Jock. He knows of five other Birds currently undergoing reconstruction: *Teal*, *Puffin*, *Meadowlark*, *Hummingbird* and *Kittiwake*, as well as one other — *Swallow* — currently languishing in Sausalito. "For anyone interested, *Swallow's* the last of the Madden & Lewis builds and is in real need of a savior," he adds.

This resurgence of the Bird fleet thrills Bill. "It's exciting for me. This year, the level of racing has gone way up. Competition is really tight and the speeds are all pretty close so it's very tactical."

— michelle slade

## cruising california in the winter

Every West Coast sailor knows that you don't go cruising on the West Coast of the United States in the winter. It's too darn cold. Plus there usually isn't any wind — or there is way too much wind because a storm front is blowing through. So you go to Mexico, assuming you have the time and money. But since Mike and Deana Ruel of the Delaware-based *Manta 40 R Sea Kat* came to the West Coast from the East Coast via the Caribbean, the Galapagos and Alaska, we suppose they can be forgiven for not knowing any better than to cruise the Channel Islands during the winter.

While out at the Channel Islands, the Ruels took some photos that, well, make winter cruising at the islands look pretty attractive. The photos were taken while they were doing research for their upcoming book on cruising the Channel Islands. Based on the quality of the photos, we can't wait to see the book, the publication date of which has yet to be determined. To really appreciate the photos, you need to view them in the online version of the magazine at [www.latitude38.com](http://www.latitude38.com), as having them printed in newsprint fails to show the photos or the island in their glory.

The spread photo is of *R Sea Kat* anchored at sunset. Many say that the winter sunsets in the Channel Islands are superior to the summer sunsets. We're one of the many.

The other shot of the much-traveled *R Sea Kat* — which the Ruels

report has served them very well, even in very rough sailing conditions — shows her framed by a cave and was taken at the Cuevo Valdez anchorage at Santa Cruz Island, which has room for three to five boats. It's not to be confused with the nearby Painted Cave, one of the prime Santa Cruz Island attractions. The entrance to Painted Cave is 130 feet high, and its four chambers go a collective 1,227 feet deep, making



The Little Harbor Campground on Catalina Island.

it one of the largest caves in the world. The inner chamber is home to countless sea lions. As you approach, they let you know they are there. Ear plugs are recommended.

The photo of Deana Ruel in a kelp forest was taken at the west end of Catalina Island. Note that she is wearing a wetsuit. Winter or summer, wetsuits are a must when diving off Catalina.

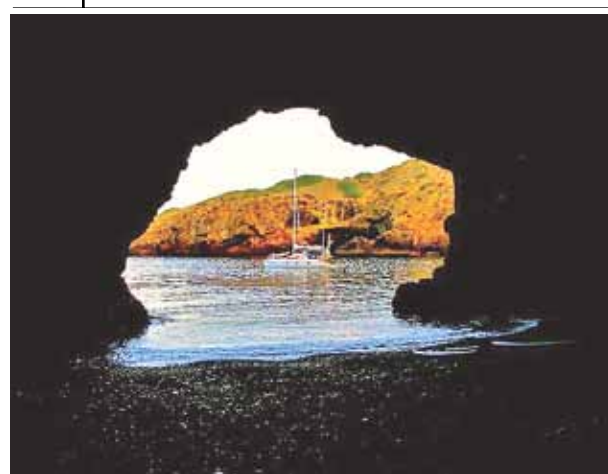
The above photo was taken at the Little Harbor Campground on the much-less-visited backside of Catalina. "It's one of the most beautiful sites on the island," says Mike, "as there is good swimming, diving,

continued on outside column of next sightings page

## goodbye

developed wonderful friendships in one of the most tight-knit sailing communities in the country. I only hope that I've contributed a tiny fraction of what I've gained by being a part of that community.

Eight years is a long time to sit in one place when you're a devoted cruiser, though, and the time has come for my husband Rob Tryon and I to continue the cruise we started in 2003. We'll spend the rest of the winter adjusting back to the cruising lifestyle while finishing projects



'R Sea Kat' as seen from a cave on Santa Cruz Island.



## — cont'd

on our Wauquiez Centurion 47 *Gazelle*. Sometime this spring, we'll start picking our way down the coast, spending the summer in the Channel Islands — and no doubt participating in the SoCal Ta-Ta — before crossing into Mexico after hurricane season. From there, who knows, but we'll keep *Latitude* readers up-to-date with occasional reports in *Changes*.

Thank you all for the fantastic ride, and I hope to see you out there!

— *ladonna bubak, former editor*

## cruising — cont'd

surfing and hiking. It was like a private oasis with potable water and magnificent date palms. Incredible!" Well, there was one downside. The water coming out of the outdoor showers was, "Brrrrrrrrrr."

As the Ruels' photos prove, West Coast sailors don't have to go all the way to Mexico in order to cruise in the winter. What's more, LaDonna Bubak, who just retired from *Latitude*, and her husband Rob have headed up the Delta where they will spend the remainder of the winter aboard their Wauquiez Centurion 47 *Gazelle*. When warm weather-loving us expressed horror at the very thought, LaDonna responded, "We did a winter in the Delta a few years back and loved it." So there you go.

— *richard*



*Diving in the Channel Islands is a memorable and chilly experience.*



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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

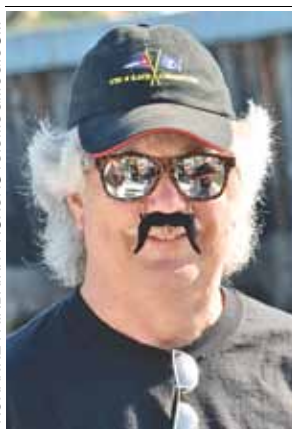
# 2013 — THE YEAR

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)

## 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

**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)

## 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**

— 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.

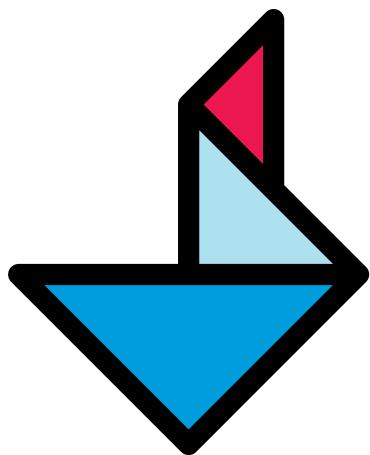
**"T**hat was, like, close," sighed Lee. "But our boat was clearly way faster under sail and only slightly slower under paddle."

"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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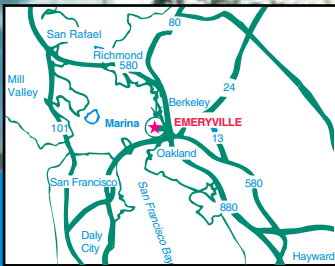
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# THE RACING

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.



ERIK SIMONSON / WWW.PRESSURE-DROP.US

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



PHOTOS: ©2013 JOY / IAN20CA UNLESS NOTED

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.'

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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**Single/Double-handed Series** (Saturdays) #1 - 2/1

\* 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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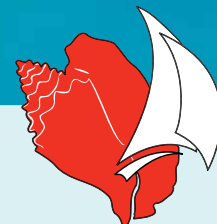
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# CHANGES

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

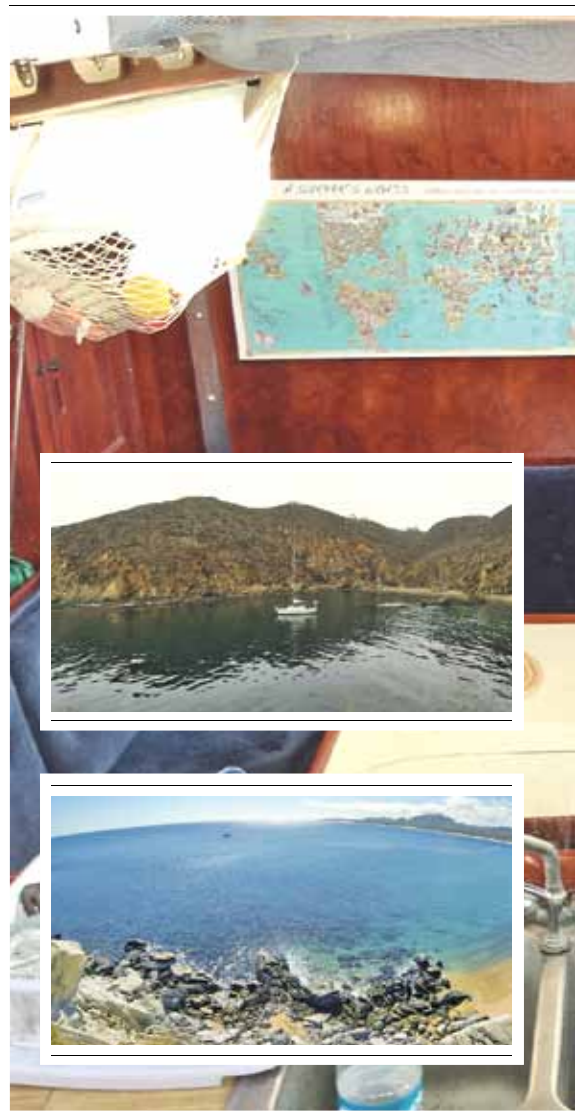
slamming against the snubber, knocked the snubber hook off. "Fortunately, I had a backup snubber attached to my stem fitting where the shackle normally attaches to the asymmetrical spionnaker," says Rodrigo, "and it held until I was able to re-attach the chain hook. To prevent the hook from coming off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



# IN LATITUDES



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

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

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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,



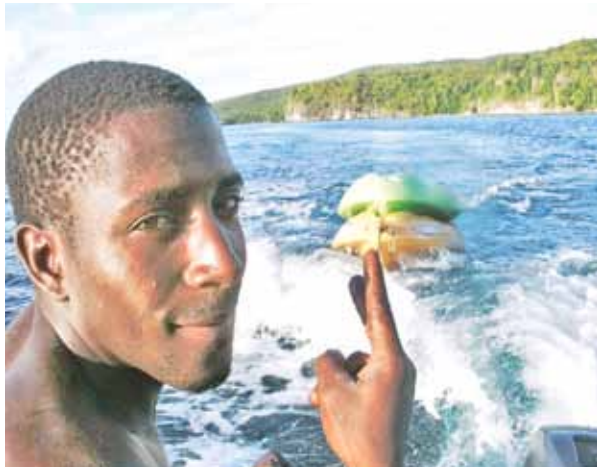
Mark in a 'selfie' taken in Grenada.



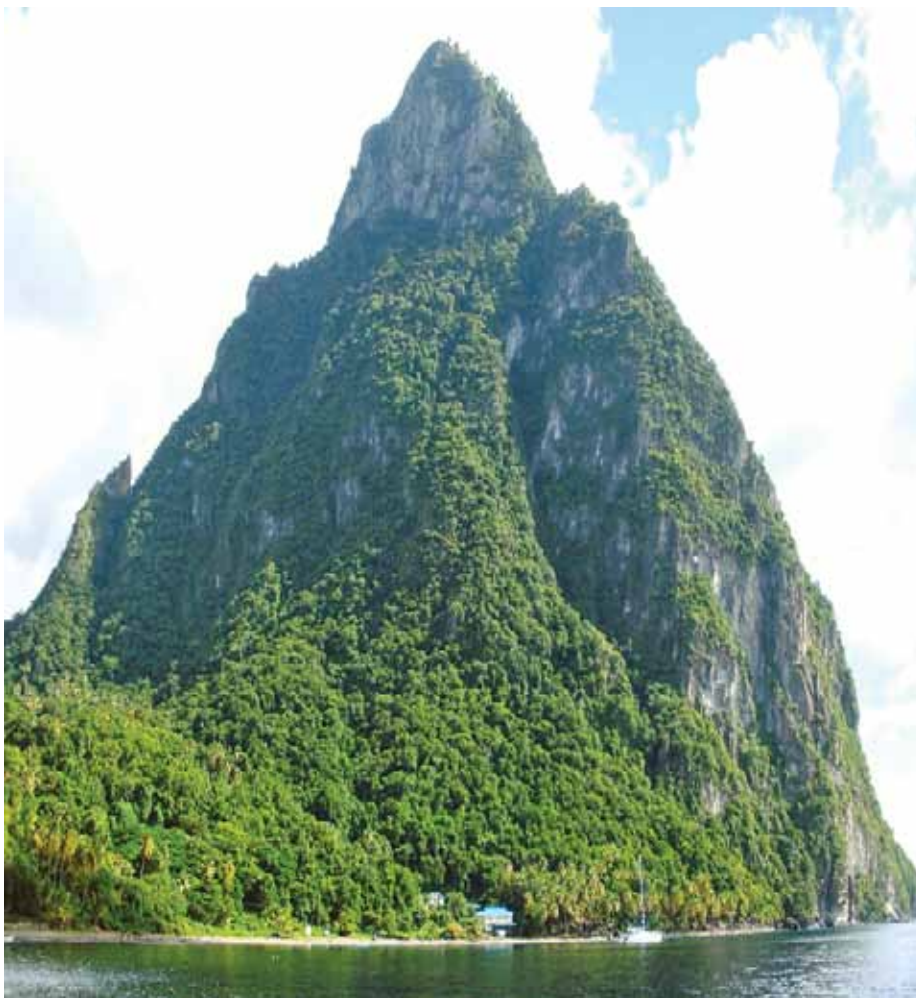
and then I had a beer and installed my eighth ring-toss game in the Caribbean, this one at Maria's Café. Lion fish kills — 0.

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.

# CHANGES

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.

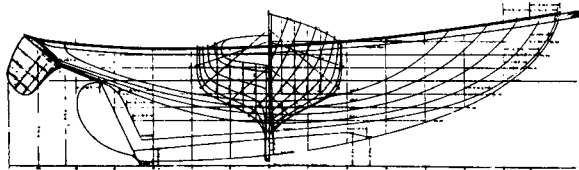
Stefan Ries is a German sailor who enjoyed the Punta Mita area waves for years, until things started getting a little too crowded for him. So he took off in his \$5,000 Triton 29 **Mintaka**, and has been budget cruising the islands on the Pacific Coast of Panama. "We got to Santa Catalina Island last 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/](http://youtube.com/BHzZ1U1BNp8)



*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 *Lectronic 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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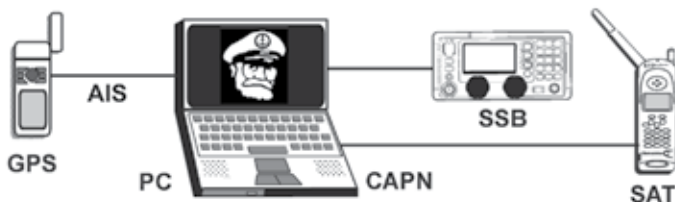
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**30-FT WYLIECAT, 1997.** Pt. Richmond. \$95,000. Dazzler, major refit 2007-08 all new Harken blocks and running rigging, Pineapple carbon sail, rewired, LED lighting, VHF, GPS plotter, speed/depth, XP5 and ST2000 autopilots, remote, iPod stereo. Yanmar 1GM10. Fast and really fun. (510) 381-0802.

**30-FT CATALINA, 1988.** La Paz, Mexico. \$23,000. Full batten, roller furling, self-tailing winches, solid vang. 25hp diesel 2000hrs, Bruce and Danforth with 125 ft. chain, plus nylon rode. New dinghy and outboard. 2 solar panels that support fridge/freezer and power. Always maintained. Email [srtreno@direct.ca](mailto:srtreno@direct.ca).



**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).



**31-FT BENETEAU, 1992.** San Diego. \$45,000. *Lanterne Rouge* has been set up to be easily singlehanded. This is a turn-key boat, ready to take you to your next adventure. The First 310 is a complete racer/cruiser providing speed and safety racing around the buoys and providing elegance and comfort at the marina or to Catalina Island with family and friends. Email [george@elversfamily.com](mailto:george@elversfamily.com).

**30-FT MULL, 1968.** Bodega Bay. \$5,000/obo. *Lively Lady* is a Mull 30 of Gary Mull fame. She is one of four built and won the Bermuda race in 1969. Sailed extensively in San Francisco. She has been neglected, but is in surprisingly good shape. She needs a new loving owner! She is sailable and I will deliver her to SF Bay. Own some SF Bay history. More at [www.bodegabaysailing.com](http://www.bodegabaysailing.com). (707) 318-2251 or [rich@bodegabaysailing.com](mailto:rich@bodegabaysailing.com).

**30-FT WYLIECAT, 1998.** Oxford, MD. \$75,000. Sail #8, diesel inboard, 4 sails, custom Trail-Rite trailer. Contact (727) 641-5688 or (727) 502-0186 or [Hallpalmer@hotmail.com](mailto:Hallpalmer@hotmail.com).

**30-FT CLIPPER MARINE, 1976.** Sausalito. \$6,000. Priced to move, great Bay cruiser, sleeps 4-5 people. Transferable slip. 15hp with cockpit controls, CD/stereo, nav gear, extra sails/equipment. Great condition, just needs cosmetic cleanup. Possible routine maintenance assistance. Contact (415) 971-9772 or [srdjohnson@gmail.com](mailto:srdjohnson@gmail.com).

### 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).



**35-FT BENETEAU OCEANIS 351, 1995.** Ventura, CA. \$71,500. Cruise-ready in sail-away condition. 3-cabin layout - most roomy 35' you've ever seen. Well maintained, numerous upgrades, rare 3-cabin layout. Furling main and jib, asymmetrical spinnaker, Yanmar diesel, radar, chartplotter, electric head, new running rigging. Great condition. More at <http://Beneteau351forsale.com>. Email [kaya1000@gmail.com](mailto:kaya1000@gmail.com).

**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).



**32-FT PEARSON 323 SLOOP, 1978.** Berkeley. \$21,000. Berkeley berth, great Bay boat, new prop in 2012, sails in good condition, excellent maintenance records. (510) 282-3316 or (510) 868-0228 or [mikecdolan@gmail.com](mailto:mikecdolan@gmail.com).

**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 [billisails@yahoo.com](mailto:billisails@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).

### 40 TO 50 FEET



**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).



**45-FT GARDEN YAWL.** One-off double ender, 3 years in restoration, 98% completed, cold-molded over original strip planking. \$30K as is, or \$? to finish renovation. Contact [steve@paradigmpilgrim.com](mailto:steve@paradigmpilgrim.com) or (916) 847-9064.

**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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**47-FT CATALINA.** \$259,500. Customized bluewater ready. Extra fuel capacity, 110 or 240v, watermaker, chartplotter, radar, AIS, coldplate fridge/freezer. Custom cabinets and workshop, dive compressor, in-boom furler, staysail, autopilot, wind vane, new hard dodger, heat-air, autoprop. Much more. See <http://adream2sail.publishpath.com>. Call (916) 607-9026.



**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. Albergo 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).

## CLASSIC BOATS



**58-FT STAYSAIL SCHOONER, 1925.** Port Townsend, WA. \$159,000. *Suva*, 1925 staysail schooner designed by Ted Geary. A gorgeous and sound classic yacht that sails wonderfully! Teak. Financing available. See [www.schoonersfor-sale.com](http://www.schoonersfor-sale.com). Contact [schoonersuva@gmail.com](mailto:schoonersuva@gmail.com) or (360) 643-3840.



**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).

## MULTIHULLS



**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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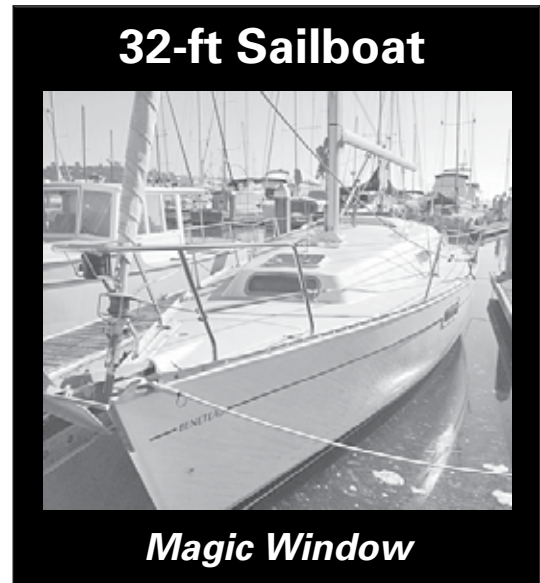
Condition: Excellent

Engine: 1999 Yanmar 24 hp 3GM30F

Fuel: Diesel

Serial #: 23161

Hours: 50



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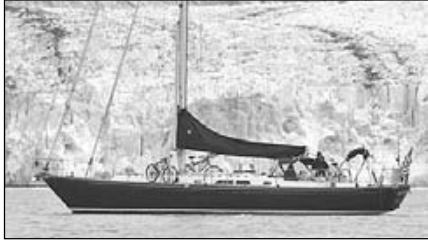
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