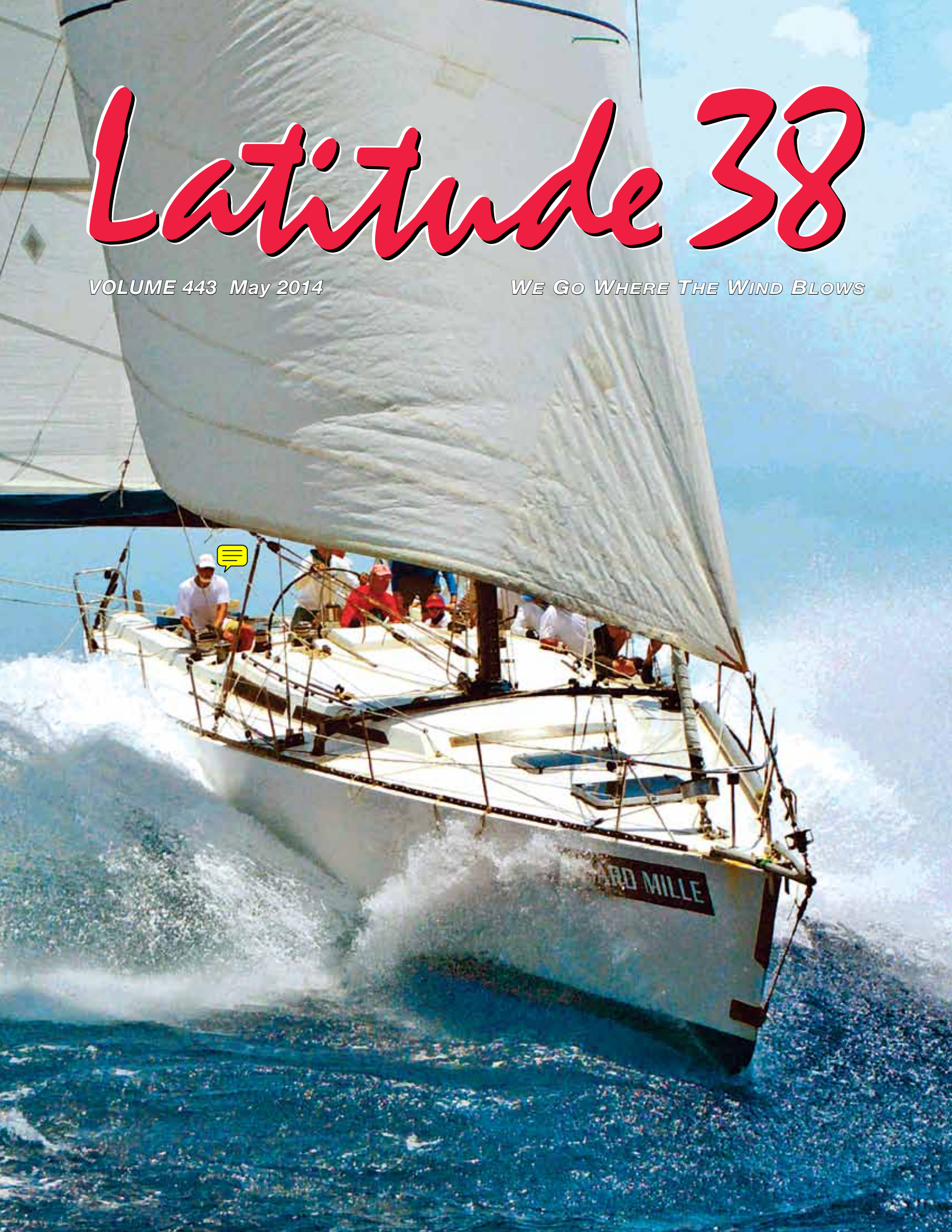


# Latitude 38

VOLUME 443 May 2014

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# Staying Power

PHOTO JAY AILWORTH



*Sojourn\**

Bruce and Bridget Eastman sailed their Alberg 35, *Sojourn*, to Mexico, starting in 2013 with the ever-popular Baja Ha-Ha, and they have cruised to a lot of harbors since: Manzanillo, La Cruz in Banderas Bay, Puerto Vallarta, Mazatlan, and up and down the Sea of Cortez.

While washing the salt off of their sails in La Cruz de Huanacastle Marina, a fellow Pineapple Sails customer stopped by for a chat and suggested they send a photo of their boat flying their 10-year-old Pineapple Sails to Kame Richards, Pineapple's owner and sail designer.

A "sojourn" is a temporary stay. And the Eastmans have enjoyed staying in exciting places as they cruise their Alberg. Their Pineapple sails have served them well, with real staying power, built to last and perform.

Not many things in today's world are built to last, but Bruce and Bridget's 1963 Alberg 35 and their suit of Pineapple Sails, built in 2003, prove it can be done.

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Cover: Former Northern Californian Steve Schmidt's *Hotel California, Too*, the only cruising version of a Santa Cruz 70 ever built, takes a dive into the warm blue waters of the Caribbean during the just-completed Voiles de St. Barth. She hit an all-time best of 22 knots, which isn't bad for a 70 with a mast 15-ft shorter than normal and flying just a Dacron main and 135% reacher.

Photo: Latitude 38 / Richard

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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



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| OCEANIS 473 | 2005 | \$225,000 |
| OCEANIS 423 | 2004 | SOLD!     |
| OCEANIS 423 | 2004 | \$165,000 |
| OCEANIS 393 | 2003 | Pending   |
| OCEANIS 37  | 2012 | \$169,000 |
| OCEANIS 34  | 2009 | \$145,000 |
| FIRST 40.7  | 2000 | \$138,000 |
| FIRST 35    | 2012 | SOLD!     |
| TARTAN 3400 | 2007 | 164,888   |
| FIRST 305   | 1988 | \$30,000  |
| FIRST 25    | 2013 | \$89,000  |

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| HUNTER 466         | 2006 | \$225,000 |
| JEANNEAU 45        | 2007 | \$225,000 |
| JEANNEAU 43 DS     | 2003 | \$179,000 |
| ISLAND PACKET 380  | 2000 | Pending   |
| ISLANDER 36        | 1973 | \$32,500  |
| ISLANDER 36        | 1972 | \$34,995  |
| ERICSON 35         | 1977 | \$29,900  |
| ALERION EXPRESS 33 | 2009 | \$184,000 |
| ALERION EXPRESS 28 | 2004 | \$79,500  |

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## CALENDAR

### Non-Race

**May 2-4** — South Bay Opening Day at the Port of Redwood City. Saturday's activities include the blessing of the fleet and decorated boat parade, followed by awards for the parade. Meals on all three days at various South Bay yacht clubs. Info, [www.southbayopeningday.org](http://www.southbayopeningday.org).

**May 3** — Opening Day on Merced's Lake Yosemite. LYSA, [www.lakeyosemitesailing.org](http://www.lakeyosemitesailing.org).

**May 3** — Marine Swap Meet at Martinez Marina, 8 a.m.-1 p.m. Browse, buy or sell - it's free. Info, (925) 313-0942.

**May 3** — Nautical Swapmeet, Owl Harbor Marina, 9 a.m.-noon. Free space and free entry. Part of the Delta Loop Fest. Space reservations, (916) 777-6055 or [info@owlharbor.com](mailto:info@owlharbor.com).

**May 3** — Chantey Sing aboard *Balclutha* at Hyde Street Pier in San Francisco, 8 p.m.-midnight. Dress warmly; bring a mug for hot cider served from the ship's galley. Free. Reservations required, (415) 561-7171.

**May 3** — Cinco de Mayo Party/Open House at Encinal YC, 3-5 p.m. Info, (510) 522-3272 or [www.encinal.org](http://www.encinal.org).

**May 3-31** — Boating Skills & Seamanship classes presented by USCG Auxiliary Flotilla #12-3 at St. Edward School in Newark, held on four Saturdays. \$60 includes book. Additional family members half price. Bruce, (510) 468-8013 or [ronoffline-0407@yahoo.com](mailto:ronoffline-0407@yahoo.com).

**May 4-25** — Veterans Go Sailing, every Sunday, 10 a.m.; followed by Sunday Sail, noon, at Pier 40 in SF, courtesy of BAADS. Free. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**May 5, 12, 19** — San Diego's South Bay Sea Scouts meet at Chula Vista Marina aboard the schooner *Bill of Rights* on Mondays at 6 p.m. Sea Scouts is a program of the Boy Scouts of America for guys and gals ages 13-20. Nate, (717) 654-3797 or [n8kraft@gmail.com](mailto:n8kraft@gmail.com).

**May 7-28** — 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.stfy.com](http://www.stfy.com).

**May 8, June 12** — 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.

**May 9** — Delta Doo Dah Kickoff Party at Berkeley YC, 5:30-8:30 p.m. Door prizes, guest speakers, no-host bar and buffet dinner (cash only). Meet fellow Doo-ers and form mini-flotillas! Chris, (415) 383-8200 x103 or [www.deltadoodah.com](http://www.deltadoodah.com).

**May 9** — Open House at Encinal YC, 6-8 p.m. Info, (510) 522-3272 or [www.encinal.org](http://www.encinal.org).

**May 11** — Take Mom for a sail on Mother's Day.

**May 13** — 'Adventures with Orcas in the North Pacific', a presentation by Erich Hoyt at the Bay Theater, Aquarium of the Bay, at Pier 39 in SF. Reception at 5:30, program at 6:30. \$10. Info, [www.bay.org/aquarium-of-the-bay](http://www.bay.org/aquarium-of-the-bay) or (415) 623-5300.

**May 14** — Go for a sail under the full moon on a Wednesday, a popular night for beer can races (see pages 16-18).

**May 17** — US Sailing Race Management Seminar, led by Jeff Zarwell at Monterey Peninsula YC. Info, [www.mpyc.org](http://www.mpyc.org).

**May 17** — Nautical Swap Meet, Marina Bay Yacht Harbor in Richmond, 8 a.m.-noon. Vendor spaces available. Info, (510) 236-1013 or [info@mbyachtharbor.com](mailto:info@mbyachtharbor.com).

**May 17** — Art, Wine and Jazz at Encinal YC. Info, (510) 522-3272 or [www.encinal.org](http://www.encinal.org).

**May 17-18** — Women's Sailing Seminar, Corinthian YC, Tiburon. Info, (415) 435-4771 or [www.cyc.org](http://www.cyc.org).

**May 18** — Safety at Sea Seminar at Encinal YC. US Sailing-certified to satisfy the education requirements for a U.S.



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| Catalina 42, 2003.....       | 145,000      |
| Catalina 380, 1997.....      | 92,900       |
| Catalina 36, 2007.....       | 134,000      |
| Catalina 36, 1989.....       | 47,500       |
| Catalina 36, 1983.....       | 41,500       |
| Catalina 34 MkII, 1997.....  | <b>SOLD!</b> |
| Catalina 30, 1988.....       | 24,500       |

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| Norseman 447, 1984.....                            | 149,000      |
| C&C 43, 1973.....                                  | 150,000      |
| Bristol 35.5, 1985.....                            | <b>SOLD!</b> |
| Hunter 310, 2000.....                              | 44,500       |
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| Ranger 27 Tug, 2014.....                           | <b>SOLD!</b> |
| Ranger 25SC Tug, 2014.....                         | 129,937      |

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| Ranger 29 Tug, 2011, fully loaded.....     | 239,900      |
| Ranger 29 Tug, 2011.....                   | 224,000      |
| Ranger 29 Tug, 2010.....                   | 179,950      |
| Ranger 25 Tug, 2010.....                   | <b>SOLD!</b> |
| Ranger 25 Tug, 2009, includes trailer..... | <b>SOLD!</b> |
| Ranger 21 Tug, 2009.....                   | <b>SOLD!</b> |
| Ranger 21 Tug, 2008.....                   | <b>SOLD!</b> |

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| Stephens 70 Classic Motor Yacht, 1966..... | 1,100,000    |
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## CALENDAR

Category 1 offshore race. \$150. Info, [www.pacificcup.org](http://www.pacificcup.org).

**May 18, June 15** — Open House/Introductory Sail at Cal Sailing Club in Berkeley, 1-4 p.m. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**May 20, 1984** — Marvin Creamer, 68, sailed into National Park, NJ, aboard his 35-ft cutter, *Global Star*, completing a solo circumnavigation with no navigation equipment. As reported in *Sightings*, "We're not talking about fancy gizmos like Loran, SatNav and Omega. We're talking about without a compass, a sextant, and a knotmeter." The retired professor's intention was to prove that it was possible to navigate around the world using just the stars and wave patterns to sense direction, and bubbles passing the hull to judge speed.

**May 31** — Open House at Encinal YC, 1-4 p.m. Info, (510) 522-3272 or [www.encinal.org](http://www.encinal.org).

**May 31 - June 1** — Singlehanded TransPac Cruise-In to Richmond YC for show and tell. Info, [www.sfbaysss.org/shtp](http://www.sfbaysss.org/shtp).

**June 7** — Join the crew of *Gilligan's Island* for the Educational Tall Ship and Call of the Sea annual fundraiser at the Marine Educational Campus, Bay Model, Sausalito, 6-10 p.m. Info, (800) 401-7835 or [www.callofthesea.org](http://www.callofthesea.org).

**June 7** — The National Women's Sailing Association's annual Women's Sailing Conference, Corinthian YC in Marblehead, MA. Info, [www.womensailing.org](http://www.womensailing.org).

**June 9-11** — Paddle to the Sea sailing legs from Stockton to Berkeley, with overnight stops at Brannan Island and Benicia. Benefits the Tuolumne River Trust's work in river education, watershed restoration, and Rim Fire recovery. \$30/day registration plus \$100 minimum fundraising. Info, [www.paddletothesea.org](http://www.paddletothesea.org).

**June 11** — Final Singlehanded TransPac race seminar 'Weather/Race Strategy', including discussion of the pre-race weather GRIBs. Oakland YC, 7:30 p.m. Free and open to the public. Info, [www.sfbaysss.org](http://www.sfbaysss.org).

**June 14** — Aqueous Parade for the Bay, for swimmers, rowers, sailors, kayakers and SUPs, from Aquatic Park to AT&T Park, 11 a.m.-1 p.m. After Party follows. A benefit for Baykeepers; registration fee \$100-\$200, plus fundraising. Info, [www.baykeeper.org/bayparade](http://www.baykeeper.org/bayparade).

**June 14-15** — MarinaFest, Channel Islands Harbor. Free admission. Info, (805) 984-3366 or [www.cih-marinafest.com](http://www.cih-marinafest.com).

**June 15** — Take Dad for a sail on Father's Day.

### Racing

**May 3** — Spring #1 on the Cityfront. YRA, [www.yra.org](http://www.yra.org).

**May 3** — Round the Rocks. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).

**May 3** — Small Boat Races #2. EYC, [www.encinal.org](http://www.encinal.org).

**May 3** — Small Keelboat Series #1. SFYC, [www.sfyyc.org](http://www.sfyyc.org).

**May 3** — Frank Ballentine Race. CPYC, [www.cpyc.com](http://www.cpyc.com).

**May 3** — Long Distance #2. SCC, [www.stocktonsc.org](http://www.stocktonsc.org).

**May 3** — Shields Racing Clinic. MPYC, [www.mpyc.org](http://www.mpyc.org).

**May 3, 10, 31** — Etchells Fleet Races. Fleet 12, [www.sfetchells.org](http://www.sfetchells.org).

**May 3, 18 & June 1** — Club races #3, #4 & #5. Gold Country YC, [www.nccn.net/~gcy](http://www.nccn.net/~gcy).

**May 3-4** — 40th Elvstrom Zellerbach and Laser District Championship. StFYC, [www.stfyyc.org](http://www.stfyyc.org).

**May 3-4** — Commodore's Cup. Cal 20s & C15s on Saturday; Lasers & Optis on Sunday. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**May 3-4** — Multihull Kick-Off. SCYC, [www.scyc.org](http://www.scyc.org).

**May 3-4** — PCCSC Team Race Championship at Stanford. Info, [www.pccscracing.org](http://www.pccscracing.org).

**May 4** — Spring Series #5. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**May 4** — Spring #5 & #6 PHRF. MPYC, [www.mpyc.org](http://www.mpyc.org).

**May 4 & June 1** — Spring Series #1 & #2 on Fremont's Lake Elizabeth. FSC, [www.fremontsailingclub.org](http://www.fremontsailingclub.org).



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## CALENDAR

**May 10** — One Design #2. LWSC, [www.lwsailing.org](http://www.lwsailing.org).

**May 10** — Monterey Laser Fleet Championship. MPYC, [www.mpyc.org](http://www.mpyc.org).

**May 10** — KBSC Series #2 on Clear Lake. Info, [www.kbsail.com](http://www.kbsail.com).

**May 10** — Mercury Series #3. EYC, [www.encinal.org](http://www.encinal.org).

**May 10** — WBRA #2 on the OC. YRA, [www.yra.org](http://www.yra.org).

**May 10** — OYRA #2 Duxship. YRA, [www.yra.org](http://www.yra.org).

**May 10** — Flight of the Bulls for El Toros in Foster City. Info, [www.eltoroyra.org](http://www.eltoroyra.org).

**May 10** — Interclub Series #2. EYC, [www.jibeset.net](http://www.jibeset.net).

**May 10** — Gromeeke Round the Island. Los Gatos YC, [www.losgatosyc.com](http://www.losgatosyc.com).

**May 10** — North Bay Series #2. VYC, [www.vyc.org](http://www.vyc.org).

**May 10** — Team Race Scrimmage. StFYC, [www.stfyc.com](http://www.stfyc.com).

**May 10 & June 14** — Santana 22 Team Racing in Santa Cruz. SCYC, [www.scyc.org](http://www.scyc.org).

**May 17** — Singlehanded Farallones Race, a gateway drug to the Singlehanded TransPac. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).

**May 17** — Women Skippers Regatta. "No man's hand shall touch the helm." SYC, [www.sausalitoyachtclub.com](http://www.sausalitoyachtclub.com).

**May 17** — Cal Cup #2. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**May 17** — Summer #2. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**May 17** — Otter Cup, a 23.8-mile race from Moss Landing to Monterey and back. Elkhorn YC, [www.elkhornyc.com](http://www.elkhornyc.com).

**May 17** — One Design Keelboats. SCYC, [www.scyc.org](http://www.scyc.org).

**May 17** — Behrens Regatta. TYC, [www.tyc.org](http://www.tyc.org).

**May 17** — Lady & the Tramp. FLYC, [www.flyc.org](http://www.flyc.org).

**May 17-18** — Elite Keel Regatta. SFYC, (415) 789-5647 or [www.sfyc.org](http://www.sfyc.org).

**May 17-18** — Phyllis Kleinman Swiftsure Regatta. StFYC, (415) 655-7756 or [www.stfyc.com](http://www.stfyc.com).

**May 17-18** — PICYA Chispa Series & Youth Regatta. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**May 17-18** — BAYS #1 at PYSF in Redwood City. Info, [www.bayarea-youthsailing.com](http://www.bayarea-youthsailing.com).

**May 17-18** — Spring Regatta, LYSA. Jerry, (559) 776-9429 or [www.lakeyosemite sailing.org](http://www.lakeyosemite sailing.org).

**May 17-18** — Balboa YC 66 (Fun) Series, with random-leg races and reverse-order starts, in Corona del Mar, Newport Beach. Info, [www.balboayachtclub.com](http://www.balboayachtclub.com).

**May 18** — Fremont Relays for El Toros on Lake Elizabeth. FSC, [www.fremontsailingclub.org](http://www.fremontsailingclub.org).

**May 18** — Spring Series #6. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**May 18** — Baxter/Judson Regatta race #2. PresYC, [www.presidiyachtclub.org](http://www.presidiyachtclub.org).

**May 18** — Spring #5 & #6 One Design. MPYC, [www.mpyc.org](http://www.mpyc.org).

**May 18** — Regatta for Hope. PHRF, Catalina 42, other one designs, ORCA, and cruiser/novice classes are invited to race in this benefit for City of Hope, hosted by Del Rey and Santa Monica Windjammers YCs. Norm, (424) 222-9206 or [www.drjyc.org](http://www.drjyc.org).

**May 23-24** — SFYC/MPYC Spinnaker Cup from SF Bay to Monterey. Info, (415) 789-5647 or [www.sfyc.org](http://www.sfyc.org).

**May 24** — Master Mariners Regatta, with a noon start on the SF Cityfront, a finish at Treasure Island, and an epic raft-up at Encinal YC. MMBA, [www.mastermariners.org](http://www.mastermariners.org).

**May 24** — Monster Race, Konocti Bay to Lakeport. KBSC, [www.kbsail.com](http://www.kbsail.com).

**May 24-25** — 50th annual Whiskeytown Memorial Regatta. John Super, (415) 564-4779 or [www.whiskeytownsailing.org](http://www.whiskeytownsailing.org).

**May 24-25** — Memorial Day Regatta in Long Beach, with bay, ocean, and kiteboard courses. ABYC, [www.abyc.org](http://www.abyc.org).

**May 25** — SCORE Keelboat Regatta. SCYC, [www.scyc.org](http://www.scyc.org).

**May 30-June 1** — Woodies Invitational for Bear, Bird, Folkboat, IOD, and Knarr classes. StFYC, (415) 655-7756 or



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\$635,000 Contact: Alan Weaver



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\$349,000 Contact: Scott Poe



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\$249,900 Contact: Jack Lennox



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\$179K Contact: Kenyon Martin



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\$149,000 Contact: Alan Weaver



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\$82,000 Contact: Kenyon Martin



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Contact: Alan Weaver



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\$249,000 Contact: Rick Boyce



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\$69,000 Contact: Jack Lennox



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- 2001 35' J/105 \$87K
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## CALENDAR

[www.stfyc.com](http://www.stfyc.com).

**May 31** — Small Boat Series #3. EYC, [www.encinal.org](http://www.encinal.org).

**May 31** — Delta Ditch Run from Richmond to Stockton for PHRF and BAMA boats. RYC/SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**May 31** — Championship #2. CYC, [www.cyc.org](http://www.cyc.org).

**May 31** — YRA Spring #2, run by SYC. Info, [www.yra.org](http://www.yra.org).

**May 31** — Small Keelboat #2. SFYC, [www.sfyc.org](http://www.sfyc.org).

**May 31** — Shields Racing Day. MPYC, [www.mpyc.org](http://www.mpyc.org).

**May 31** — LYSA Jack & Jill Race. Jerry, (559) 776-9429 or [www.lakeyosemite sailing.org](http://www.lakeyosemite sailing.org).

**June 7-8** — Go for the Gold Regatta on Scotts Flat Lake near Nevada City. Gold Country YC, [www.nccn.net/~gcy](http://www.nccn.net/~gcy).

**June 11-15** — EYC's Coastal Cup goes to Marina del Rey this year. John, [jhemiup@yahoo.com](mailto:jhemiup@yahoo.com) or [www.encinal.org](http://www.encinal.org).

**June 12-15** — Laser North American Championship and US Sailing Singlehanded Championship in Long Beach. ABYC, [www.abyc.org](http://www.abyc.org).

**June 14-16** — Clear Lake Regatta and El Toro National Championship. KBSC, [www.kbsail.com](http://www.kbsail.com).

**June 27-29** — Ullman Sails Long Beach Race Week, including the Catalina 37 National Championship, Farr 40 West Coast Championship, J/24 Western Regional Championship, Viper 640 Pacific Coast Championship, and J/Boats Southern California High Point Series. Info, [www.lbrw.org](http://www.lbrw.org).

**June 28** — The Singlehanded TransPac departs San Francisco Bay for Hanalei Bay. Info, [www.sfbaysss.org](http://www.sfbaysss.org).

**July 6-12** — The Pacific Cup departs San Francisco Bay for Kaneohe Bay. Info, [www.pacificcup.org](http://www.pacificcup.org).

### Summer Beer Can Series

**BALLENA BAY YC** — Friday Night Grillers: 5/2, 5/16, 5/30, 7/18, 8/1, 8/15, 8/29, 9/5, 9/19. Info, (510) 865-2511, [race@bbyc.org](mailto:race@bbyc.org) or [www.bbyc.org](http://www.bbyc.org).

**BAY VIEW BC** — Monday Night Madness. Spring: 5/12, 5/26, 6/9, 6/23 (make-up). Arjan, (415) 310-8592 or [www.bayviewboatclub.org](http://www.bayviewboatclub.org).

**BENICIA YACHT CLUB** — Every Thursday night through 9/25. Joe, (707) 628-2914 or [www.beniciayachtclub.com](http://www.beniciayachtclub.com).

**BERKELEY YC** — Every Friday night through 9/26. Info, [www.berkeleyyc.com](http://www.berkeleyyc.com).

**CAL SAILING CLUB** — Year-round Sunday morning dinghy races, typically in Laser Bahias and JY15s. Thursday evening JY15 races, weather and tides permitting, April-October. Must be a club member. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**CORINTHIAN YC** — Every Friday night through 8/29. Jim, (415) 847-2460, [race@cyc.org](mailto:race@cyc.org) or [www.cyc.org](http://www.cyc.org).

**COYOTE POINT YC** — Every Wednesday night through 10/8. Info, (650) 347-6730, [regatta@cpyc.com](mailto:regatta@cpyc.com) or [www.cpyc.com](http://www.cpyc.com).

**ENCINAL YC** — Friday night Spring Twilight Series on the Estuary: 5/2, 5/16, 6/6. Darrell, (510) 502-8110 or [www.encinal.org](http://www.encinal.org).

**FOLSOM LAKE YC** — Wednesday nights through 8/27. Friday Night Summer Sunset Series: 5/16, 6/13, 7/18, 8/8. Info, [www.flyc.org](http://www.flyc.org).

**GOLDEN GATE YC** — Friday nights: 5/2, 5/16, 5/30, 6/13, 6/27, 7/11, 7/25, 8/8, 8/22. Gary Salvo, (916) 215-4566 or [www.ggyc.com](http://www.ggyc.com).

**ISLAND YC** — Island Nights, Fridays on the Estuary: 5/9, 5/30, 6/13. John, (510) 521-2980, [iycracing@yahoo.com](mailto:iycracing@yahoo.com) or [www.iyc.org](http://www.iyc.org).

**KONOCTI BAY SC** — Every Friday night: 6/6-8/29. OSIRs (Old Salts in Retirement) every Wednesday at noon. Brad, [www.kbsail.com](http://www.kbsail.com).

**LAKE TAHOE WINDJAMMERS YC** — Wednesday nights: 5/21-10/1. Steve, (530) 577-7715, [ltwyc2@aol.com](mailto:ltwyc2@aol.com) or



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# CALENDAR

[www.tahoewindjammers.com](http://www.tahoewindjammers.com).

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

**LAKE YOSEMITE SA** — Every Thursday night: May-August. Jerry, (559) 776-9429 or [www.lakeyosemitesailing.org](http://www.lakeyosemitesailing.org).

**MONTEREY PENINSULA YC** — Sunset Series. Every Wednesday night through 10/1; Summer Solstice Fiasco Race: 6/18. Victoria Model Yacht Series: every Friday night through 10/3. Juli, [www.mpyc.org](http://www.mpyc.org).

**OAKLAND YC** — Sweet 16 Spring Series. Every Wednesday night through 6/18. Jim Hild, (510) 277-4676, [oyracecom@gmail.com](mailto:oyracecom@gmail.com) or [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).

**RICHMOND YC** — Wednesday nights: 5/7, 5/14, 5/21, 5/28, 6/4, 6/18, 6/25, 7/2, 7/9, 7/16, 7/23, 7/30, 8/6, 8/13, 8/20, 8/27, 9/3, 9/17, 9/24. Eric Arens, (510) 841-6022 or [www.richmondyc.org](http://www.richmondyc.org).

**ST. FRANCIS YC** — Windsurfing Series, Friday nights: 5/2, 5/16, 5/30, 6/13, 6/27, 7/11, 7/25, 8/8, 9/5, 9/19. Kiteboarding Series, Thursday nights: 5/8, 5/22, 6/5, 6/19, 7/3, 7/10, 7/31, 8/14, 8/28, 9/4, 9/18. Wednesday Night Series: 5/7, 5/14, 5/21, 5/28, 6/4, 6/11, 6/18, 6/25, 8/6, 8/20, 8/27. Robbie Dean, (415) 563-6363, [rdean@stfyc.com](mailto:rdean@stfyc.com) or [www.stfyc.com](http://www.stfyc.com).

**SANTA CRUZ YC** — Every Wednesday night through 10/29. Laser Friday Nights: 5/16, 6/20, 7/18, 8/15. Info, (831) 425-0690, [scyc@scyc.org](mailto:scyc@scyc.org) or [www.scyc.org](http://www.scyc.org).

**SAUSALITO YC** — Tuesday night Spring Sunset Series: 5/13, 5/27, 6/10, 6/24. Nick, [race@sausalitoyachtclub.org](mailto:race@sausalitoyachtclub.org) or [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**SEQUOIA YC** — Wednesday nights through 10/8. Hannig Cup: 8/27. Rick, (650) 255-5766 or [www.sequoiayc.org](http://www.sequoiayc.org).

**SHORELINE LAKE AQUATIC CENTER** — Lasers in Mountain View, every Wednesday night through 9/24. Roger, (408) 691-0214 or [www.laser.org](http://www.laser.org).

**SOUTH BEACH YC** — Friday Night Series: 5/2, 5/16, 5/30, 6/6, 6/20, 6/27, 7/18, 7/25, 8/1, 8/15, 8/22. Gerard, (415) 495-2295 or [www.southbeachyc.org](http://www.southbeachyc.org).

**STOCKTON SC** — Every Wednesday night: 6/4-8/27. Tom, (209) 604-1300 or [www.stocktonsc.org](http://www.stocktonsc.org).

**TAHOE YC** — Laser Series, every Monday night: 5/26-8/25. Rick, (530) 583-6070. Beer Can Series, every Wednesday night: 5/28-8/27. Dan, (530) 581-4700 or [www.tahoeyc.com](http://www.tahoeyc.com).

**TIBURON YC** — Every Friday night. Spring: 5/23-6/27. Jim, [race@tyc.org](mailto:race@tyc.org) or [www.tyc.org](http://www.tyc.org).

**TREASURE ISLAND SAILING CENTER** — Svendsen's Thursday Night Series for Vanguard 15s and Lasers through 9/7. Tuesday Night Team Racing for V15s through 9/9. V15s, [www.vanguard15.org](http://www.vanguard15.org); Lasers, [www.tilaserfleet.org](http://www.tilaserfleet.org).

**VALLEJO YC** — Every Wednesday night through 9/24. Dave, (925) 580-1499 or [www.vyc.org](http://www.vyc.org).

### In the Tropics

**Apr. 26-May 2** — Antigua Sailing Week is the granddaddy of all great sailing weeks in the tropics. Like us, she's become mellow with age. Info, [www.sailingweek.com](http://www.sailingweek.com).

**May 2-4** — Loreto Fest, organized by Hidden Port YC. This classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and land-travelers for lots of activities on and off the water. The goals are to have fun and raise lots of money for local Mexican charities. Info, [www.hiddenportyachtclub.com](http://www.hiddenportyachtclub.com).

**May 7-12** — Tahiti Pearl Regatta. An interisland regatta where local sailors race and party with cruisers and bare-boaters. Courses are run around the Raiatea-Tahaa lagoon,

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## CALENDAR

to Bora Bora, and back. Nightly parties, Polynesian music and dancing. Info, [www.tahitipearlregatta.org.pf](http://www.tahitipearlregatta.org.pf).

**June 28-30** — Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38* and Tahiti Tourisme. Celebrate your successful arrival in French Polynesia and enjoy long-established Polynesian cultural traditions in music, dance, sport and cuisine. Info, [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).

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 are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

### May Weekend Tides

| date/day | time/ht.    | time/ht.    | time/ht.    | time/ht.    |
|----------|-------------|-------------|-------------|-------------|
|          | <b>HIGH</b> | <b>LOW</b>  | <b>HIGH</b> | <b>LOW</b>  |
| 5/03Sat  | 0218/5.3    | 0906/-0.4   | 1635/4.4    | 2122/2.7    |
| 5/04Sun  | 0302/5.0    | 0954/-0.1   | 1730/4.3    | 2228/2.8    |
|          | <b>LOW</b>  | <b>HIGH</b> | <b>LOW</b>  | <b>HIGH</b> |
| 5/10Sat  | 0325/1.1    | 0929/4.0    | 1501/1.3    | 2142/5.3    |
| 5/11Sun  | 0403/0.6    | 1026/4.2    | 1541/1.5    | 2214/5.6    |
|          | <b>HIGH</b> | <b>LOW</b>  | <b>HIGH</b> | <b>LOW</b>  |
| 5/17Sat  | 0125/6.1    | 0806/-1.4   | 1526/4.7    | 2006/2.5    |
| 5/18Sun  | 0214/5.9    | 0856/-1.2   | 1620/4.8    | 2109/2.5    |
|          | <b>LOW</b>  | <b>HIGH</b> | <b>LOW</b>  | <b>HIGH</b> |
| 5/24Sat  | 0305/0.4    | 0924/4.3    | 1438/1.1    | 2124/6.1    |
| 5/25Sun  | 0357/-0.1   | 1030/4.4    | 1529/1.4    | 2205/6.2    |
| 5/26Mon  | 0443/-0.5   | 1129/4.5    | 1617/1.7    | 2243/6.2    |
|          | <b>HIGH</b> | <b>LOW</b>  | <b>HIGH</b> | <b>LOW</b>  |
| 5/31Sat  | 0108/5.6    | 0757/-0.7   | 1523/4.6    | 2003/2.7    |
| 6/01Sun  | 0147/5.4    | 0836/-0.5   | 1605/4.6    | 2054/2.8    |

### May Weekend Currents

| date/day | slack | max       | slack | max       |
|----------|-------|-----------|-------|-----------|
| 5/03Sat  |       | 0124/2.1F | 0410  | 0728/4.1E |
|          | 1131  | 1430/3.0F | 1801  | 2006/1.9E |
|          | 2335  |           |       |           |
| 5/04Sun  |       | 0213/1.8F | 0456  | 0816/3.7E |
|          | 1224  | 1525/2.7F | 1855  | 2058/1.7E |
| 5/10Sat  |       | 0141/3.2E | 0538  | 0829/2.6F |
|          | 1122  | 1355/2.8E | 1734  | 2030/2.9F |
|          | 2330  |           |       |           |
| 5/11Sun  |       | 0223/3.7E | 0618  | 0911/3.0F |
|          | 1213  | 1442/2.9E | 1813  | 2105/3.0F |
| 5/17Sat  |       | 0025/2.9F | 0308  | 0637/5.4E |
|          | 1024  | 1327/4.1F | 1701  | 1915/2.7E |
|          | 2219  |           |       |           |
| 5/18Sun  |       | 0115/2.7F | 0357  | 0727/5.1E |
|          | 1116  | 1420/3.8F | 1755  | 2009/2.5E |
|          | 2321  |           |       |           |
| 5/24Sat  |       | 0124/3.9E | 0514  | 0815/3.2F |
|          | 1106  | 1344/2.9E | 1711  | 2012/3.4F |
|          | 2306  |           |       |           |
| 5/25Sun  |       | 0216/4.4E | 0605  | 0910/3.7F |
|          | 1207  | 1442/2.8E | 1800  | 2058/3.4F |
|          | 2349  |           |       |           |
| 5/26Mon  |       | 0301/4.8E | 0652  | 0958/4.0F |
|          | 1301  | 1532/2.8E | 1847  | 2140/3.3F |
| 5/31Sat  |       | 0016/2.5F | 0303  | 0619/4.7E |
|          | 1018  | 1319/3.5F | 1645  | 1854/2.2E |
|          | 2214  |           |       |           |
| 6/01Sun  |       | 0057/2.2F | 0342  | 0701/4.3E |
|          | 1059  | 1359/3.2F | 1729  | 1938/2.1E |
|          | 2302  |           |       |           |

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## LETTERS

### ↑↓ THE STRIKE KNOCKED THE DOORS OFF THE HINGES

I was hired to be captain of the *Five Stars* yacht on the morning of March 31 for a short memorial. On the way back to Sausalito, two heavy rain squalls ripped through with 40-



STEPHANIE TEEL

knot winds. The 75-ft motoryacht actually heeled to starboard.

I was kind of getting a kick out of the wild weather — then all of a sudden there was a blinding white flash in the wheelhouse and thunder that sounded as though a bomb went off! The strike shook the yacht so violently that it knocked the interior cabinet doors off their hinges!

*Capt. Teel believes that 'Five Stars' took a direct lightning hit on San Francisco Bay.*

When we got back to the dock and secured the boat, my crew and I went around and saw evidence that we'd actually been hit by lightning: the starboard quarter of the teak transom platform had been burned, and pieces of charred fiberglass and wood were scattered around the deck. The daughter of the deceased said her mother had always made a grand entrance. I guess she went out the same way.

COURTESY STEPHANIE TEEL

In all my years of sailing and working in the Bay, I never heard of a boat or anything being directly struck by lightning. In the future, we may have to look into static wicks, such as are used on airplanes. The Bay Bridge was also hit by a cluster of lightning!

Captain Stephanie Teel  
*Five Stars*  
Schoonmaker Marina, Sausalito

*Capt. Stephanie Teel.*

Captain Stephanie Teel  
*Five Stars*  
Schoonmaker Marina, Sausalito

*Capt. Teel — While boats get hit by lightning all the time in the summer in Mexico, Central America, and the Southeast United States, it also happens on San Francisco Bay. Just not very often, thank goodness.*

### ↑↓ THE ELEVENTH COMMANDMENT

Not to be a stick-in-the-mud, but there should be an eleventh commandment added to the Ten Commandments of Beer Can Racing. That commandment should read: Thou shalt have a designated driver for after the race or at the yacht club.

I'm not a priss as, having been a sailor and surfer since I was 13, I used to think that salt water and alcohol went hand-in-hand. But nobody needs a 'barging' or 'pitchpole' after fun on the water or in the club.

I'm currently boatless, but I still try to surf at least three times a week.

Keith Dekker  
Los Osos

*Keith — We'll drink to that — but only because we're driving a computer and not a boat or vehicle.*

### ↑↓ THE ANSWER IS EVERYTHING

Prior to doing our circumnavigation, we cruised the Pacific Northwest. It remains one of our favorite cruising grounds.

We left San Francisco on June 28, after waiting a couple



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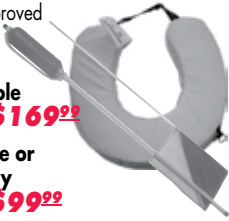
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## LETTERS

of weeks for a weather window. We managed to make it to Port Angeles on July 3. We motored most of the way, but we did manage to fly a spinnaker rounding Cape Mendocino — only to have it torn to shreds after a couple of hours. We knew we were farther north when they had to wait to start the Port Angeles Fourth of July fireworks until 10:30 p.m.



LATITUDE / ANDY

*The Pacific Northwest isn't just isolated anchorages and small towns.*

because it wasn't dark enough before then.

We spent the next three months on the inside and outside of Vancouver Island, and thoroughly enjoyed the people and the environment. I know it can be a battle going up the coast from San Francisco, but we thought the rewards

were definitely worth it.

Our introduction to Canada was using a telephone at the end of the dock to call up Customs and give them our pertinent details. After getting these, they told us to have a wonderful stay.

Barkley Sound, which is also called the Emerald Sea, and Hot Springs Cove, should be on every cruiser's Bucket List.

By the way, two of us agree that the best part of Robert Redford's *All is Lost* movie was the dialogue.

Jim & Kent Milski  
*Sea Level*, Schionning 49  
*On the Move*, Planet Earth

*Readers — We received many responses to our 'What is So Great About Cruising in the Pacific Northwest?' question, but simply didn't have room this month for more than a few. More next month.*

### ↑ FEW PLACES CAN MATCH THE PNW FOR CRUISING

I'll tell you what I liked about the Pacific Northwest. I lived — and sailed — in San Francisco for about 14 years, and kept my boat in Alameda, even after moving to Seattle (via Ohio and New Jersey).

Imagine the summertime climate of the Delta, with lots of open water. And lots of islands. And 68 state parks. Yes, it rains a lot in Seattle, but one of the best-kept secrets is that the rain stops in late June or early July and doesn't start again until September. In fact, all summer is kind of like those amazing weekends in September/October on the Bay: sunny, cloudless, light winds, temps in the high 70s to 80s, but with hundreds of beaches, harbors, parks, and coastal towns to explore. And you can fish for steelhead or drop a trap and haul in Dungeness crab.

From Seattle, you can day-cruise to Kingston, find a slip — even with a trimaran — with no hassle, and walk into town for an ice cream cone or a sweet crêpe. For longer cruises, you can go to a place like Roche Harbor in the San Juans, where marina tenants can use the pool — nice if the water is chilly. Or sail to Canada — it takes about two hours from most mainland jumping-off points — and sample the cider and enjoy the company of the friendliest of Canadians.

I cruised on my boat for a month in the Bahamas. If I were a lot wealthier, I'd return every year. But for people living in the Bay Area with sub-Ellison lifestyles, you can't beat \$89 each way to Seattle. For racing, you cannot do better



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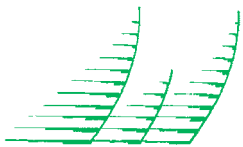
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- Chris Vandervert  
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## LETTERS

than the San Francisco Bay. For cruising, few places in the world, can match the Pacific Northwest.

Bill Quigley  
Tatiana, Farrier 32  
Seattle, WA

### ↑↓ PLAN CAREFULLY OR YOU'LL GO BACKWARD

Patty and I sailed from Hawaii to the Pacific Northwest in June 1989 and spent about two months cruising the San Juan and Gulf Islands with Canadian friends — who actually sailed out to meet us off Cape Flattery at midnight at the end of our 17-day passage. We made it as far north as Octopus Island, which is above 50 degrees north.

The Pacific Northwest is certainly different from the South Pacific, but quite wonderful. It seemed as though we were sailing in the Sierra, but at sea level. As for the currents, you'd better plan your passage carefully or you'll end up going backward.

Bill Meanley  
Dolphin, Pacific Seacraft 37  
San Diego

### ↑↓ A PNW THUMBNAILED REVIEW

Here's my thumbnail review of the Pacific Northwest.

The San Juan Islands: There are lots of navigational deci-



LADONNA BUBAK

sions as there are big tides, and great public islands with mooring buoys and hiking trails. The wind is light during the summer months, so don't expect to sail all the time. Good towns and marinas. Many delightful coves and anchorages.

Close to Victoria. The Gulf Islands are along the east side of Vancouver Island. They are like the San Juans, but a bit wilder and less visited, and have fewer good moorages. But interesting towns.

The West Coast of Vancouver Island is for the adventurous only! This is serious sailing in prevailing northerlies with summer fog. But it's great, with wild inlets and coves.

Desolation Sound and north offers unlimited exploring in a lightly populated area. Huge tides. Some warm swimming waters, and bears on the beach. Lots of motoring.

Steve Bunnell  
Sputnik, Moore 24  
Seattle

### ↑↓ MINIMIZING THE NEED FOR 'GOOD LUCK'

I'm writing from the not-quite-frozen flatlands of the Midwest, and saw the brief piece about me in an April *Lectronic*.

I appreciate the wishes that I have "good luck," and know that chance plays a part in all voyages but, as in all other aspects of life, I try to prepare both the boat and myself so that we do not need 'good luck' to succeed. The only thing that could make us fail is extremely bad luck.

I'll be heading back to my Moore 24 in California soon. I'll be taking the train because I want to feel the distance across the land. You can't do that on a plane.

Before I set sail around the world on the Moore, I have a few things to do, including fitting the gudgeons for an emergency rudder and provisioning. But I'll be away before



**NEVER  
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## LETTERS

long. I'll keep you posted.

Webb Chiles  
 Gannet, Moore 24  
 Illinois

Readers — Chiles has famously circumnavigated five times



LATITUDE/RICHARD

**Webb Chiles believes less in luck and more in preparation.**

under sail already, including with an 18-ft open boat. This time he plans to sail to Hilo, nonstop to French Polynesia, then nonstop to New Zealand. After that, he'll decide whether to sail the rest of the way around the world, via Cape Horn, with his little ultralight. If he makes a sixth circum-

navigation, it will match the number of times he's been married. It's interesting to compare the approach of Chiles to that of Rimas Meleshyus, another sailor attempting to circumnavigate with a 24-footer. (See our interview with Webb on page 94.)

### ↑↓ ALL THE VOICES IN YOUR HEAD

In the Wanderer's March 17 'Lectronic report from St. Barth, he wrote, "This year our musical ritual has been starting the morning with a couple of 'Glorias'. We start with Vivaldi's powerful *Gloria in Excelsis Deo*, and then we follow it up with Van



LATITUDE/RICHARD

**Dawn in the Caribbean is a special event that calls for special music.**

Morrison's rockin' G-L-O-R-I-A. We suppose that's going from the sacred to the profane, but it's an invigorating musical trip." Noting that his knowledge of classical music is slim, the Wanderer asked for some help in picking "additional classical selections that might be appropriate for soft, pink-clouded mornings in the tropics." I don't have any classical music selections for the Wanderer, but he should definitely add Laura Branigan's *Gloria* to his 'Gloria' playlist. I've always liked the song — although I have found it almost impossible to dance to.

Eric Artman  
 Corinthian YC

Eric — Excellent suggestion! Branigan's is now the third of the 'Glorias' we play each morning. She had some pipes. Her signature song *Gloria* stayed on the U.S. Billboard Hot 100 for 36 weeks, at the time a record for a female artist. As someone who writes, we not only appreciate how Branigan belted the song out in her husky alto, but also the lyrics which, because they are snarky, are in direct opposition to the decidedly upbeat music:

*If everybody wants you, why isn't anybody callin'?*

*You don't have to answer*

*Leave them hangin' on the line, oh-oh-oh, calling Gloria*

*Gloria (Gloria), I think they got your number (Gloria)*

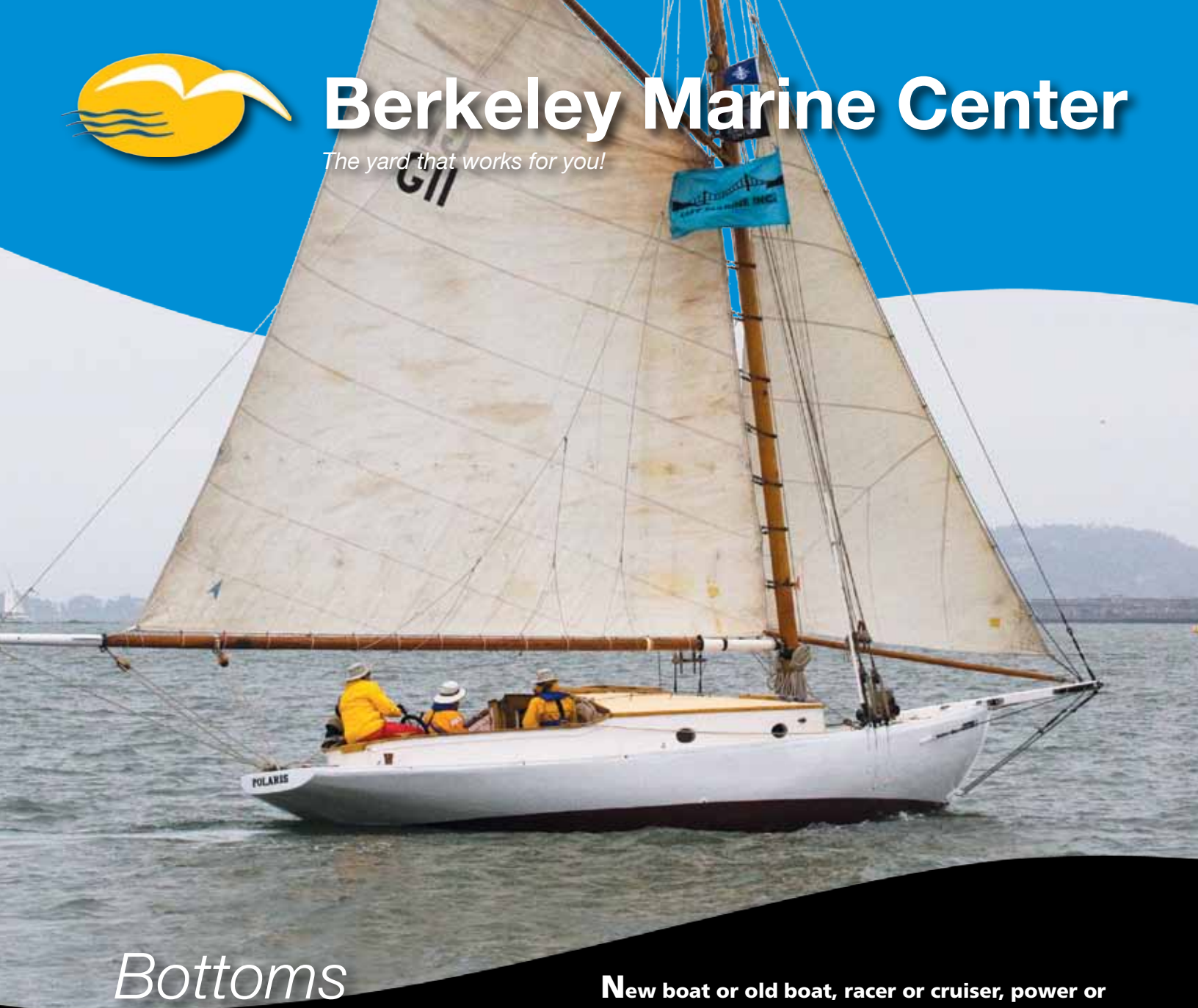
*I think they got the alias (Gloria) that you've been living under (Gloria)*

*But you really don't remember, was it something that they said?*



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## LETTERS

*All the voices in your head calling, Gloria?"  
Branigan died from an undiagnosed cerebral aneurysm in  
2004 at age aged 47. A pity.*

↑↓ **STICK THAT IN YOUR HORN**

You want classical? Try Mozart's horn concertos.

Mike Mellon  
Santa Cruz

*Mike — Thanks to you, we have. We're loving Mozart's Horn  
Concerto No. 4 in E Flat.*

↑↓ **PASSING INTO THE SUNSET WITH NO REGRETS**

I enjoyed your description of listening to Vivaldi's *Gloria in  
Excelsis Deo* in the morning, as well as Van Morrison's *Gloria*.  
You asked for sundowner music.

For what it's worth, it has been my practice on all of my  
recent passages to listen to *Ode to Joy* at dawn, and Samuel  
Barber's *Agnus Dei* (adagio for strings) at sunset. Find a good  
chorale version — it is sublime for sunset at sea.

I like to believe that the music makes me born again to  
each new day and its wonder, and allows me to pass into the  
darkness with the sun at sunset with no regrets.

Tim Palmatier  
Shoofly, Barnett 41  
Sausalito

↑↓ **TAKE THAT, JOHN, PAUL, GEORGE AND RINGO!**

Pachelbel's very restful and beautiful *Canon in D* has al-  
ways been a favorite. *Wikipedia* says Pachelbel's *Canon*  
was sampled frequently by pop groups in the 1990s for commercial  
hits such as the Pet Shop Boys cover of *Go West*, Coolio's *C  
U When U Get There* and Green Day's *Basket Case*.

Lorianna Kastrop  
Goose, Catalina 30  
South Beach Harbor, San Francisco

*Lorianna — Thanks to your recommendation — and that of  
many other readers — Canon in D is now in heavy rotation on  
our cat.*

*We suppose it shouldn't be a surprise that pop groups  
sample the heck out of classical music. Consider Procol Harum's  
Whiter Shade of Pale, an anthem of 1967 that has been the  
most played song in public in the U.K. in the last 75 years.  
A Whiter Shade's haunting instrumental melody comes from  
several Bach pieces, most notably Air on G String, which other  
readers have recommended, and which we're also enjoying.*

↑↓ **WATER MUSIC FOR ON-THE-WATER MUSIC**

Try Handel's *Water Music* (of course). When Tim and Karen  
Stapleton left for Mexico aboard their Islander 36 *Misfit* in the  
1980s, I gave them the cassette of *Water Music*. When Tim got  
back a year or two later, he said had been their favorite tape.

*Water Music* has an interesting history, as it was the result  
of Handel's ride down the Thames on the Royal Barge. He  
tried to compose music that would sound like the rise and  
fall of the tidal Thames. If you listen, I think you'll agree that  
he succeeded.

Handel's rousing *Music for the Royal Fireworks* is another  
great way to start the day. Mozart's *Jupiter* symphony will  
also get you going.

John Skoriak  
Sausalito

*John — Got them all. Lovin' them all.*

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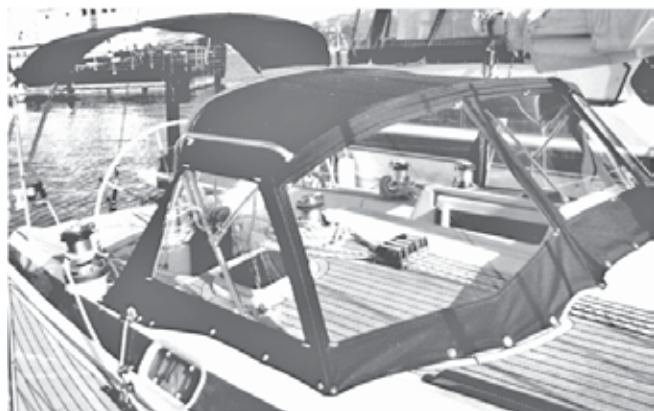
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## LETTERS

### ↑↓ WHAT A PILE OF SCHENGEN!

After reading the April 14 *Lectronic* about U.S. citizens having to leave Schengen Area countries for at least 90 days in every 180 days — making it difficult if not impossible to cruise the Med, as all the European countries bordering the Med are Schengen Area — I had to look to make sure you weren't publishing it on April 1. How silly does it get?

Jimmie Zinn  
Dry Martini, Morgan 38  
Richmond YC

WIKIPEDIA.ORG



**The new regulations would make cruising the Med extremely challenging. In yellow are Schengen Area members, and in pink, those that are legally bound to join.**

*Jimmie — We didn't believe it either when we first heard of it because it sounded so ridiculous. After all, what very large collection of countries, many with economies in recession, wouldn't want to make it easy for relatively affluent visitors to spend money, hire their workers, and generally contribute to their GDPs? We know that's the philosophy of the anti-gentrification crowd in Oakland, but at least most Eurocrats have recognized the folly of that thinking and are scrambling to review and modify the relevant parts of the treaty.*

### ↑↓ BETWEEN A ROCK AND A HARD PLACE

I was pondering on the Schengen Area issue and wonder if a visit to Gibraltar would satisfy the requirement of non-Schengen Area individuals having to leave Schengen Area countries for at least 90 out of 180 days?

Marc Bodian  
Averi, Bristol 35  
Boulder, CO

*Marc — Gibraltar is under British jurisdiction, and is not in the Schengen Area, which makes it seem as though it might be a loophole country. But how many cruisers would want to spend three months in a country that's only 2.3 square miles — or about 1/20th the size of San Francisco? Morocco, just eight miles across the Straits of Gibraltar, and absolutely a non-Schengen Area country, would seem like a much more attractive option. But remember, unless you're already in southwest Spain, it's a long way from Schengen Area countries to either Gibraltar or Morocco.*

### ↑↓ TAKE A HOLIDAY IN TURKEY

If you look at the European cruising problem, you'll note that Turkey is not included in the Schengen Area. And for a good reason. Half of Turkey currently lives in Germany. They emigrated after World War II as guest workers, and never left. As a result, guest workers from outside the Schengen Area, not just Turkey, have become a huge economic drain on those countries that provide free medical care and other social-support programs. Thus the 90-day visa limitation on Schengen Area countries is not much different from visa limitations on non-Schengen Area visitors to French Polynesia.

But there may be ways around it. Do a little research on your ancestry and you may discover that you're eligible for citizenship in an EU/Schengen Area country. Once you jump through the hoops, and they range from simple to substantial, you're golden.

Nick Salvador



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## LETTERS

*No Strings Attached*, Baltic 37  
Richmond

Nick — Turkey is always near or at the top of the list of countries for cruisers to go to when one's 90-day visa runs out in the Schengen Area. Most cruisers love Turkey. But depending on where in the Med you are at the time your 90 days run out, it might not be convenient at all.

"Half of Turkey lives in Germany." You're a little off there, as there are 75 million Turks in Turkey and only three to four million Turks — including those who haven't become German citizens — in Germany.

The Schengen Area isn't like French Polynesia at all. French Polynesia is very small, isolated, heavily subsidized by France, and has a population of just 275,000, and everything but coconuts and fish needs to be imported. The Schengen Area currently consists of 28 mostly self-sufficient countries, most of them contiguous and covering a massive area, and has a population of 400 million. It's also close to being the same as the European Union, which has the largest economy — bigger than those of the U.S. and China — in the world. We can see how it would make sense for French Polynesia to limit the length of visits by cruisers, but not for Schengen Area countries. Apparently Eurocrats agree with us, which is why the treaty may be modified in 2015.

### ↑↓ I WANT MY TV!

A reader asked about getting television on his sailboat. There are several popular satellite television systems on the market for that purpose. Since 1997 I've had a SeaTel gyro-stabilized dish — about \$6,500 installed — coupled with a Dish Network VIP211 receiver, and it's worked great. From Mexico to the Panama Canal, and throughout the Caribbean, you sign up with Dish Network, Puerto Rico, and change out the LNB in the receiver. That costs about \$100.

In the seven years I've had the system, we've had reliable TV to check local weather reports in 10-ft seas. There have only been a few places — the deeper fjords of Alaska — where we couldn't receive a signal.

Speaking of Alaska, it's a long way from the tropics, but the scenery is beyond spectacular. Yes, it's cool to downright cold, but you forget it pretty quickly because your jaw tends to drop closer to the cockpit sole as you round each bend going north. I strongly suggest that readers charter a boat in Canada and explore at least from the Gulf Islands to Princess Louisa Inlet — where you have to carefully time your arrival to avoid running the rapids. I could wax on for hours, but you have to see it to believe it!

Dick Drechsler  
*Last Resort*, Catalina 470  
Las Vegas

### ↑↓ ONBOARD TELEVISION HAS BECOME LIKE GPS

I used to have DirecTV at my dock, but when KVH came out with an antenna with a footprint of just 12 inches, I bought one. It's the same footprint as for my radar dome. The system doesn't use that much power, as it only takes 5 amps for the TV, DVR, and dish controller. The cost for DirecTV for North American service is an additional \$5 a month on an existing account. I'm sure most cruisers could find a friend and add the new service to an existing account.

I consider satellite television to be an emergency service in the event of a quake or other disaster — as do all of us who aren't out cruising.

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## LETTERS

chor is part of the fun. I found that the KVH/DirecTV system works where the new digital television does not — such as at Angel Island's Ayala Cove, Paradise Cove, and Clipper Cove, all of which are behind a hill. Being able to rent Pay Per View programming is nice, too.



JEFF BERMAN

'Perseverance's DirecTV antenna.

The installation pretty much consisted of adding a stainless support for the antenna at the back of my boat. This cost \$1,500. The KVH system was \$1,500 after the rebate.

Onboard television has sort of become like GPS for us. We could live without it, but it's just too much fun to go without.

Jeff Berman  
*Perseverance*, Catalina 36  
Alameda

### ↑↓ DECORATIVE DOMES

We have funded the last few years of part-time cruising — and our daughter's college education — as a professional yacht captain and chef, respectively. We ran a Westport 112 to Alaska in the summers for a family from Seattle. Want television on your boat? All you need is money to buy a satellite dome and a subscription to DirecTV. The quality is excellent and the signal is rarely affected — although a dome might look a little funny on a small cruising boat.

Unfortunately, we are currently working in Florida, but we're soon to return to the land of tranquility and cheap tacos.

Rob & Linda Jones  
*Cat'n About*, Gemini 3000  
La Paz

*Rob and Linda — According to the KVH website, they now have a 12.5-inch antenna "perfect for coastal cruising or sailboats," with coverage in "North America and Europe." That's a small footprint, but we presume there must be some trade-offs for having such a small antenna — or everybody would have them.*

*By the way, megayachts often have two or four giant domes on their masts, but oftentimes one of them has nothing in it. The second or fourth is to 'balance' the look of the yacht.*

### ↑↓ THE TAXMAN REACHES ACROSS THE PACIFIC

After paying last year's "unsecured property tax" on our boat, I submitted a letter to the Orange County Tax Assessor, asking to have my two boats — well, *Cherokee Rose* and her California-registered dinghy — removed from their tax roster. I included proof of her departure from Orange County. So I was surprised to get another tax bill this year, and called their office to see why. It turns out that you need to prove that your vessel has been out of Orange County for the year after you leave. Failing to do this, or failing to pay the tax bill on time, will result in a lien against your boat.

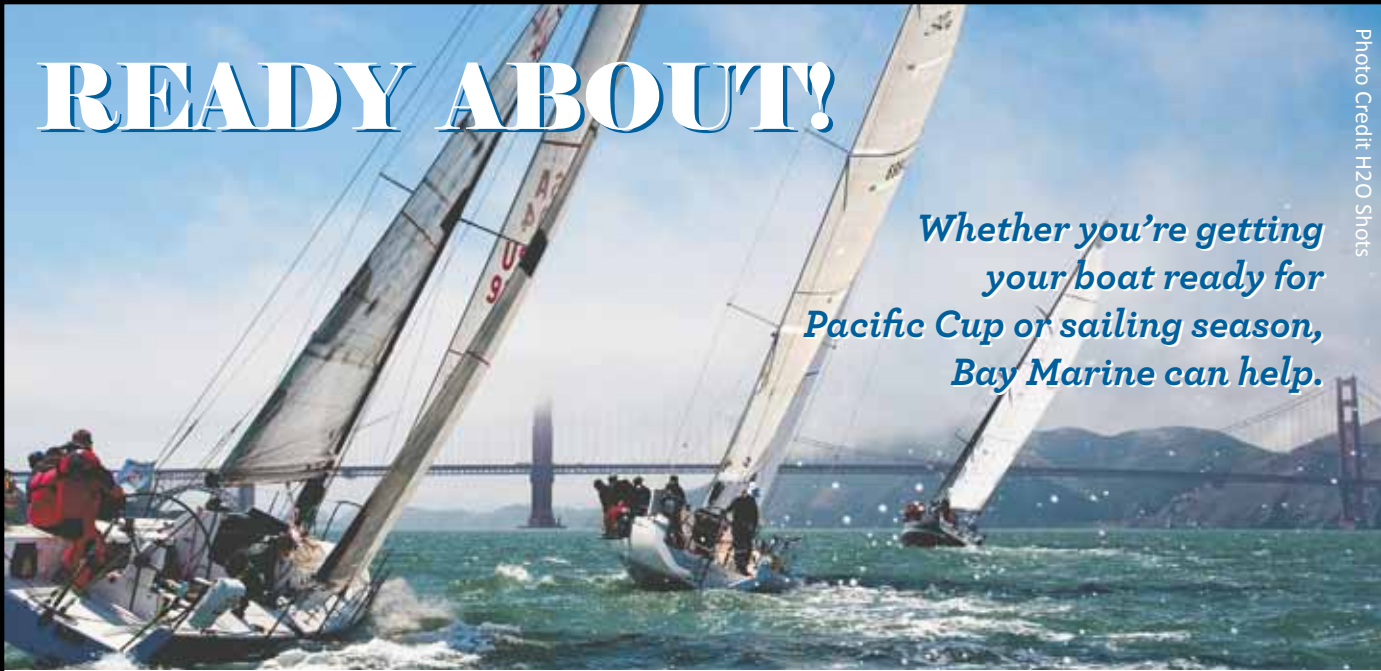
So keep all of those receipts for marinas, fuel, haulouts/repairs, port fees and such. I have all of these, so I sure hope I don't hear from the taxman next year. Stay tuned.

Michael Moyer  
*Cherokee Rose*, Alajuela 48  
Newport Beach / Currently in the Marshall Islands

*Michael — It's borderline government harassment such as this that encourages many California-based cruisers to establish residency in other states, such as Florida, before taking off.*

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## LETTERS

### ↑↓AN ELECTRIC FUEL PUMP IS EVEN BETTER

I should add one thing to Tony Deluca's April issue suggestion of using a squeeze bulb to prime a diesel engine when necessary. If the fuel level is below the fuel pump on the engine, a vacuum can be drawn from lifting the fuel, causing the bulb to collapse. This would block the fuel and cause the engine to die. By the time you got the floorboards up, the bulb would have expanded, concealing the cause of the problem. This happened to me 41 years ago, so I installed a 12-volt fuel pump in the line for priming and transferring fuel. Since then I've had no problems.

A second comment. One of the causes of engine overheating is that sometimes air will collect and remain at a high point in the raw water intake, resulting in a restricted flow of cooling water. A bleeder valve should be installed at any high point in the line.

Ernie Copp  
Orient Star, Cheoy Lee Offshore 50  
Long Beach

### ↑↓DIPPING INTO THE BUCKET

We are part of a high-end hospitality/culinary service, and we want to explore the possibility of serving the clientele at the St. Barth Bucket in 2015. We would appreciate any information regarding the race, island, accommodations, villas and so forth.

Renee Randolph & chef John Myers  
Aquatic Culture, San Rafael

*Renee and John — The Bucket is a very high-end event that is served by a number of well-established yacht concierge and hospitality services, most of which are based out of St. Barth and Newport, Rhode Island. It's a niche market where most providers have known and dealt with their clients for years. Indeed, many times the businesses have been started by wives of captains. So in addition to having a built-in clientele, they know many of the other captains and boat owners. Also, they are good friends with many of the owners of restaurants, villas, and other providers on the tiny island. In our opinion, it would be difficult for a West Coast outfit to break in, particularly if you weren't fluent in French and didn't have an intimate knowledge of the island's very limited resources and the very subjective needs of superyacht owners.*

*You can find out everything about the Bucket online, starting with the Bucket website at [www.bucketregattas.com/stbarths](http://www.bucketregattas.com/stbarths).*

### ↑↓IT WAS ONLY A MATTER OF TIME

I read the April 4 'Lectronic piece about a man 'casting' for a reality television show based on cruising and starting with the Baja Ha-Ha. I'm not surprised, as it was only a matter of time before something like that was proposed.

I completely agree with *Latitude's* opinion, which is that cruising and reality television should not cross paths, so I was surprised that there might be filming during the Ha-Ha.

*Latitude* is savvy enough to know that reality television has nothing to do with reality. I know plenty of people who have worked on such shows and, generally speaking, the shows are scripted, set up, or manipulated, or the drama is created in post-production. They don't have much in common with what really happens. When it comes to sailing — and television — most of the world is a bit clueless and will believe whatever they are shown.

I know that filming a reality television show would bring a lot of publicity to the Ha-Ha, but you might think about how

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## LETTERS

it would change the event for those not participating in the show. Cameras following people around change our experience of life. You've seen it at all kinds of events, where recording the scene becomes more important than living it. Sure, we all like photos and the occasional video, but that's different from a whole show.

I hope you'll give some thought to whether you'll let a professional crew use the Ha-Ha this way. It won't stem the tide of reality television, but at least it won't ruin the Ha-Ha experience for the other participants.

We're still in Thailand and still working on the boat. I wouldn't recommend doing a major refit here, but more on that when we're finished, hopefully in June.

Bruce Balan  
Migration, Cross 45  
Thailand

*Bruce — We appreciate your concerns, but aren't too worried. In the first place, we suspect the concept is still 'in development', as they say in Hollyweird, which means the chances of its actually happening are slim. We don't think television people have any idea of how difficult it would be to video such a show, and how expensive it would be to do it even half-assed. For starters, the space on small boats is confined even without the addition of a cameraman.*

*As you can imagine, this is about the 100th time we've heard somebody saying they were going to do a reality television show having something to do with boats. There is a reality show about crews working on megayachts, featuring a guy who had done the Ha-Ha, but it can't compete with the Real Housewife Hookers of Reno, or whatever is hot these days.*

*Anyway, we'll see how things go before we get too concerned. If it turns out the project actually gets funded, we'll set up guidelines — right after we get a facelift and new teeth, sign up for acting lessons, and get an agent.*

### ↑↓ **THEY MAKE IT SEEM LIKE LESS OF A CHALLENGE**

I sent the following letter to Mark Fife, who proposes to do a reality television show on cruising:

In my humble opinion, we already have an ever-increasing number of people who, because of their inexperience with the basics of seamanship, put others in danger because they need rescuing. As I'm sure you're aware, a few years ago a racing crew on the West Coast hit an island because they'd been on autopilot using GPS input and not maintaining a proper watch. They all died. I think these developments are due to overly dependent reliance on electronic navigation, global communication capabilities for *mayday* calls, and ready access to current weather forecasts at sea — all of which make cruising seem to be a less formidable challenge.

For example, all onboard electronics could be fried by a single strike of lightning. If you didn't know celestial navigation, and didn't have a sextant and paper navigation charts on board, you'd be screwed. As a result, I don't think the public at large should be seduced into thinking that cruising is like a walk in the park, and thus decide to try it for themselves just because they might have enough money for a boat.

By the way, new boat designs are not nearly as seaworthy as the more traditional designs, because design considerations have moved away from safety and toward more space for amenities and comfort.

If your television series emphasized the bad and the ugly more than the good, you'd be doing a service to the non-sailing members of the public. It would test their resolve to pursue the lifestyle. However, what are the chances that you end up





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## LETTERS

filming a boat during extreme weather and other life-or-death emergencies — unless you stay with a boat that's attempting a circumnavigation for the first time?

Ronald Swirsky  
Sacramento

*Roland — You say you worry about people not familiar with seamanship putting others in danger because they need help, and you cite the case of the boat that hit one of the Coronado Islands during the Ensenada Race, killing all aboard. That incident doesn't support your argument at all, as those who died were all experienced sailors, and the skipper had previously won his division in a previous Ensenada Race. Nor would the Low Speed Chase tragedy at the Farallones support your argument. While we can't be sure in the case of the Ensenada Race boat, it would appear both of those tragedies were caused by experienced — not inexperienced — crews not being vigilant enough.*

*You claim that "you're screwed" if you suddenly lose your electronic navigation. That's ridiculous. You might have trouble if you were caught in the fog in the reefy areas around Nantucket or at night in the Tuamotus, but on the West Coast and Mexico your safety shouldn't be compromised at all. After all, everyone should know that deep water and safety are to the west. Even if lightning made a direct hit on your compass, you know where west is because that's where the sun sets. Land, and potential danger, is to the east, where the sun comes up. And who doesn't know how to find north? The first time we raced to Mexico we relied entirely on dead reckoning, even when working the eastern shore of Baja on the way to La Paz.*

*You know when you're really screwed? When you're trying to navigate with sextant and it's cloudy or foggy, and has been for days.*

*New boats not as seaworthy as older ones? Perhaps in the case of some extreme sportboats, but not in general, at least in our opinion. Newer boats benefit from better design and construction techniques, and better materials. After all, an unnecessarily heavy boat built with inch-thick fiberglass hulls is actually less safe than one with a half-inch-thick hull if all that's needed is a half-inch.*

*It seems to us that the only way to become a safe and competent cruiser is by doing it. Sailing isn't and never will be for everyone, but we know many smart people who have gone from zero to considerable offshore competency in a matter of months.*

### ↑↓ **GLAD TO HEAR HE MADE IT BACK SAFELY**

Having heard about John Hards fleeing from Nuevo Vallarta with his sailboat because Mexican authorities wanted to seize his boat as a result of a Mexican bureaucrat screwing up the expiration date on his Temporary Import Permit, we're delighted to learn that he and his cat made it safely to San Diego. If there is something we could do to help him, we'd like to, so please send him our email address.

As for ourselves, we can't wait for the end of October to start Baja Ha-Ha XX

Mike & Kimber Hamilton  
Freebird, Jeanneau 43  
San Diego

*Readers — There is more about Hards' situation and escape back to the United States elsewhere in this issue.*

### ↑↓ **FREE AT LAST! OUR EMBARGO STORY**

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## LETTERS

doing some spring cleaning, our captain Rod and crew sailed our Dashew 64 FPB motoryacht *Avatar* 70 miles south to Ensenada for a bottom job. That project went well, and in a few days *Avatar* was ready to return to San Diego to prepare for our next cruising adventure. That's when things literally went south.

On November 26, AGACE, a Mexican federal taxation agency equivalent to our IRS, raided eight marinas across Mexico, including Marina Coral, where *Avatar* was at the time. The inspectors were accompanied by three truckloads of heavily armed Marines. They seized 47 boats in our marina, *Avatar* included, and a total of 338 across Mexico. They placed them under 'precautionary embargo' while they supposedly investigated whether the boats had the appropriate documentation to be in Mexico, and whether the claimed owners were the real owners. All that's required are the normal boat documents and a \$50 Temporary Import Permit that is good for 10 years.

*Avatar's* 'problem' was that the AGACE inspectors could not find her HIN (hull identification number). Please take a look at the accompanying photo, and you'll see that *Avatar's* HIN number was engraved in the hull, right where it's supposed to



CAROL PARKER

*'Avatar's HIN was exactly where it was supposed to be.'*

be on the transom. We also had our boat documentation number — correct size and location — engraved in the inside of the boat.

Not only could the inspectors not find the HIN number, they didn't bother to ask to be shown it. *Avatar's* captain was present and available to show it to them. Marina Coral management and attorneys spent months hustling between Ensenada,

Tijuana, and Mexico City trying to sort out our situation, but to no avail. Their own businesses were also suffering from the negative publicity.

On our behalf, I started contacting Arizona's senators, the U.S. Consulate in Tijuana, our insurance company, and attorneys on both sides of the border.

Meanwhile, our cruising plans came to a grinding halt. Not only would we not enjoy an idyllic February trip down the coast of Baja this year, visiting the gray whales en route to Panama, now we never will. Because of what became a four-month nightmare, we will never consider cruising — or spend any money — in Mexico again.

In February, word started trickling in that some boats were being "liberated." But somehow *Avatar* and the other embargoed boats in Ensenada wound up at the bottom of the list, and remained embargoed. We were told AGACE was simply following a "procedure." A better description might be called 'saving face'.

Finally, almost four months to the day after our boat was impounded, we received documents affirming that we: 1) Had entered Mexico legally. 2) Had been in Mexico legally the whole time. And, 3) Were the legitimate owners of our own boat! The release document, releasing not only *Avatar*, but almost all the other boats still impounded in Ensenada, is more than 100 pages long. We're on page 95!

Our original cruising plans for 2014 were to head to the East Coast from San Diego via the Canal. My husband Mike and I planned a spring/summer of leisurely cruising up the Intracoastal Waterway from Florida to the Chesapeake, with



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## LETTERS

opportunities to entertain the grandkids onboard, now that *Avatar* was no longer thousands of miles away in the South Pacific.

Our having lost four months to the blundering of the Mexican government, the entire schedule was thrown into disarray, as it would now force us to head south at the onset of hurricane season. We are still reconsidering our options, but for now it looks as if the Pacific Northwest is in our sights for this summer's cruising, and any trips to the East Coast are delayed by at least a year.

To be fair, this entire unpleasant episode could have been worse. At least our crew was allowed to stay aboard *Avatar* and maintain her, and they were free to come and go. Our worst fear — that our boat would be permanently forfeited to the Mexican government — turned out to be unfounded. We did, however, spend many sleepless nights during the first few months worrying about the possibility. And we didn't have to pay any money to the Mexican government. There were no fines, levies, or hands extended for bribes. The attorneys we consulted declined to charge a fee, both saying they were doing the other a favor.

Lastly, Ensenada is a reasonably pleasant place to spend the winter months, as our Rod compared his detention there to being 'locked in a golden cage'.

Carol Parker  
*Avatar*, Dashew 64  
Tucson, Arizona

*Readers — For us, there are two big takeaways from Carol's letter: First, the tunnel-visioned SAT/AGACE bureaucrats, and those higher up in government who oversee them, have no clue how destructive it's been to Mexico to impound foreign-owned boats for up to four months in order to confirm that they were in the country legally, and that those named on the boat document were indeed the owners.*

*Second, the fact is that nobody in the Mexican government was looking for money. "We didn't have to pay any money to the Mexican government," wrote Parker. "There were no fines, levies, or hands extended for bribes." Latitude's Profligate was similarly impounded for several months and, as was the case with the Parkers, there was never a suggestion of any bogus fines or hands out for bribes. As such, the allegations that the whole business was a PRI-inspired scam to get money from foreigners carries little weight.*

*It's true that a few boats were fined, but in all the cases we're aware of, it's been because a boatowner's TIP was out of date or because some Mexican bureaucrat made some kind of mistake on the paperwork. AGACE/SAT didn't create fines out of thin air.*

### ↑↓IT WASN'T A REAL BULLET YOU DODGED

While out at Isla Espiritu Santo, one of the great islands not 25 miles from La Paz, we got a text from someone at Marina Cortez, the marina that we'd been staying in. They informed us that "inspections" were going to take place the following day. We were very happy not to have had our sailboat in her berth at the time the inspectors arrived because, although our documents were all in order when we sailed to Mexico in the fall, our Coast Guard document had expired on January 31. And we had forgotten to bring the new one down with us on our last trip.

Please let readers know that Mexico's 'inspections' are not necessarily over, and to be aware of any expiring documents. I feel we may have dodged a bullet, so to speak.

P.S. Please withhold our boat name out of concern that

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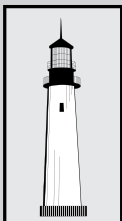
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**LETTERS**

she will be inspected.

Susan  
La Paz

*Susan — You're obviously concerned about 'inspections'/'audits' as conducted by AGACE last November. Given what has transpired, we don't blame you for being a little jumpy. But since AGACE hasn't done an 'audit' of boats since November, we doubt that's what happened. So we contacted Marina Cortez Harbormaster J. Eduardo Corona Arballo to get the story:*

*"Our marina had a check-up from API (Integrated Port Administration), one of the government authorities that regulate all marina concessions in La Paz. It was not a check-up by AGACE, a sub-agency of SAT (the Mexican IRS), the one that caused foreign boatowners so much trouble.*

*"I don't believe AGACE is conducting any more 'audits', thanks in part to pressure from Mexico's Tourism Department and the Mexican Marina Owners Association. In any event, we are prepared for any visit AGACE might pay us at any time. Since their foolish operation started, marina owners have been in touch with the owners of marinas that were visited by AGACE to find out how they were treated, what documents were wanted, and unusual situations and special requests — all so we and our clients could be prepared. In some cases I have sent my clients to get new TIPs so all the information — such as engine serial numbers — is up to date. In addition, we have print-outs of HINs on a piece of paper or tape. I have all those prints on file.*

*"While our check-up with the API went fine, they are entitled to do additional ones whenever they wish. But their job is checking installations of things in our marina to make sure we comply with conditions of our permits and concessions, not the paperwork of boats."*

*One of the things that gives Latitude a measure of confidence in taking our boat south to Mexico again in the fall is the fact that the marinas have been through this before, and have communicated with each other to find out everything possible that AGACE might want. They are as prepared as they can be, because they all know how much money the fiasco has cost them.*

**⚡WE'RE NOT AFRAID**

I just read March 26 *'Lectronic* about people unsure about cruising Mexico this upcoming season, and wanted to let you know that we are Bashing our Catalina 42 *Flibbertigibbet* back to Discovery Bay from Mexico. Why? To have her in California in anticipation of doing the Baja Ha-Ha XXI. We've even talked some of our friends into sailing their boats in the Ha-Ha! See you in October.

Jim & Betty Adams  
*Flibbertigibbet*, Catalina 42  
Discovery Bay

*Jim and Betty — While we can't guarantee that the Mexican government won't make more blunders in the future, we doubt it. Which is why we'll be heading south again in the fall after we bring Profligate up from Puerto Vallarta.*

*We think the key to avoiding problems will be to have all the possible paperwork onboard, with copies in the marina offices, and make sure every number and spelling on every document is correct. The problem is Mexico doesn't make it clear what documents they want, as at times officials want to see documents that aren't even required, such as marina-created Arribos. Plus, Mexican agencies have a history of losing docu-*



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## LETTERS

ments emailed to them. Prior to the start of the Ha-Ha, we will be providing everyone with what we believe is a definitive list of required documents as well as those that are merely suggested by marina owners.

### ↑↓ CAUTIOUSLY OPTIMISTIC

My husband Josh and I did our first Baja Ha-Ha in October, and we absolutely loved it! We've been looking for a cruising sailboat for a couple of years, and after our great Ha-Ha experience the stars aligned and we are now under contract to buy a Voyager 500 catamaran. It's so exciting!

We need to sail the cat out of Florida. As we live in San Diego, we hoped to berth her in Ensenada until October, then start our cruising life with the 2014 Ha-Ha. Yet we are very concerned about the impounding issues in Mexico. What are your thoughts on the safety of keeping our boat in Ensenada, and more importantly, on being able to take her out of Mexico when we want to?

The information you've provided on what has happened in Mexico has been amazing, and we are grateful for it.

We will need to leave Florida ASAP if we are to go to Ensenada. If we don't make a window to get up there, we will leave our cat back east and cruise the eastern seaboard this summer.

Suzee & Josh Lippitt  
San Diego

*Suzee and Josh — Congratulations on what is likely to be your new cat, and thank you for the kind words.*

*Our gut feeling is that Mexico realizes that the AGACE audits were a monumental blunder, but refuses to apologize for it because they don't want to lose face. In this regard, they are like the United States government — and all other governments. But given the tremendously self-destructive fiasco, we're cautiously confident they won't do it again, at least in such a screwed-up way.*

*As we've said before, it's incumbent upon the Mexican government to clarify the rules and regulations, and reassure owners of foreign boats that there will be no problems if they follow those rules. They have not done a good job of this to date.*

### ↑↓ SLIPPING THROUGH THE CRACKS

Before we left on our last cruise, which started with the 2011 Ha-Ha, I built a very cool 18-ft carbon and fiberglass sportboat. Think Viper, Open 5.70, J/70, etc. It was a pretty straightforward build, which got me to thinking that it would be a great project for high school kids. They could spend a year building the boat with their mates, then race against the other boats in the spring.

Students would learn composites fabrication, woodworking, hydro and aeronautical engineering, sailing, fundraising and business management, social media, teambuilding and community spirit — and have a great time doing it.

This project would ideally involve approximately 10 students, and require no more than one school year to complete. The build takes approximately 800 man hours. It would also require the support of one faculty/staff point person from each campus to coordinate and oversee the project on site. Each school could decide if they wanted to offer this as a regular class or an after-school project. The project would also require an indoor shop space of no less than 20 x 30 feet and a collection of basic hand and power tools.

The boats can be built for under \$10,000. I spent \$6,000 using some second-hand components, such as rig and sails.

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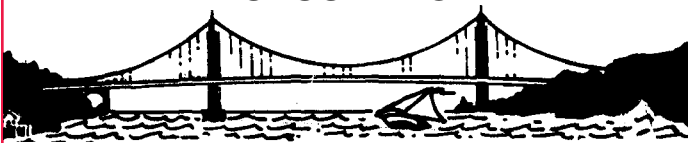
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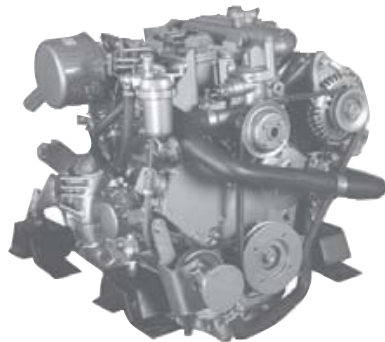
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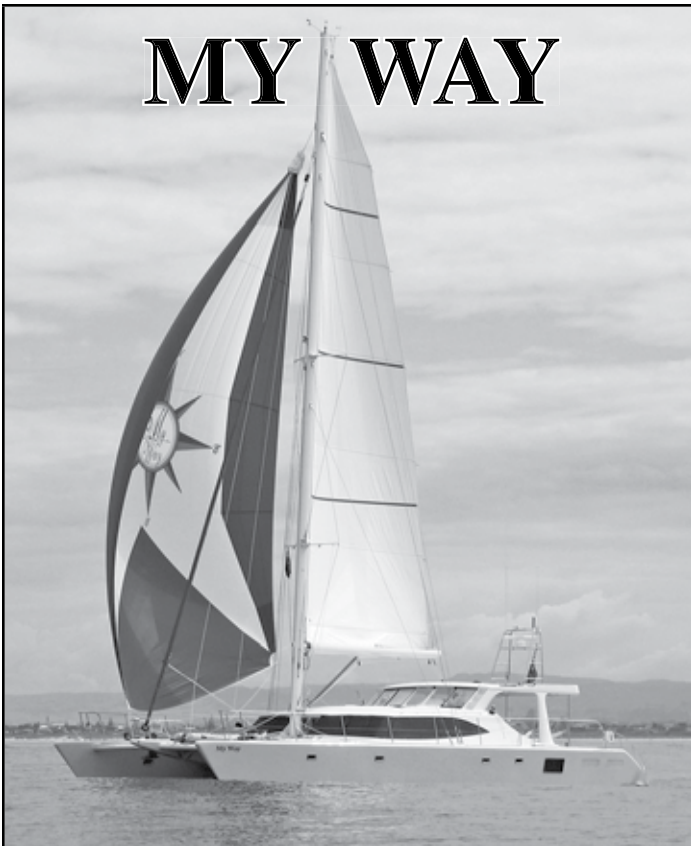
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## LETTERS

Each student should be prepared to raise or contribute \$100/month. Keep in mind that at the end of the project, the team has a finished race boat that can be sold/auctioned off to reimburse contributions or used to fund the next year's build.



BEN DOOLITTLE

**Ben spent \$6,000 building his little sportboat.**

Depending on the quality of the build, the finished race boat would be a modern design that should be marketable.

Over the course of the build, I would be available to assist not only with design and build questions, but also to teach the students how to sail. I think the greatest potential benefit is for the 'slip between the cracks' student who is likely not college-tracked, but also not raising any red flags with poor performance or behavior issues. This student can acquire some very valuable real-life skills that can carry him/her into the workforce after high school.

I'm trying to do this in my home area of Sacramento, but thought I would throw it out there to see if anyone in the Bay Area has any interest in getting this project going in a school near them.

I can be reached at [bendoolittle@hotmail.com](mailto:bendoolittle@hotmail.com).

Ben Doolittle  
Sacramento

*Ben — We apologize for being somewhat facetious, but you might try the Sausalito Marin City School District, which the San Francisco Chronicle reports spends \$30,000 per year per student — or about three to four times the average in California. The student scores are still dismal, demonstrating once again that throwing money at educational problems is rarely a solution. The person to talk to would be Steve Van Zant, who as superintendent of the one-school, 150-student school district, gets paid \$165,000 plus benefits a year. And that's for working just three days a week. Is this a great country or what?*

### ↑↓ THE BEST THINGS IN LIFE ARE FREE?

I just read the April issue letter about "the annoying buzz" of the author's Monitor timer — timers such as have been a part of the annual Baja Ha-Ha swag for years. The comment made me laugh out loud!

When we got a new Monitor windvane for *Catch The Wind* in 2006 — to replace the one Sam finished installing at sea during the 1980 Singlehanded TransPac — we got one of those little timers as a complimentary gift. While we were cruising around in the Sea of Cortez a few years ago, we used that timer to remind us to check the refrigerator temp, to time cooking food, and to do so many other things. The timer had a magnet, so it conveniently stuck on the side of the radar.

We returned to the Bay Area in October 2009, and moved into our Antioch home in January 2010. When we did, Sam bought a fancy new timer for the house. But it never worked correctly. Just a few months ago, I tossed that timer in my grandson's gadget drawer. On our next trip to the boat, I grabbed the Monitor timer off the radar, brought it home, changed the battery — and found that it still works great!

We sold the Monitor windvane last year because we don't need it sailing around the Delta, but we've kept the Monitor timer.

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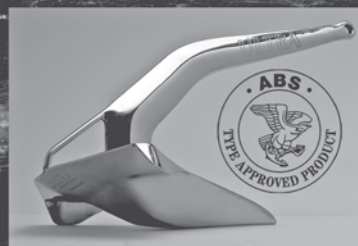
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# LETTERS

Susie Wilson Crabtree  
*Catch The Wind*, Cal 39  
 Pittsburg

## ↑↓WANT TO CREW ON THE HA-HA

I've been planning on doing some sailing for the last couple of years, but didn't have the chance. Having just graduated from college, I finally have the freedom to commit. As such, I can't explain how eager I am to make this fall's Baja Ha-Ha my first voyage. All I need is a berth on a boat. I'm an athletic, outgoing, enthusiastic guy of 24.

I'm writing to ask for the best way to land a berth on a boat, as I have very little sailing experience. Could you share your wisdom? Where can I make the best contacts, and what training or certification is required?

Mitch Kautza  
 Colorado Springs, CO

*Mitch — While you don't need any certification or specific training to crew on the Ha-Ha, the first thing we'd suggest for your safety and sailing pleasure is some basic sailing experience. We suggest a two-pronged approach to that end. The first is to get in some small-boat experience — an 8-ft El Toro in protected waters would be perfect — where you're the skipper.*

LATITUDE / RICHARD



*There's no better way to learn the basics of sailing than by doing, and small boats talk back to you more clearly than big ones. If you find yourself anywhere near Oakland's Lake Merritt, they have small boats you can rent inexpensively. There are similar programs near most bodies of water.*

*You should also get experience on larger boats. Check out the 'Looking For Crew' section in Latitude and on our online Crew List. Ideally you could find somebody who is looking for weekday evening Beer Can crew, as 'nothing too serious' racing will make you a better sailor faster than anything.*

*The three best ways to get a berth on the Ha-Ha are: 1) Attend the Ha-Ha Crew List Party at Encinal YC on September 10; 2) Sign up for the Ha-Ha Crew List at [www.latitude38.com](http://www.latitude38.com); And 3) take out a Classy Classified to announce your interest and availability.*

*Good luck!*

## ↑↓HATERS GONNA HATE

Please, please tell the Tom Coulombes of the world — he told you to "Stop ass-kissing Mexico. I bet you're the only ones with an impounded boat who keeps saying how great that shithole country is right now." — to stay home, where they belong. Coulombe should count the letters sent to you by cruisers who are positive about Mexico — and pretty much every other country — versus the negative. Of course, he'd probably just say that *Latitude* only prints the positive.

Mac and I are fine and 9/10ths retired. We are so happy to have our son Neil doing all the important work at Marina de La Paz, and doing it well.

Mary Shroyer  
 Marina de La Paz

*Mary — We don't know how Mexico haters come to grips with the fact that so many cruisers — and others — love Mexico, and thus in many cases stay for years longer than they'd*

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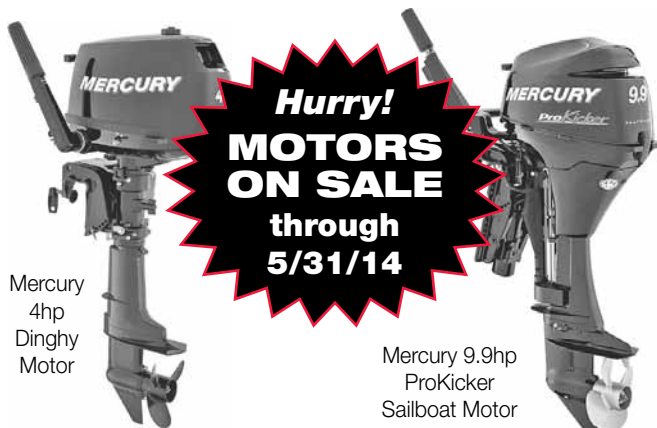
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## LETTERS

anticipated. As the AGACE fiasco demonstrated, Mexico isn't perfect, but it's still the most popular country with U.S. emigrants. Here are the top five: 1) Mexico, 510,000; 2) Canada, 310,000; 3) Puerto Rico, 210,000; 4) United Kingdom, 190,000; 5) Germany, 120,000.

'Emigrants' are not to be confused with the number of American citizens living in Mexico at any given time. Nobody seems to know for sure, but the general estimates are between 600,000 and 1,000,000.

### ↑↓ PREPARING OUR CHILDREN TO BE ADAPTERS

Latitude asked readers for opinions on whether parents, such as Eric and Charlotte Kaufman of the Hans Christian 36 *Rebel Heart*, should go bluewater cruising with children



The Riley family circumnavigated in 'Beau Soleil' after circumnavigating in a Columbia 24.

as young as the couple's one- and three-year-old daughters. Many years ago my wife Karen and I circumnavigated on an engineless Columbia 24, and in the process our son Falcon was born in Malta. Mind you, this was after his pregnant mother and I fought the strong headwinds of the Red

Sea.

We left Malta after just 10 days, as it was getting cold. We cruised the Med, the Atlantic and the Caribbean, and then transited the Canal when Falcon was 14 months old. We continued on to Hawaii, where we sold the boat, bought a bigger boat, and did another circumnavigation with our still-young son.

Did we do something bad? Were we irresponsible? I don't think so. We and hundreds like us sail(ed) around the world's oceans without calling out for any help. Cruisers do it while home-schooling their children, and while teaching their children personal responsibility — a lesson seldom learned by their shore-born brethren. Growing up cruising gives kids a chance to grow exponentially more than in the structured environments on land.

The truth is that parents who raise kids on boats are not the irresponsible ones; the irresponsible parents are those who raise their kids on land. You farm your children off to inadequate schools, you let them waste their childhood playing video games, and you teach them that good enough is a job well done. Those who sail with their children think differently. We're preparing our children for a new and different world. To be survivors, yes, but more importantly, to be adapters.

If anyone is interested in what became of Falcon, they can buy *The Education of Falcon* on Amazon. It might open their eyes.

Mike Riley  
Beau Soleil, Dickerson 41  
Coronado / Whangarei

Readers — We'll have more on the Riley family in the June issue. They have been cruising nonstop for decades on about \$500 a month. "I don't know how most cruisers spend so much

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## LETTERS

money," says Mike.

### ↑↓ CRUISING IS A WONDERFUL EDUCATION

I think raising one's family on a boat is one of the best educations children can be given. They grow up 'color blind', they learn how different cultures live, and most likely their



REBEL HEART

**The Kaufman family — Eric, Charlotte, Cora, 3, and Lyra, 1 — were rescued from their boat during the Puddle Jump.**

home-study courses provide them with a better education than they would receive in most public schools. Many of the cruising children I've met along the way don't even realize their lives are uniquely different from those of most children. I wish I could have been raised aboard a boat

traveling the world!

I wish little Lyra a speedy recovery, and I hope the Kaufman family is able to acquire another boat and resume their journey soon.

Shelly B.  
Long Beach

*Readers — It should be noted that we asked for responses to the Kaufman situation before we reported on another boat, the Open 50 Anasazi Girl, having trouble with young children aboard. The parents, James Burwick and Somira Sao, were sailing from New Zealand and attempting to round Cape Horn with three children — Tormetina, 5, Raivo, 3, and baby Pearl, 1 — aboard. Their boat was dismantled when she was too far out for an air rescue. They were picked up by a Chilean Navy ship, in what was described as a very difficult rescue. Unlike the U.S. Coast Guard, the Chilean Navy towed Anasazi Girl to port. We have a feeling that some of the sailors who support what the Kaufmans were doing would not have supported what Burwick and Sao were trying to do.*

### ↑↓ TALK ABOUT IRRESPONSIBLE PARENTING

I've been reading that some of the critics of the Kaufman family have suggested that taking an infant offshore is so reckless that their children should be taken away from them. Good idea! And that they should pay for their rescue. Every penny of it!

Then there was a piece on National Public Radio this morning reporting how increasing numbers of educated middle-class people in places such as Marin County are not having their children vaccinated for such potentially fatal diseases as measles and whooping cough. In fact, some preschools in Marin have vaccination rates of less than 50%. The parents risk not only the lives of their own children, but the lives of all the other children in the school and in the neighborhood. At least the Kaufmans were only risking their own children.

But given the low vaccination rates, isn't it clearly reckless to raise children in places like Marin County? In fact, it's been pointed out that the risk of your children's catching a serious disease avoidable by vaccination is inversely proportional to the distance to the nearest Whole Foods. Certainly children should be removed from any family reckless enough to live within 10 miles of a Whole Foods or a Trader Joe's.

As for the economics of it all, when a measles or whooping cough epidemic occurs — and they are occurring with

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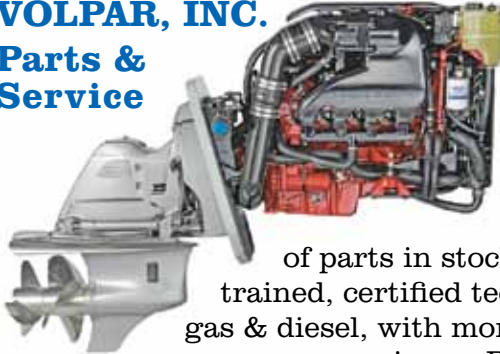
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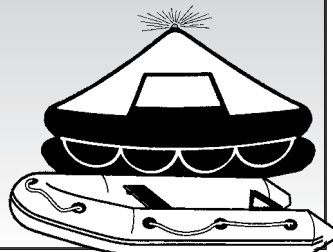
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## LETTERS

increasing frequency — the cost to the public health system is about \$10,000 per child. Certainly this cost should be passed directly to those who do not vaccinate.

I have sailed the same offshore waters as the Kaufmans aboard my 35-ft cutter. Tradewind sailing is not particularly dangerous in itself, but you have to seriously face the fact that it may well take you three weeks to get to medical care. I personally would not take small children on such a voyage, but I defend the rights of parents to make these decisions for their families.

Alan Westhagen  
Norwegian Steam, Jason 34  
Seattle, WA

Alan — We'd like to know where you came up with data supporting anti-vaccination rates being so high near Whole Foods stores. We don't necessarily doubt it, but we suspect it's another one of those phony 'facts', such as Superbowl Sunday being the day with the greatest number of cases of domestic violence.

It's a little off the subject, but in case anybody has been getting on the anti-vax train along with the likes of self-styled celebrity medical experts Jenny McCarthy, former MTV bimbo and Playmate of the Year, and Kristin Cavallari Cutler, reality television star and wife of a Chicago Bears quarterback, they should check out Penn & Teller's vaccine episode of Bullshit! It's a hilarious but educational depiction of the risk to your child and society of going anti-vax.

### ↑↓DON'T WASTE OXYGEN TRYING TO EXPLAIN

Embarking on the trip of a lifetime aboard a properly equipped boat with a well-prepared crew — which I understand was the case with the Kaufmans and *Rebel Heart* — is hardly more hazardous than raising a child in Chicago, Detroit, or Washington, D.C. And let's not even talk about the more than 40,000 people that die on our nation's streets and highways in automobiles. I hope the Kaufmans can get another boat, throw off the lines, and take their children on the trip that they will be telling their grandchildren about. They cannot expect those who don't have a dream to understand, so they shouldn't waste the oxygen trying.

Howard L. Ward  
Notre Reve, Island Packet 40  
Chandler, AZ

### ↑↓MAKE 'EM PAY

Although we've now lived on a motor yacht for 15 years, we were originally sailors, so we understand how compelling it can be to make a boat your home. However, we think it was completely irresponsible of the Kaufmans to take their young daughters on this trip, especially on a sailboat of that size. If you need an ambulance while on land, you will most definitely be charged, so they should have to pay at least a portion of the excessive cost of their rescue.

Julie & Chris James  
Alameda

### ↑↓KEEPING OUR KIDS SAFE FROM REPUBLICANS

I've known half a dozen families over the past 40 years who have taken long voyages or lived on the water, my family being one of them. This is the first time I've heard of a rescue at sea of one of them. The families have always benefited from the experience.

As a single dad living on a boat with my two sons, I've found that my harshest critics have been childless women



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## LETTERS

burdened with unrealistic notions of child rearing. If the nay-sayers want to keep children safe from harm, the best advice I can give them is to give up the automobile, lock themselves in a room, cover their heads, and pray that there will be no intruders, fires, earthquakes, tsunamis or Republicans in office.

Michael Childs  
*Sparrow*, 30-ft Seychelles gaff ketch  
Wilmington

### IT'S SHAMEFUL

After first reading about the Kaufmans' plight on CNN, I was floored by the vitriol being thrown at these poor people — and not just in the comments to CNN and other media outlets, but also to their own blog and Facebook page.

As former cruisers aboard our Tayana 42 *Compañia* in the 2001 Ha-Ha, my husband and I met many wonderful cruising families with children of all ages, including very small ones. Most all of these kids seemed very well-adjusted, happy, and having the time of their lives. Furthermore, many of them seemed to have very well-developed social skills for their age, and were unusually at ease around adults.

Is a one-year-old too young to be taken on a Pacific passage? Perhaps, but I'm sure little Lyra isn't the first. The Kaufmans had a well-found boat and seemed no worse-prepared than any of the other cruising families we met, many of whom made successful crossings of their own. As an experienced sailor, I'm reserving judgment. I only wish the hundreds of trolls out there, who don't know a sheet from a sail, would stop hiding behind the anonymity of the Internet to hurl insults, foul language, and ill-informed opinions — things they would never say to someone in person. It's shameful.

Susan Pazera  
ex-*Compañia*, Tayana Vancouver 42  
San Francisco

### A DIFFERING OPINION

I cannot believe that the Kaufmans say they are proud of their choice to put their child in danger — and cost the American taxpayer thousands of dollars. They should be made to pay restitution. And Eric's captain's license should be revoked. I say this as one who has circumnavigated.

Ed Hart  
*Hooligan*, Cascade 29  
San Diego

### THE RISKS ARE GREAT AND SO ARE THE REWARDS

I take issue with one part of *Latitude's* report on the Kaufmans. You wrote, "Eric, a former U.S. Navy corpsman who holds a U.S. Coast Guard Master's License, called rescue authorities on his sat phone — luckily he and Charlotte had the foresight to bring one along." Luck had nothing to do with it. The end of the sentence should have read " — Eric and Charlotte had the foresight to equip their boat with a sat phone in case of an emergency."

My wife Linda and I have cruised tens of thousands of bluewater miles in a Hans Christian slightly smaller than *Rebel Heart*, and we support the Kaufmans' choice to go offshore with their children. Everything parents do with or for their children has risks. There are also benefits. The risk of taking children offshore is great, but so are the rewards for the children and parents.

John & Linda Gratton  
*Nakia*, Hans Christian 33  
Redwood City / Hawaii

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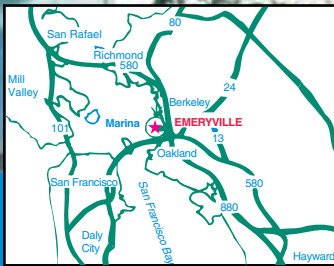
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## LETTERS

### ↑↓ RESCUE IS A SERVICE OUR SOCIETY PROVIDES

Sailors come in all types and ages. If a boat and crew are well prepared, an offshore voyage may not be everyone's choice, but the choice should be everyone's. This includes families with small children. If expensive rescues become necessary, it would be like insurance, as each of us pays into the pool by paying taxes. Some never need to use the resources, but by paying into the pool, they can access the services if needed. A similar example is the money being spent looking for the missing jetliner. The bottom line is the Kaufmans were apparently well-prepared, but their child got sick and needed medical care. It is a service that our society provides. Anything less would be unacceptable.

Scotty Correa-Mickel  
 Rosa Nautica, Catalina 400  
 Santa Cruz

### ↑↓ APPLAUDING THE KAUFMANS

The backbone of our society has been watered down to such a degree that it seems anyone wishing to live their lives outside a routine 8-to-5 existence is looked on as living irresponsibly. That's wrong. And I have no patience with those who have no cruising experience passing judgment on this family.

I think the best environment for a new family is the challenge and camaraderie of long-distance cruising. The results are strong family bonds and independent, well-adjusted, self-confident children. I applaud the efforts of the Kaufmans to get out there and do something with their lives, including doing so with their new baby.

Ted Lavino  
 KG6LZP

### ↑↓ SAILORS ARE NOT A BURDEN TO SOCIETY

Most of the sailors being rescued by the Coast Guard or our Navy are American citizens, and they are generally not the type of people who are burdens to society. They're not in the justice system. They're not in jail. They're not on welfare or disability. They obviously didn't choose the situation that causes them to need being rescued. As people go, they probably have not burdened the public treasury to any extent. So if they run afoul of bad luck, I say rescue them. It's not as if we had to build a ship and send it after them. How much money is wasted on fake rescues in the name of training?

Greg Gibson  
 Landlubber  
 Grass Valley

### ↑↓ NO MONEY WAS WASTED IN THIS RESCUE

There was no extra cost incurred by the Kaufmans' rescue mission. This kind of operation, no matter how elaborate from a civilian's point of view, is within ANG 129th's core competency. This is simply a training exercise to them, and we taxpayers have already paid for it, whether it's a mock or a real rescue operation.

As to parenting, at the end of a day it's the parents' decision whether they want to raise the next generation with the help of video game consoles or in the sun and surf. I for one applaud what I believe was their correct decision.

Robert Tseng  
 Planet Earth

### ↑↓ LET'S TALK ABOUT THE COST OF THE RESCUE

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LETTERS

at home rescuing our own citizens in need. Either that or we should get the heck out of all the other countries in the world and send them bills for services rendered.

Dave Barten  
 Ikani, Gecco 39  
 Point Loma

*Readers — For the record, there are over 160,000 U.S. troops stationed in 150 countries around the world. Of these, 50,000 U.S. troops stationed in Japan, and over 40,000 in Germany. Oddly enough, these numbers are both significantly higher than the 33,000 in Afghanistan, where that war drags on for the 12th year, the longest in U.S. history. We'll let everyone decide for themselves where money is being foolishly spent.*

↑↓ **BRAVO TO THE KAUFMANS AND THEIR RESCUERS**

Bravo to the Kaufmans and the entire rescue team group of sailors, jumpers, pilots/air crew, and the Navy personnel. All are wonderfully brave! And the kids — I don't know too many young folks who haven't wished their parents weren't more adventurous.

As for the costs, the United States seems to be ready to rescue anyone and everyone else on this planet, at whatever costs. Why not our own?

George Higbie  
 Petaluma

↑↓ **LEAVE THEM ALONE, ALREADY**

Having sailed offshore for three years with three children, albeit young teens, I absolutely support families' taking children sailing. Yes, there are risks, but the benefits far outweigh the risks. Young families who are well-prepared and qualified should not hesitate.

My prayers and good wishes go out to the Kaufman family for their baby's complete recovery, and my condolences on losing their boat. I also support the efforts of the Navy in assisting the Kaufmans. We probably would not have heard this much about the rescue (and who is to pay for it) if it had been some big, expensive yacht in trouble during a race. The Kaufmans have suffered enough; have some compassion and leave them alone.

Josie Glenn Hyde  
 Morro Bay

↑↓ **ROGUE WAVES ARE ALL OVER THE PLACE**

The funniest comment was by one of the anchors at *The Today Show*, who said bluewater cruising was dangerous "because you could be capsized by a rogue wave at any time." This only demonstrates how people should keep their mouths shut when they don't know what they are talking about.

Cruising can definitely be a family experience, but it may be better to wait until the children can appreciate and understand it. Nevertheless, the bottom line is that anyone can get sick at sea or have a crisis, and this should not deter families from such amazing adventures.

As far as the cost of the rescue, speaking as one who completed a Pacific Puddle Jump last year, they weren't doing anything particularly dangerous. And as Americans, we all pay taxes to have access to these services. I have no problems with providing the assistance without charge to the family.

Andrew Rosen  
 Murar's Dream, Beneteau 46  
 Marina del Rey



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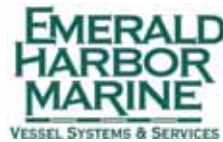
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# LETTERS

## ↑↓ THE HEART OF THE MATTER

The essence of the issue is determining what the risk/reward bright line is, and who should be allowed to make it. Is that something we let the government do? Certainly when it comes to letting kids suffer in a hot car (no risk/reward ratio there), or feeding your adolescent hard alcohol or illegal drugs, most would agree those are actions of a parent who should be held accountable by authorities.

When parents let their adolescents play football, as mine did, or sail a small boat alone two miles across Hull Bay without supervision at age 10, as mine did, who judges whether attendant and obvious risks are outweighed by the benefits?

It is a thorny question and people have highly subjective opinions. I'm not smart enough to have the answer, but that's for the philosophers, not the lay people. I work very hard to avoid placing blame on any parent for creating risk for their child if there's any chance they are, at the same time, trying to prepare them for this very difficult challenge ahead of them called life.

Rich Jepsen  
CEO, OCSC Sailing  
Survivor of childhood

*Readers — If anybody cares how Latitude sees it, here goes: We have no doubt that the Kaufmans aren't stupid and love their daughters very much. That being the case, we don't have a problem with what they did. Indeed, if there were such a thing as a Parental Irresponsibility/Stupidity Index, what they did wouldn't even register compared to what tens of thousands of parents in the United States do or don't do with their kids every day. In fact, you have to wonder what percentage of adults should even be allowed to have children. As for the cost, rescue officials have repeatedly explained that it's already been built into their rescue and training budgets.*

*The publisher's daughter learned to walk in Cabo San Lucas at age 11 months during a weeklong visit to her dad's Freya 39. When she was four and her brother two, we began taking them on one-week boat trips around the Sea of Cortez, and nine months later started taking them on annual three-week winter sailing vacations to the Caribbean. We're not sure our daughter remembers being on a boat when she was just 11 months, but it was great being together as a family. We do know the kids well remember the longer boat vacations in Mexico, and starting when they were almost five and almost three, in the Caribbean. All we have to do is drag out the photos, and the memories and laughter start flowing nearly 30 years later. It was adventurous stuff, so not all of it was idyllic.*

*Actually, the worst incident of all these sailing adventures occurred when they were flying home from the Caribbean on an American Airlines 767 that hit an air pocket west of Miami, resulting in numerous serious injuries and the plane's having to return to Miami. As they were flying with their aunt and uncle, who were several rows away, it scared the daylights out of them, and has had lasting effects.*

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

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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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# SIGHTINGS

## hawaii race updates

This 2014 races to Hawaii — the Singlehanded TransPac and the Pacific Cup — will both begin early this summer from inside San Francisco Bay.

This year marks the 19th running of the biennial Singlehanded TransPac race from San Francisco to Kauai's Hanalei Bay, a rhumbline distance of 2,120nm. Twenty intrepid skippers will compete in a greatly varied fleet, ranging from Peter Heiberg's Palmer Johnson 49 *Scaramouche V* to Brian Cline's Dana 24 *Maris*. Leading up to the June 26 start, there will be several more pre-race seminars that are well worth attending, on topics ranging from weather to medical issues. (See: <http://sfbaysss.org/shtp/seminars>). The start will be off Tiburon's Corinthian YC. We encourage you show up and cheer on these daring, self-sufficient sailors.

On July 6, just ten days after the Singlehanded TransPac starts, the first of several 17th Pacific Cup starts will take place off the Cityfront. (The last divisions will start no later than July 12). The entry list for the so-called "fun race to Hawaii," which ends at Kaneohe on the island of Oahu, is practically bursting at the seams with 70 boats

continued on outside column of next sightings page

## sign-ups begin for

A mere six months from now the dreams of hundreds of adventurous sailors will finally be realized. How so? Because the definitive starting date of the 21st Baja Ha-Ha cruisers' rally — October 27 — will force them to finally quit procrastinating, throw off their docklines, and put their dreams in motion.

Now that the much-publicized impoundment fiasco has fizzled, the Mexican government is taking steps to streamline the paperwork process (see *Good News from Mexico* later in this section). And the folks at Mexico Tourism are eager to put that public relations nightmare behind them and once again start welcoming mariners to the wonderful cruising grounds of Baja, the Sea of Cortez and the Mexican mainland.



STEVE CHAMBERLIN / PACIFIC CUP

## baja ha-ha 21

The original schedule of the Ha-Ha proved to be an excellent balance of off-shore sailing and tranquil rest stops in well-protected anchorages, so we've never had a reason to change it.

As always, the fun will begin with an elaborate costume kickoff party, Sunday, October 26 at San Diego's West Marina Shelter Island superstore. While mingling, munching on tacos, sipping a beer, or stutting your stuff in the costume contest, you're bound to make some new friends — although you may not recognize them when they're out of costume the next time you see them.

The next morning the fleet will parade out of San Diego Harbor while TV crews, print and radio journalists, and digna-

continued in middle column of next sightings page



"Hey! What's that graffiti on my bow?" Relax, it's only a mock-up of the decals that 'Latitude 38' division boats will carry in this summer's Pacific Cup to Kaneohe, Oahu.

## hawaii — continued

entered — the maximum allowed.

Since its inception, *Latitude 38* has always been a big supporter of the Pacific Cup. But this year the magazine will play a special role. After some gentle prodding from the good folks at the Pacific Cup YC, we agreed to sponsor a *Latitude 38* division for the first time ever. We expect there will be other specially named divisions too, which should add to the fun.

Regardless of which division they end up in, all PacCup racers (and other sailors too) should be aware of US Sailing's Safety at Sea Seminar at Encinal YC May 18. Read about it and other upcoming PCYC events at [pacificcup.org](http://pacificcup.org).

Look for our solo TranPac preview in next month's issue and our Pacific Cup preview in July.

— ROSS



RON DILLEHAY

Seen here coming back from the Lightship, newly up-graded 'Invisible Hand' will compete in the Pac Cup.

## guardian angels to the rescue

Imagine being scared out of your wits while in mid-ocean because your gravely ill infant daughter won't respond to the only medicines you have on board, then having to endure the heartache of abandoning your sinking boat — your family's home for eight years — with virtually all of your possessions aboard. The ordeal that Eric and Charlotte Kaufman went through early last month was truly tragic. But for them, what may have been even more painful was that their plight became a hot topic among gossips, bloggers and media talking heads even before their rescue vessel, the 453-ft frigate *USS Vandegrift*, reached its San Diego homeport.

From the input we received, the sailing community seemed almost unanimous in the contention that taking young kids offshore, like the Kaufmans' one- and three-year-old daughters Lyra and Cora, is *not* irresponsible, as they were experienced sailors and their boat was well prepared. But some cable news commentators, newspaper columnists, mean-spirited bloggers and even a few members of the Kaufmans' extended family leaned heavily in the opposite di-



US NAVY

*The Kaufmans arrive at Coronado Island with shattered cruising dreams, but two healthy daughters.*

rection, damning these young parents for "selfishly" pursuing their own dreams while risking their children's safety — in addition to risking the lives of their rescuers.

The sting of such condemnation and the gut-wrenching pain of their shattered dreams put Eric, 35, and Charlotte, 34, in a reclusive mindset after returning to their San Diego homeport. As Eric put it, they would wait until their story to become "yesterday's news" before clarifying the details of the circumstances that led up to their activating their EPIRB, and effectively calling in the cavalry. To date, that

continued on outside column of next sightings page

## rebel heart — continued

still hasn't happened.

Unless you were on another planet the first week of April, you undoubtedly learned through various media outlets that roughly two weeks after departing for French Polynesia from La Cruz, Mexico aboard their Hans Christian 36 *Rebel Heart*, one-year-old Lyra came down with a rash all over her tiny body and a fever that would not

respond to the antibiotics carried on board. That much is undisputed, but the Kaufmans say that many other 'facts' that were reported were partially or wholly inaccurate. It was widely reported that *Rebel Heart* lost steerage and charging capabilities, and began taking on water when the engine was started. Again, the Kaufmans have yet to clarify these issues.

What is crystal clear, however, is how unquestionably heroic their multi-agency rescue effort was.

After a Coast Guard search and rescue (SAR) coordination center received the mayday April 3, a team of Air National Guard personnel from the Moffett Field-based 129th Air Rescue Wing were dispatched to the scene, roughly 900 miles from Cabo San Lucas, Mexico. Upon arrival that night, four highly trained Pararescuemen (aka PJs) pushed an inflatable boat and various supply containers out the cargo bay of their MC-130P Combat Shadow aircraft, then parachuted into the drink behind them.

Once on board, the PJs — whose advanced medical and combat training was originally designed for rescuing downed pilots behind enemy lines — were able to stabilize Lyra's condition. But they would spend three days crammed onto the stout double-ender before the *Vandegrift*, which had been diverted from other offshore operations, arrived to take them and the Kaufmans aboard. The trip back to San Diego took four more days.

Shortly after arriving, Eric sent out this tweet: "The men and women of the *Vandegrift* are heroes, and words cannot express my appreciation to the 129, the best of the best." In addition, he and Charlotte invited their supporters to consider donating to the nonprofit That Others May Live Foundation, which benefits the families of rescue personnel who are killed or wounded in the line of duty.

Many critics lambasted the Kaufmans for the cost of the rescue operation to taxpayers — and the San Diego *Union Tribune* went so far as to declare a price tag of \$663,000 (loosely based on operational costs of the various assets involved). But a number of military spokespersons said the *Vandegrift* was already operating in Pacific waters, and the other agencies' crews would have been conducting practice operations anyway. Also, this real-life emergency gave the various teams valuable real-life experience. Lt. Col. Thomas Keegan was quoted as saying, "You can't make exercises like this up." We tend to agree with the Kaufmans' defenders. Does a homeowner anticipate an invoice from the fire department after they put out a house fire?

In any case, we were greatly relieved when the Kaufmans made it safely back to *terra firma*, and we hope they are someday able to rekindle their cruising dreams. Had it not been for the men — dubbed Guardian Angels — of the 129th RQW and their support resources, the outcome might have been different. To date, these Angels have saved the lives of more than 1,000 people on land and sea.

— andy

## baja ha-ha 21

taries cheer us on. Then, just outside the harbor, the 11-day cruise to Cabo will begin at 11 a.m. — just about the time the breeze typically kicks in.

After two or three days of glorious downwind sailing fleet members will start trickling into lovably funky Turtle Bay (a 360-mile run). After two days of rest, hiking, swimming, playing baseball with the locals and a beach party, we'll set off for remote Bahia Santa Maria (240 miles) on the outer peninsula of Mag Bay.

A couple of days of R&R there — in-



THE REBEL HEART.COM

The Kaufmans in happier times, at the Marina Riviera Nayarit in La Cruz the day after Lyra's first birthday.



ALL PHOTOS 129TH AIR RESCUE WING EXCEPT AS NOTED



## — continued

cluding a rock 'n' roll beach party — and we'll set off toward Cabo (180 miles), where our final beach party and awards ceremony are held — not to mention taking over the dance floor at Squid Roe.

As its name implies, the Ha-Ha is a whole lot of fun, but it is *not* a booze cruise or a magnet for irresponsible people. The basic rule is: Don't sign up if you wouldn't be prepared to go on your own.

Read all about it at [www.baja-haha.com](http://www.baja-haha.com). Online signups begin May 1.

— andy

## run for the border

When your boat is in danger in a foreign country and all else fails, the best solution may be to make a run for the border. At least that's what 16-year Mexico cruiser John Hards decided. As reported in *Lectronic Latitude*, Hards, 75, had obtained a standard 10-year Temporary Import Permit for his Beneteau 36 *Pelican* in 2009. But the clerk who prepared it at the military bank, Banjercito, made a typo on the end date: 2010, instead of 2019. While the mistake should have been obvious — a 10-year permit good for only one year? — inspectors from AGACE, a sub-agency of Mexico's IRS, didn't see it that way and demanded that Hards pay a fine of roughly \$7,000. In addition, during his attempts to resolve the issue, he was eventually told that his boat had become Mexican Federal property (although it was never

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Far left, top to bottom: PJs prep for jumping, jettison equipment, and parachute into the sea. Center inset and upper right: 'Rebel Heart' is spotted by crew of the MC-130P. Below, right: Lyra hangs out with her Guardian Angel. Below, center: Rescuers from the 'Vandegriff' arrive for the transfer.

THE REBEL HEART.COM

# SIGHTINGS

## run for the border — continued

actually seized).

What follows are excerpts from Hards' account of his singlehand flight to the freedom on American soil.

"I asked the Nuevo Vallarta port captain, 'Do I need a form to go to Opequimar for a short service trip?' Of course I knew the answer (no) and promptly set a course to Los Cabos.

"The trip took two weeks and two days with little rest. Stop one was scheduled at Los Cabos to fuel, but required a second night waiting for a stronger person with 3/4-inch-drive socket tools to replace three of Pelican's 16 keel bolts and to locate a diesel fuel leak near the injector pump. Also, the navigation computer failed, so I moved to a backup rig with an old G48 from the ditch bag.

"Stop two was not scheduled at Mag Bay, but the pounding around the Cape actually broke the bow navigation lamp, jammed the main halyards at the masthead, and caused the bilge pump to fail. I rewired the float switch and plumbed the shower sump pump as a backup

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## how much do

How much do professional yacht racers get paid? It's a question weekend sailors often ask, but is rarely answered.

However, a recent Associated Press item gives us some insights into the question. It states that Oracle Team USA America's Cup 34 team member Dirk de Ridder is on the verge of being suspended by the International Sailing Federation from ISAF-sanctioned events for five years.

It's been reported that "not only is de Ridder banned from the 2017 America's Cup, he'll be unable to accept a \$500,000 contract to sail in the Volvo (around the world) Ocean Race, which starts later this year. De Ridder, 41, who is Dutch, was



LATITUDE / ROSS

## pro racers earn?

found guilty of having illegally modified OTUSA's AC45s. He can still appeal the decision via a review board or the Court of Arbitration for Sport.

We don't have any problem with crew for a Volvo getting paid half a mil. After all, it's an extreme event, takes lots of skill, and is far more dangerous than the majority of sailors, let alone non-sailors, appreciate.

What do helmsmen get paid for driving in the St. Francis Big Boat Series? What do crew get paid for the TransPac? Certainly it varies depending on the sailors and the owners and the event, but we really don't have a clue.

— richard



**A bevy of Bird boats flocked together for spring maintenance recently at Pt. Richmond's KKMI boatyard. Few fleets have more dedicated owners, as maintaining these classics is truly a labor of love.**

## run for the border — continued

bilge pump. After a night anchoring, Jorge and his crew topped me to 100 gallons while I carefully pried off the running lights' red/green cover and replaced the bulb. Just as I was strapping on the damaged assembly with plastic ties, I heard talk on channel 16 about the 'police', and shortly after a panga arrived looking for equipment like marine batteries and foul weather gear. I was slow to catch on, but finally the sole occupant stated that he was the sheriff. He accepted a small flashlight and stated that he was 'returning to San Carlos.' I left promptly.

"Stop three was at San Juanico; not planned but the navigation program locked up, so I made the stop to repair it, and also to reload the main fuel tank, eat, and rest before pushing on in the morning. In mid-afternoon a large but open boat with BCS State markings pulled alongside, but they were not inclined to get too close. I was dry behind my dodger, while they were wet. I indicated that I was on the way to Abreojos, and after a circle of *Pelican* they moved off toward shore some four miles to the east.

"That contact soon faded from memory as my new 'mercury free' bilge pump switch failed. I had a repaired mercury switch to replace it, but it wouldn't be a quick job in the pounding seas. Abreojos was planned but bypassed. That is, the very dark anchorage was empty except for one boat with no lights. I circled around and waved a large flashlight as if looking to anchor but without radar (which was really running, of course) and the other boat stayed dark until I headed right at it from about 1/2 mile off. This worked, and they lit me up revealing a large boat with a cabin visible in the back light. I faked a second 'run' on the boat while filling up the main tank from the spout cans in the calm waters. They remained 1/2 mile off at all times and I concluded that they were simply waiting for me to anchor. Instead, I throttled up and hugged the coast around the point, but behind the little islands and rocky breaks.

"I heard some bad language on channel 16, and later something I was not able to translate. But it had the 'tone' of 'Oh well, not worth the effort.' Finally, just before heading out to sea, *Pelican* was really lit up by a large searchlight for just a few seconds.

"Turtle Bay was next. I arrived in the daylight for a change, and a wave of an empty fuel can produced Enrique, with fuel (100 gals), a case of oil (my engine was still losing two quarts a day), a box of beer and a bag of fruit. After a good night's sleep it was on to the North, but offshore of Cedros. I was late to arrive at San Carlos but the morning was calm enough to transfer fuel from the big-mouthed bottles to the spout-mouth cans, pump oil out of the engine bilge, and make a hot meal. I spent a second full night to sleep, then went inshore of the Sacramento Reef, but bypassed Punta Baja in favor of San Quintin. The predicted 8- to 11-foot seas were well spaced, so there was little pounding and the winds inshore were much lighter.

"I arrived at San Quintin in the dark, but the 3-mile-by-3-mile bay is hard to miss, even with my depthsounder not working. I felt safe on a Saturday night. I ate and filled up the boat's 110-liter fuel tank for the final leg that would start the next morning.

"I passed Ensenada very early on Monday morning and arrived at the San Diego Customs dock late in the afternoon on Monday with no additional problems.

"Will I ever return to Mexico? No, Mexico is over for me after many years. Seems that there is a greater problem building in Mexico. It looks like the 'new' PRI (political party) may be more problematic than the 'old' PRI. The residence fees have made a big jump from about \$100/year to \$300/year and may suggest a return to peso revaluation as in 1994 or so. That is, when each \$1,000 of investment in Mexican banks, etc. was reduced to \$1.00 over several months! At my age I prefer other challenges."

Here's an ironic footnote to this story: After Tere Grossman, Presi-

continued on outside column of next sightings page

# SIGHTINGS

## run for the border — continued

dent of the Mexican Marina Owners Association, was alerted to Hards' plight, she asked the association's lawyer to investigate. A trip to the tax bureau's office revealed that after all the fear, worry and drama, "their records show that *Pelican's* TIP is good until 2019, so his boat should have been released without a fine... As *Pelican* did have a valid permit all along, they probably will close the file. But what a mess!"

Indeed, and the worst problem may be that the whole impoundment fiasco has caused incalculable damage to Mexico's image as a welcoming destination for mariners. That's a shame, because we still think Mexico is one of the world's most wonderful cruising grounds.

— andy

## san francisco pit stop

Clipper Race Round the World sailors recently descended upon South Beach YC as they finished Race 10 from Qingdao, China. It was exciting to finally meet some of the crewmembers we've interviewed in months past and to hear anecdotally from others what they had to say about their recent crossing.

*Derry~Londonderry~Doire's* arrival was arguably the most dramatic. Press, supporters and local medical emergency personnel crammed the docks to catch a glimpse of Andrew Taylor. You may recall he was washed overboard in the North Pacific on March 31 and spent a harrowing 90 minutes adrift in the tumultuous sea while his crewmates searched frantically for him.

He escaped from the North Pacific's grasp a lot closer to death than we were initially told. What was truly frightening was that after



ABNER KINGMAN

**Above and right: When it came time for the Clipper fleet to begin their race to Panama late last month, San Francisco Bay offered up the sort of rowdy conditions that it's known for worldwide.**

Andrew fell into the ocean, his life vest failed to deploy. It was a full ten minutes before he was able to manually fill it with air. What's more, when he was pulled from the ocean, his hypothermic condition reportedly had him literally minutes away from death.

Another example of how challenging life can be aboard these boats is when a sail is damaged it must be repaired on site — there are no extras. The white sails are so thick you literally need a drill to penetrate them rather than a sewing machine. In some cases when spinnakers were blown up in a race, it took up to two weeks to repair them, with one person sewing them per shift.

If the twelve crews can avoid these and other potential pitfalls, their greatest fears during the current leg to Panama may be body odor and their limited menu choices.

— ross

## vintage message

While perusing the British *Guardian* last month we came across a fascinating item about a German fisherman who pulled a brown beer bottle out of the Baltic Sea near Kiel, only to discover that it had a message in it scrawled on a very old post card. It was not a call for help, as is often depicted in movieshe note simply requested the finder return it to the writer's home address in Berlin.

Once in the hands of researchers at Hamburg's International Maritime Museum, the bottle's origin was eventually traced. Turns out it was chucked into the Baltic 101 years ago — apparently a record, for those who keep track of such things, especially since the bottle was completely intact.

Through handwriting analysis, ac-



ABNER KINGMAN

## in a bottle

cessing old residency records, and other means, researchers determined that the note was penned by Richard Platz, a baker's son, then 20, who threw the bottle in the Baltic while on a hike with a nature appreciation group in 1913. Amazing.

A Berlin-based genealogical researcher determined that Platz had died in 1946, but he was able to track down his 62-year-old granddaughter Angela Erdmann, who lives in Berlin. Although she never knew her grandfather, she was understandably shocked. "It was almost unbelievable," she said.

We've found all sorts of odd stuff floating in the sea, but never a bottle with a note in it. How about you? If so, email your story to [editorial@latitude38.com](mailto:editorial@latitude38.com).

— andy

## small boat, big heart

Rimas Meleshyus is not your typical bluewater voyager. In fact, some people think he must be crazy because he is absolutely determined to singlehand around the world in a San Juan 24 daysailer named *Pier Pressure*. As ill-advised as that may sound, we've got to hand it to Meleshyus — who arrived under the Golden Gate last month from Hawaii. In a world full of bullshitters, he backs up his grand plans with action.

Having departed Hilo, Hawaii on February 8, the Russian-born American citizen slowly plodded across the Pacific to the Bay — a voyage of at least 2,200 miles — with only the most rudimentary equipment and virtually no creature comforts. The passage took 56 days, but that wasn't Rimas' longest nonstop trip since beginning his odyssey in 2011. On his previous trip he was offshore for 84 days, finally making landfall in Hawaii sailing under a tiny jib after jury-rigging three broken shrouds.

What could possibly motivate such seemingly masochistic adventures? In a word, freedom. Having grown up in the repressive climate of the Soviet Union, he claims that he always wanted to get out and

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# SIGHTINGS

## small boat — continued

experience the wider world. In 1988 he made his move, taking political asylum, somewhat ironically, in the Iranian Embassy in Moscow. After eventually fleeing to the West, he bounced around to New York and St. Thomas, then somehow ended up as a Japanese tour guide in Guam — he speaks seven languages. It may have been during his seven-year stint in San Francisco (after Guam) that he became enamored with sailing, although he didn't begin his self-training until buying a previous San Juan 24 in Alaska.

With no sponsorship and very little money, Rimas has been helped along the way by the serendipitous generosity of strangers such as Bay sailor Jean Mondeau, who is currently rerigging *Pier Pressure* for free in addition to facilitating other upgrades. Amazingly, Jean met Rimas 22 years ago while stationed in Guam with the US military.

Like others who've helped Rimas along the way, Jean and his helpers don't mean to encourage the stoic Russian in his seemingly impossible plan, but since there is no talking him out of it, they are

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## reggae 'pon da ocean'

The Second SoCal Ta-Ta — aka Reggae 'Pon da Ocean — a Ha-Ha style cruiser rally from Santa Barbara to Catalina, is on. The dates are Sunday, September 7, through Saturday, September 13. Online signups will begin May 15 at noon at [www.socaltata.com](http://www.socaltata.com). Cost: \$200 per boat.

As with the first Ta-Ta, the interim stops will be Santa Cruz Island for two nights, Paradise Cove, and Redondo Beach.

The event will be open to boats 27 feet and longer — unless special dispensation is given — that were designed, built, and have been maintained for open-ocean sailing. We've sailed all the legs of this event many times — the longest is about 30



LATTITUDE / RICHARD

## — it's on!

miles — and it's usually light-to-moderate winds in reaching or running conditions. While we've rarely encountered headwinds, winds over 25 knots or seas over 10 feet on the course, all skippers have to be prepared for such possibilities.

All entries will have to carry the appropriate safety gear, and be capable of motoring at a minimum of five knots. Since the shipping lanes will be crossed several times, all boats must be equipped with a functioning radar or AIS, and all must be equipped with a radar reflector. All entries will need to demonstrate proof of liability insurance. Look for updates here and on *Lectronic Latitude*.

— richard



**Above:** There are plenty of reasons to do the Ta-Ta, including reinventing yourself as a bona fide rasta sailor. **Spread:** During Ta-Ta numero uno the blue Contour 34 tri 'Orange' smokes past Pt. Dume.

## small boat — continued

at least trying to give him a fighting chance at survival. If Rimas ultimately fails to complete his lap around the planet, at least he'll know that he did so exercising his cherished right of personal freedom.

Now moored in Sausalito's Richardson Bay anchorage, the solo adventurer is taking the advice of Jean and other new friends, and upgrading his onboard systems and safety gear with whatever he can afford, or is offered by well-wishers. Despite his seemingly poor odds of success, Rimas' unflappable resolve and dedication to the notion of freedom is quietly winning him supporters. "I know Rimas personally," writes Shawn Munger of Olympia, WA. He is quite settled in his dream; little outward fear, a man of deep composure, and very intelligent — I mean, seven languages?

We'll keep you posted on his progress. In the meantime, if you want to learn more about him, check out his Facebook page, where you'll notice his boat always flies a large American flag — symbolic of the freedom his US citizenship gives him. Donations to the cause (via Facebook) would be welcomed.

— andy



Captain Rimas

## a gal named charlie

Vallejo's Cal Maritime is renowned for offering the best education for a commercial maritime career on the West Coast. The campus is also home to one of the West's top collegiate racing programs, largely thanks to longtime Sailing Director Susan 'Charlie' Arms.

Think offshore collegiate sailing and the first names that come to mind are probably the US Naval Academy at Annapolis, the US Coast Guard Academy and even the US Merchant Marine Academy. But under Charlie's leadership Cal Maritime has been steadily building a force of race-winning sailors.

Her dedication was recognized in 2011 when she was named California Educator of the Year by the National Association of State Boating Law Administrators. She also is the recipient of US Sailing's Mary Luray Award for Outstanding and Unselfish Contributions to further public access to sailing, Yachtswoman of the Year from the San Diego Association of Yacht Clubs, and the Yachtswoman Excellence Award from the Southern California Yacht Racing Union.

In 2005 Charlie was part of the four-woman Transpac team racing on Sally Honey's *Illusion* that placed second in the 14-boat Cal 40 fleet.

Under Charlie's coaching, the Cal Maritime Offshore Sailing Team of nearly 30 young women and men has landed significant titles, including winning the Shields Trophy seven times at the ICSA National Championships, and an unprecedented four consecutive wins in the Harbor Cup invitational in Los Angeles.

In October, the Cal Maritime crew, dubbed the Keelhaulers, competed in the prestigious Kennedy Cup Regatta. Aboard US Naval Academy 44-foot sloops, 10 teams saw three days of intense competition that resulted in a three-way tie between Cal Maritime, Navy and Michigan. In the end, Cal Maritime won the tiebreaker and earned the honor to be Team US at the 2014 Student Yachting World Cup (SYWoC) in France.

This is the second time in four years that the Keelhaulers have achieved this recognition. Coach Parker Mitchell is leading efforts, having only been with Cal Maritime for two years. Says Charlie, "The 2014 SYWoC will return to La Rochelle and use Grand Surprise 30 boats — the same vessels that were used in 2010 competition. Coach Parker has secured a Farr 30, similar to a Grand Surprise, on which

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# SIGHTINGS

## charlie — continued

to practice."

Cal Maritime students compete in both offshore and dinghy categories. The dinghy team practices two to three afternoons per week, while the offshore team trains one weekday afternoon and on weekends aboard *Recidivist*, a Schumacher 39, and *Cal Maritime*, a J/105. Both boats have seen action in San Francisco's Rolex Big Boat Series. Adds Charlie, "Our strength in offshore racing starts with

our students having a sailing background, good coaching and providing them with the equipment needed to perform. Our school is small and there's a strong sense of community. That culture is the same on the team; they are a close-knit group."

Commenting about the dinghy crew, Charlie reveals it is tougher to recruit dinghy sailors — top candidates are more interested in sailing back East where highly competitive regattas are held every weekend. Another Cal Maritime goal is to build a women's team. One challenge: "We face a dearth of women within our student body."

On campus, Charlie manages the Cal Maritime recreational boating programs which includes sailing, power boating and kayaking classes for cadets and faculty, and she oversees an extensive community recreation program on boat handling, sail trim and starting techniques, plus boat safety. In advance of the America's Cup in San Francisco, she provided powerboat training to the cadre of volunteer course marshals.

Beyond education and training, her race acumen is highly valued. Most recently invited to serve as chief judge for the Farr 40 Midwinners, Charlie worked with fellow judge Liz Baylis on the water. She has served as an umpire for match race events, including the past seven years at the Congressional Cup in Long Beach. "I got into umpiring to become a better racer. I have worked beside top international umpires — it's the next best thing to being on the racing boat." She adds, "It takes a thorough knowledge of the rules, and understanding of tactics and ability to anticipate the racers' next moves. Not to mention being able to handle a small powerboat to place yourself in the right spot to make the call."

Charlie was born in Newport, RI, into a Navy family. She received her bachelor's degree in Recreation and Leisure Studies from CSU Long Beach, and a master's degree in recreation, parks and tourism from San Francisco State University. She holds a Coast Guard Masters license. She is a US Sailing small boat instructor trainer, keelboat instructor trainer, powerboat master instructor trainer and Level 2 performance sailing instructor. Charlie volunteers as US Sailing's Education Division chair, training committee vice chair, and is a regional training coordinator for Northern California.

Needless to say, Charlie Arms is a tremendous asset to the Bay Area sailing community.

— martha blanchfield

## good news from mexico

When you turn the page you'll see a copy of Mexico's latest Temporary Import Permit form for boats, sent to us by Tere Grossman, President of the Mexican Marina Owners Association. We like the new forms, as they would seem to address a lot of problems inherent in the older ones, problems that got boats impounded that never should have been impounded.

"Banjercito has started to use the new form, which now has the name of the boat and other small changes," wrote Grossman. "I am going to insist that Banjercito, which issues the Temporary Import

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## one man's perspective

People often ask me why I sail my cruising boat *Mongo* engineless. There are a lot of practical reasons that I could give them: less cost, lower weight, more storage, lack of costly maintenance and repairs, independence from fossil fuels, not blowing oneself up. The list is long and I can ramble. But at the end of the day, sailing a boat engineless — for those that are comfortable doing so — makes sailing more fun. Sketchy sometimes, but fun.

Every time that you leave the slip, you know that for better or worse you are truly going on an adventure. Anything can happen and the only thing that can ensure a safe and successful voyage is reliance on your own sailing abilities and knowledge of seamanship. As a result, every voyage becomes that much more meaningful, with a true sense of accomplishment at



COURTESY CAL MARITIME

Charlie Arms



BRONNY DANIELS / JOY SAILING.COM



## on engineless cruising

each destination safely reached.

On the Cal 2-27 *Mongo*, removing the broken Yanmar 2GM diesel and functional 8-horse Honda outboard that came with the boat netted \$1,650 on Craigslist, while removing more than 500 pounds. Considering that I bought *Mongo* for 4 grand, it meant that I was into the boat for practically nothing, it weighed much less than a stock version, and could carry an entire quiver of surfboards under the cockpit. Hauling out, removing the fixed 3-bladed prop, and then glassing over the hole did wonders for *Mongo's* sailing abilities, as did the diet which allowed her to stay near her design weight, even when fully loaded. And the cash saved helped me re-fit and untie the docklines sooner.

Setting sail from San Francisco in Sep-

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## mexico — continued

Permits, also issue decals showing the year of expiration, similar to how it's done in the United States." Grossman is influential enough in Mexican government that there is a good chance they'll agree to her suggestion.

Here's what we like about the latest form, compared to the form for the 20-Year Import Permit we got 17 years ago: 1) Unlike the still-good 20-Year Permit form, this one looks like an official document. AGACE officials impounded a number of boats because they didn't know what to make of the unofficial-looking 20-Year TIPs. 2) The new form includes spaces for the boat's document number and for her hull identification number — assuming she has the latter. AGACE agents often mistook one for the other, again leading to boats being impounded for no reason. 3) The new form has a bar code, which presumably will allow Mexican officials to check on the status and validity of the TIP in hours instead of literally months.

We were so taken with the new form that we wrote Grossman and told her that we thought we'd replace our old TIP with a new one, even though our current one is still good for several more years. "No, you don't have to do that," she replied. But we might do it anyway.

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RICARDO PINTO

**Above: Being a respected judge has its advantages — like being called on to umpire the America's Cup.**

# SIGHTINGS

## mexico — continued

Especially if we get a decal to go with it. Just to remind everyone, TIPs only cost about \$50. In the world of cruising, that's dirt cheap.

Something else that might make foreign boat owners more confident about going to Mexico is a letter to appear in the May issue by Carol Parker of the San Diego-based Dashew 64 motor yacht *Avatar*. Parker and her husband are understandably very unhappy with Mexico, because SAT impounded their boat for four months after — as you'll read — the AGACE agents couldn't find the boat's HIN number even though it was right where it was supposed to be. They

didn't even ask the captain, who was right there with them, where it was.

Parker says that the impounding ruined their cruising plans, which included visiting their grandkids on the East Coast, and that they'll never take their boat to, or spend money in, Mexico ever again. But she did make one very interesting point: She said that she and her husband didn't have to pay any fines, levies, fees

or anything like that, nor did anyone ever put their hand out or suggest that a bribe would help. This lends credence to our belief that this entire nonsense wasn't a case of the PRI party getting in power and trying to extract money from Americans in any way they could, but suggests it was merely a case of a well-meaning bureaucracy coming up with and executing a really, really stupid plan, with agents who didn't know what they were doing.

Further complicating the problem was the fact that when a 'file' is opened up on a boat in Mexico, it has to be 'closed' via some complicated and time-consuming process. That's the 'procedure', and in Mexico, procedures have to be followed. The files just can't be thrown out the window.

There are two other things that also give us confidence. First, all the harbormasters of the marinas that got 'raided' have become very tight friends with harbormasters at marinas that didn't get raided, and have thus shared information about what AGACE seemed to want and need. So as you'll read in another May issue letter, Mexican harbormasters now feel much better prepared for any future visits by AGACE. Similarly, AGACE agents clearly had no idea what they were doing in the first raids, to the extent that they even had to be given diagrams showing where the bow of a boat was. Because of all the problems and terrible publicity, the AGACE administrators and agents have gotten an education. Because of 'procedures,' they weren't able to resolve a lot of boat problems in days instead of months, but we doubt they are going to make those same mistakes in the future.

The bottom line for us at *Latitude* is that we now feel more confident than we have since the AGACE raids in late November in Americans' ability to bring their boats to Mexico and, assuming they have all the necessary documents, not have any problems. Just like the good old days of pre-November.

— richard

## matt rutherford's latest mission

Two years ago Annapolis-based sailor Matt Rutherford, then 31, made headlines when he successfully completed the first-ever singlehanded circumnavigation of the Americas. Late last month, after mastering a few last-minute technical challenges, he and his partner, Nicole Trenholm, set sail from Oakland on a new mission:

continued on outside column of next sightings page

## perspective

tember, *Mongo* cruised down to San Diego before jumping off to Hawaii in March. After romping across the Alenuihaha Channel from Hawaii to Maui, *Mongo* dismasted off a lee shore just after leaving Kahului Harbor. When a lower shroud failed, the mast buckled in two and came crashing down to leeward. It was the first time that *Mongo* and I had needed an engine in the previous 3,000 miles. Fortunately, I was able to set an anchor in 50 feet of water with 18 knots of onshore breeze, and 9 to 11 feet of surf pounding behind me. Securing the rig to the boat, I was towed back into port an hour later by the Coast Guard, unfortunately losing the rig overboard in the process and having to cut it away to avoid hull damage.

I'm currently undergoing an ultra-low-budget guerrilla-style re-rig while moored out in Maui. But *Mongo* will ride again and continue on her journey to Australia,

*On the morning before their departure, Matt and Nicole broke away from their last-minute preparations to strike a pose aboard their brand new Schock Harbor 29 'Sakura'.*



COURTESY MEXICAN GOVERNMENT



**A sample of a new TIP receipt. The bar code which should make tracing transactions easier.**

MIKE SCHECK / SCANMAR

## — continued

likely still engineless. With a mast found in a field, a boom from the heavens, a used mainsail from Minney's and a marine metal fabricator who has taught me the meaning of *aloha*, Maui has provided and *Mongo's* dismasting on a lee shore will likely have a very happy ending.

But at the end of the day, it's a somber reminder to me, and likely to others, that when bad things happen, they often happen at very inopportune times. Murphy was a sailor. A dismasting at sea? No problem, I've got a lot of Spectra, tools and broken spars lying around to at least get me to a downwind port. But on a lee shore with onshore trades and pumping surf? Then, even those of us who take pride in being self-sufficient have to call for help.

Anyone who has sailed offshore knows that the sea can be a humbling and dangerous place. Be careful out there.

— ronnie simpson

## rutherford — continued

sailing nonstop to Fukuoka, Japan.

Ironically, in addition to Rutherford's physical endurance and mental toughness, one of the things that made his around-the-Americas effort possible in a vintage 27-ft Albin Vega fiberglass sloop was the fact that Arctic ice had diminished so radically in the Northwest Passage during the summer of 2011 that virtually every vessel that attempted that fabled transit got through.

His lap around the Americas made Rutherford acutely aware of the current threats to ocean ecosystems. As he said recently, "The ocean is a vast and wild place, but unfortunately it's not pristine. Human impacts can be seen even thousands of miles from shore."

During the 7,000-mile passage to Japan Rutherford and Trenholm, who is a NOAA researcher, will drag a high-speed trawl net from their brand-new, customized Schock Harbor 29 sailboat *Sakura* in order to sample the distribution of plastic in previously unexplored areas of the North Pacific Gyre. Captured debris will be catalogued along the way, and will be analyzed — after their arrival approximately 80 days from now — by both American and Japanese scientists.

We hope to bring you more on this ambitious project here and in the pages of *Latitude 38*. In the meantime, you can follow his transponder track at the nonprofit Ocean Research Project's website.

— andy



# YOUTH ACCESS —

For parents, there is no better feeling than the joy of seeing your child find success after overcoming real challenges. After all, this is what growing up is all about, and our job as parents is to facilitate these moments.

Imagine if you could help your child achieve practical skills and build self-confidence, while having a blast at the same time. You'd be interested, right? Well, the best way we know for kids to achieve that combination of fun and function is to get them involved in a youth sailing program.

So this is our annual shout-out to parents, grandparents, aunts and uncles, to explore the many options for access to sailing right here in the Bay Area. As you'll see by the listings below, the options include many yacht club programs as well as community sailing

programs. And while there is a cost associated with most of them, many programs have scholarship or sponsorship

*Executing a flawless tack is likely be far more rewarding than advancing several levels in any video game.*

arrangements for would-be sailors with financial needs. There are even some programs geared to at-risk kids that are absolutely free. (Notably, the Pegasus Project, Blue Water Sailing, plus special trips aboard *Nehemiah* and *Seaward*, flagship of Call of the Sea.)

It's a sad fact that many, if not most,

## A FULL PALETTE OF KIDS' SAILING OPTIONS

Investigate further details at: [www.latitude38.com/YRASchedule/youth.html](http://www.latitude38.com/YRASchedule/youth.html) and at the websites of individual organizations.

**Alameda Community Sailing Center** — (510) 629-9282, [www.sailalameda.org](http://www.sailalameda.org) • **Summer Camp**, ages 8-13, all levels, able to swim. When: June and July. Boats: JYs.

**Benicia YC** — Derith Lutz, (707) 746-0739, [www.beniciayachtclub.com](http://www.beniciayachtclub.com) • **Half Day Camp**, elementary school age up to age 12 with no sailing experience. When: One-week session in June TBA. Boats: DeWitt Dinghies and Optimists (provided). Cost: \$275 • **Summer Session I**, ages 10-18 or young sailors with experience. When: One-week camp, July/August TBA. Boats: DeWitt Dinghies and Optimists (provided). Cost: \$375 • **Summer Session II**, more experienced sailors. When: July/August TBA. Boats: DeWitt Dinghies, Optimists, C15, CFJ (provided). Cost: \$375 YC member discounts, sibling and multiple camp discounts, and scholarships available on all programs.

• **High School Program** When: Once a month. Boats: DeWitt Dinghies, Optimists, C15, CFJ (provided). Cost: Sponsored by BenYC for Benicia High School students. • **Open Sailing** For pre-qualified individuals with certification.

**Blue Water Foundation**, San Francisco — (415) 392-2018; [www.bluewaterfoundation.org](http://www.bluewaterfoundation.org) • **Thursday Sails**, afternoon sail programs with San Francisco Unified School District and the San Francisco Police Department.

• **Tuesday Sailing Club**, Two groups of 8 students each, sails almost every week for the school year. • **Gleaming Ocean Program**, four-month intensive sailing and teamwork course teaching cruising skills to selected high school students on a 43-ft Hans Christian cutter. Emphasis on building teamwork and self-confidence; mentor system is utilized. • **Oceans Gate Program**, working with Alameda County Probation Department; convicted youth are given the opportunity to make their way back to society; offering both day sails and a multi-month intensive sail training program that will "graduate" successful students by ocean sailing.

**Call of the Sea, Sausalito** — (800) 401-7835 or (415) 331-3214, [info@callofthesea.org](mailto:info@callofthesea.org), [www.callofthesea.org](http://www.callofthesea.org) • **Bay Explorations** 3-Hour Day Sails with 'sailor for a day' or 'oceanographer for a day' sails. On all voyages, students will set sail and participate in three rotating learning

stations. • **Voyage Seaward Overnight Programs**, three or five-day, overnight program; youth experience nature and build self-confidence through the challenge of sailing a traditional tall ship. Call of the Sea has several collaborative partners that send underserved students on Voyage *Seaward*.

**Coyote Point YC** (San Mateo) — Laurel M. Reid, (650) 504-5061, [www.cpyc.com](http://www.cpyc.com) • **Youth Sailing Summer Camp**, ages 8-16 When: One-week sessions, August, M-F 9 a.m.-4 p.m. Boats: 9 Optimists, 2 Lasers. Cost: \$375/week. 10% discount for second child.

**Encinal YC** (Alameda) — Andrew Nelson, (510) 769-0221, [juniors@encinal.org](mailto:juniors@encinal.org), [www.encinal.org](http://www.encinal.org) • **Summer Learn to Sail Program**, ages 6-18, all levels. When: 3-week sessions starting June 16, Monday-Thursday a.m. or p.m. Boats: Optimists, FJs, J/24s (provided). • **Junior Race Team**, ages 9-18 by application only. When: spring/summer/fall. Boats: Optimists, Lasers, 420s (provided). • **High School Program**, grades 8-12. When: Weekends and after school September-April. Boats: FJs (provided). Scholarships available through the Encinal Sailing Foundation.

**Golden Gate YC** (San Francisco) — Valerie Santori, (415) 336-0941; Dave Santori, (510) 693-9104, [www.ggyc.org](http://www.ggyc.org) • **Summer Sailing**, ages 13-19 by special arrangement. Private and group lessons available. Boats: FJs, 420s (provided). Cost: TBD. • **High School Sailing**, grades 8-12 with or without experience. When: Tuesdays and Thursdays, 4-6:30 p.m., during the school year. Interscholastic regattas available to students who attend practice regularly and go to the same school (skipper + crew = a team). Boats: FJs, 420s (provided). Cost: \$100 per session (fall, winter or spring); \$300 for the whole school year. Annual league fee for teams: \$120 + regatta expenses. Scholarships available through the GGYC Youth Sailing Foundation.

**Inverness YC** — Maggie Harmon, (510) 339-3239, [maggieafh@gmail.com](mailto:maggieafh@gmail.com), [www.invernessyachtclub.org](http://www.invernessyachtclub.org) • **Summer Program**, ages 10-18 (10 by June 1), able to pass swim test; PFD, wetsuit, and helmet required (bring your own). When: Session I, Monday, June 23-Friday, July



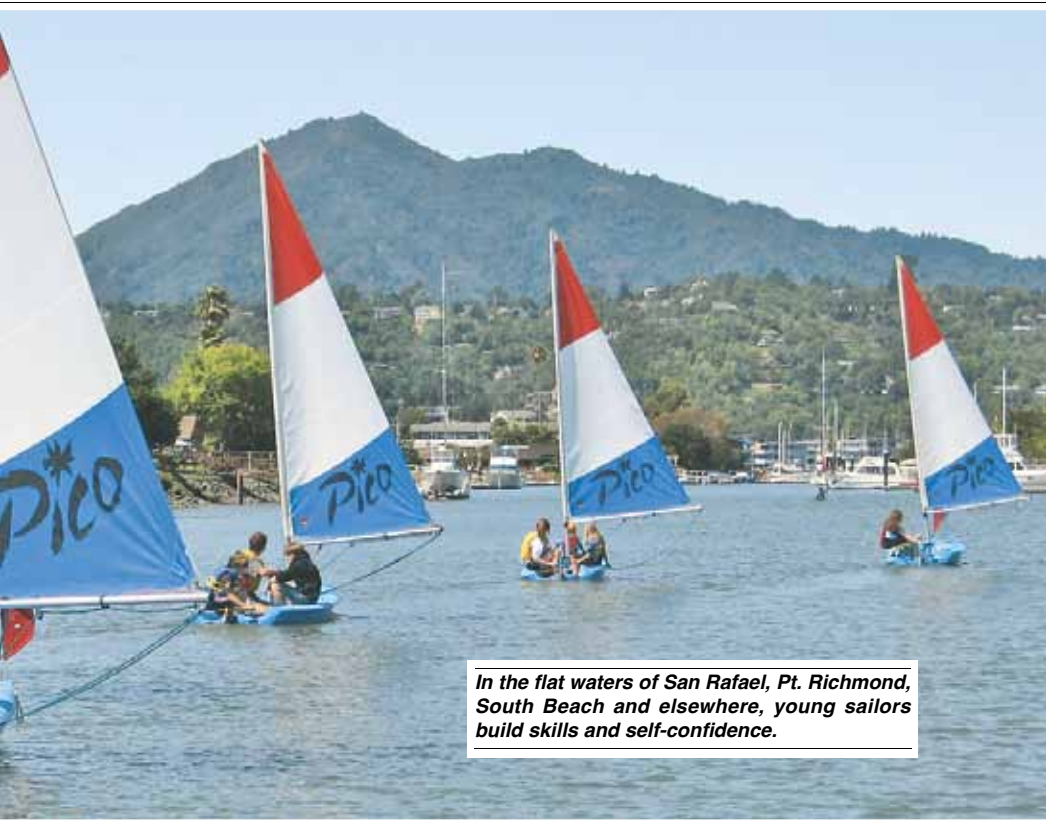
11 (no program July 4); Session II, Tuesday, July 15-Friday, August 1; 9:30 a.m.-4 p.m. Boats: Optimists, Lasers, Open Bics, FJs (provided). Cost: \$900. Need-based financial aid available.

**Monterey Peninsula YC** — (831) 372-9686, [www.mpyc.org](http://www.mpyc.org) • **Summer Sailing Camp**, ages 8-16. When: One-week sessions starting in early June through early August, except the week of July 4, 9 a.m.-4 p.m. • **High School Sailing Program**, When: August-May.

**Nehemiah** (Richmond) — Rod & Joni Phillips (510) 234-5054, [captain@sailingacross.com](mailto:captain@sailingacross.com); [www.sailingacross.com](http://www.sailingacross.com) • **Crosscurrent Voyages** use experiential education, adventure and managed risk-taking for growth and development. Primary goal is assisting youth and youth-at-risk to develop a strong sense of character and community, while installing self-esteem in a hands-on situation.

**Oakland Parks & Rec Dept.** — Sarah Herbelin, (510) 238-2196, [sherbelin@oaklandnet.com](mailto:sherbelin@oaklandnet.com); [www.sailoakland.com](http://www.sailoakland.com) • **Sailing into Science**, fifth graders (teachers may sign up their classes). Where: Lake Merritt Boating Center. When: School year. Boats: Pedalboats, dragonboats, kayaks, canoes, whaleboats (provided). Cost: \$300 per class per day (up to 32 students). • **After-School Learn-to-Sail Program**, ages 10-17. Where: Lake Merritt Boating Center. When: Weekday afternoons during the school year. Boats: Optis (provided). Cost: \$155/10 weeks. • **Basic & Intermediate Summer Programs**, ages 10-17. Where: Lake Merritt Boating Center. When: One-week sessions, June-August. Boats: Optis, Sunfish, Catalina 14.2, Hobbie Wave (provided). Cost: \$165/Oakland residents; \$198/non-residents. • **Advanced Summer Program**, ages 11-17. Where: Jack London Aquatic Center (Oakland Estuary). When: One-week sessions, June-August. Boats: windsurfers, catamarans, keelboats, Bytes (provided). Cost: \$195 and up. • **Youth Sailing Team**, grades 8-12 from any school. Where: Jack London Aquatic Center (Oakland Estuary). When: Practices and regattas on weekends

# TO SAILING THE BAY



*In the flat waters of San Rafael, Pt. Richmond, South Beach and elsewhere, young sailors build skills and self-confidence.*

ROBERT VAN GOOL / SAILING EDUCATION ADVENTURES

modern kids tend to spend a lot more time on the couch than outdoors being active. Add to that the fact that youth obesity has skyrocketed, while recess and phys. ed. classes are diminishing from school curriculums. Sadly, many kids are missing the simple pleasures of connecting with nature through outdoor play.

Sailing can re-establish that vital connection, while helping kids build practical skills that they can benefit from throughout their lives. Besides, executing a flawless tack is likely to be far more rewarding than advancing several levels in any video game. With that in mind, you might say that sailing is the perfect antidote for the lethargy of the Facebook generation.

Encourage your kids to give it a try, and you may be amazed by the results.

— zac turpin

daytime and environmental living programs at the Hyde Street Pier • **The Age of Sail/Teacher Workshops:** The Gold Rush, Life on the Barbary Coast • **Overnight Encampment on a Tall Ship** • **Daytime and overnight programs aboard USS Pampanito:** Educational Tours/Day Programs, Where History Meets Science, Educational Overnight Program & more

**St. Francis YC** (San Francisco) — Brent Harrill, (415) 820-3729, junior@stfyc.com, www.stfyc.com. • **Learn to Sail Program**, ages 7-16. When: Saturday mornings, September-November and March-May. Boats: Optimists, O'pen Bics, 420s (provided). • **Cityfront Summer Sailing Camps**, ages 7-16. When: August 4-15, M-F sessions. Boats: Optimists, Lasers, Bytes, 420s, Bic Techno windsurfers (provided). • **Tinsley Island Summer Overnight Sailing Camps**, ages 8-15. When: One-week sessions, June-August, M-F. Boats: Optimists, Lasers, Bytes, 420s, Bic Techno windsurfers (provided). • **Learn to Windsurf Program**, ages 8-16. When: Sunday mornings, September-November and March-May. Boats: Bic Techno 293 windsurfers (provided). • **Introduction to Racing Program**, ages 9-16. When: Saturday afternoons, September-November and March-May. Boats: Optimists and 420s (provided). Cost: Contact above.

**San Francisco YC** (Belvedere) — Youth Office, (415) 435-9525, www.sfyc.org/youth. • **Summer Learn-to-Sail Program**, ages 7-17. When: June-August. Boats: Optimists, JYs, FJs, J/24s (provided). • **Race Teams**, ages 8-18, all levels. When: All Year. Boats: Optimists, C420s, Lasers (provided). • **High School Program**, grades 9-12 from Marin Academy, Branson, or Redwood High School. When: September-May, Tuesday-Thursday, after school. Boats: CFJs (provided). Scholarships available through the Belvedere Cove Foundation.

**Santa Cruz YC** — (831) 425-0690, www.scyc.org • **El Toro Program**, ages 8-14. Where: Pinto Lake, Watsonville. When: Sundays, September-March. Boats: El Toros (some available for charter). Cost: YC junior membership + program fee. • **Scholastic Program**, grades 8-12. Where: Santa Cruz Yacht Harbor. When: Saturdays, September-March. Boats: CFJs. • **Advanced Sailing Program**, grades 8-12. Support for independent sailors with their own boats. Boats: Lasers, 29ers, etc.

**Sausalito YC** — Christine Bletzer, coach@syccsailing.org, www.sausalitoyachtclub.org/youth-sailing. • **Summer Program**, all levels, ages 7-9. When: June-August. Boats: Prams, Optimists, Lasers, FJs, 420s. • **Spring and Fall**

spring and summer. Boats: Laser 4.7s (provided). Cost: \$395-\$450/season. Scholarships available for Oakland residents.

**Pegasus Project** (Berkeley) — (510) 621-8130, info@pegasusvoyages.org, www.pegasusvoyages.org/project.html • **Mission** is to enable youth to become productive members of a sustainable society through positive outdoor environmental education and by reinforcing life skills. • **Objectives:** Lifeskills Sails aboard Pegasus for youth including youth at risk; To provide youth participants (and adult crew) with a basic environmental understanding and appreciation of the San Francisco Bay; To provide a multi-year track for underprivileged youth that will enable them to experience their backyard Bay through on-the-water activities.

**Richmond YC** — (510) 237-2821, www.richmondyc.org. Parent or child must be RYC member (jr. membership: \$50/year). • **Winter Junior Sailing Program**, ages 8-18. Ornaith Keane, Ornaith.Keane@LMAPINC.com or Steve Kittle, (510) 459-1129, menwork@comcast.net When: Most Sundays October-March, 9:30 a.m.-3:30 p.m. Boats: El Toros, Optis, Lasers (BYOB). Limited number of club Optis and Lasers available. Cost: \$125 + three days of parent volunteer time. • **Summer Day Camp**, ages 8-18 Dan Brandt, dan.higherfastervmg@gmail.com. When: June-August. Boats: El Toros, Optis, Lasers, 420s, FJs and 29ers. Limited number of club Optis available. • **Summer Sleepover Sail Camp** (at Stockton Sailing Club) Tim Stapleton, www.sailcamp.org. When: July 6-12. Boats: El Toros, Optimists (BYOB). Limited number of club boats available. Cost: \$275 + one day of parent volunteer time. Scholarships available. • **Saturday 29er Sailing**, ages 11-18, Dan Brandt, dan.higherfastervmg@gmail.com. When: Ongoing. Boats: 29ers (some club boats available). • **High School Program**, grades 8-12. Many programs; team coaching. Dan Brandt, dan.higherfastervmg@gmail.com. When: October-May. Boats: FJs, 420s (provided).

**Sailing Education Adventures** (San Rafael) — (415)

775-8779 ext. 3, youth@sfsailing.org, www.sfsailing.org/camps. • **Mini Camp**, ages 8-10. Where: Loch Lomond Marina. When: One-week sessions, June-August, M-F, 9 a.m.-1 p.m. Boats: Keel Catalina 16.5s, Capri 14.2s. Cost: \$295. Scholarships available. • **Summer Camp Basic/Intermediate**, ages 11-16. Where: Marin YC. When: Two-week sessions, June-August, M-F, 9 a.m.-4 p.m. Boats: Laser Picos, Lasers. Cost: \$695. Scholarships available. • **Race Camp**, ages 11-18. Where: Loch Lomond Marina. When: One-week sessions, June-August, M-F, noon-4 p.m. Boats: Catalina 16.5s, Lasers. Cost: \$325. Scholarships available. • **SEA Explorers**, ages 10-16, www.sfsailing.org/explorers. Intro to Sailing, Citizen Science, Bay Conservation. Includes a visit to Romberg Tiburon Center. Where: Loch Lomond Marina. When: April, Sept., Sat-Sun., 9 a.m.-4 p.m. Boats: Laser Picos, Power Boat trips. Cost: \$360/5 days. Scholarships available.

**Sea Scouts Mariner 1** (Tiburon YC) — Nick Tarlson, (415) 956-5700; nick@tarlson.com • Year-Round Prgm, ages 14-21; 1st and 3rd Tuesday evening each month; in Santana 35 & 22s, Lasers, FJs, 420s, tall ship Active (provided); \$60/year.

**Spaulding Wooden Boat Center** (Sausalito) — (415) 332-3179, info@spauldingcenter.org, www.spauldingcenter.org • **Sail on a Classic Wooden Boat.** Cruises are offered for free to nonprofit groups serving youth, seniors and those who may not otherwise have the opportunity to experience the joy of sailing due to physical or financial constraints • **Spaulding Youth Boatbuilding Apprenticeship Program**, offers middle and high school students an apprenticeship in traditional boatbuilding and sailing. Apprentices learn woodworking skills and techniques in a working boatyard.

**S.F. Maritime National Maritime Park** (San Francisco) — Seth Muir, (415) 292-6664 office, smuir@maritime.org, www.maritime.org • **Maritime Park Association operates education programs** to increase understanding of our nation's rich maritime heritage. Programs include

# YOUTH ACCESS TO SAILING THE BAY

**Program**, ages 7-13. Boats: Optimists. • **High School Sailing**, Tamalpais HS, Marin School, [www.tamsailing.com](http://www.tamsailing.com)  
When: Practice Monday-Thursday; regattas weekends, September-May. Scholarships available through Sausalito Youth Sailing Foundation.

**Sea Scouts of San Francisco** (Aquatic Park) — Dennis Lindemann (415) 585-8825, Tamara Sokolov, (415) 517-3943, [tamara.sokolov@gmail.com](mailto:tamara.sokolov@gmail.com), [www.corsair-viking.org](http://www.corsair-viking.org) • **Year-Round Program**, ages 13-18. When: Saturdays, 9:30 a.m.-5 p.m., Tuesdays, 5-8 p.m., two-week, weekend and overnight cruises. Boats: 30-ft sailing whale-boats, FJs, Cal 20s, more. Cost: \$60/semi-annually.

**South Beach YC** (San Francisco) — [www.south-beachyc.org](http://www.south-beachyc.org) • **Junior Program**, ages 9-16. When: June-August, schedule TBD. Boats: RS Teras, Lasers, FJs (provided). Cost: \$285/week. Scholarships available for kids in need.

**Spinnaker YC** (San Leandro) — (510) 351-7905, (510) 357-0601, [www.spinnakeryc.org](http://www.spinnakeryc.org) • **Junior Program**, ages 10-18, able to swim. When: 7/14-18, 7/21-25, 7/28-8/1, 8/4-8, M-F, 9 a.m.-1 p.m. Boats: DeWitt Dinghies (provided). Cost: \$200/ San Leandro residents; \$225/ non-residents.

**Stockton Sailing Club** — Suzie Wasielewski, [manager@stocktonsc.org](mailto:manager@stocktonsc.org), [www.stocktonsc.org](http://www.stocktonsc.org) • **Learn to Sail Program**, ages 9-18. When: One-week classes, June-August. Boats: Optis and FJs (provided). Cost: Contact above; + \$15 short-term youth membership. • Summer Sleepover Sail Camp (with RYC & SCYC) [www.sailcamp.com](http://www.sailcamp.com).



RICHMOND YC

**Kids sail at Pt. Richmond year-round. One of the goals should be to avoid flipping the boat. But if you do, you'll have a great story to tell.**

org. When: July 6-12. Boats: El Toros, Optimists (BYOB). Cost: \$300 + one day of parent volunteer time. Scholarships available.

**Tahoe Community Sailing** (Tahoe YC/Tahoe City) — Bryce Griffith, (530) 583-3440, ext. 11 • **Youth Sailing Program**, ages 8-17. When: June-August, Monday-Thursday, 10 a.m.-4 p.m. • **Race Program Laser Radial and Pico Race Teams**. When: Monday evening and Friday day. Boats: CFJs, Picos, Nomad 17s, Lasers, 420s. • **US Sailing Power Boat Safe Boat Handling**. Cost: Contact above.

**Treasure Island Sailing Center** — Madison Gattis, (415) 421-2225, [www.tisailing.org](http://www.tisailing.org) • **Harbor Seals Adventure Program** (Introductory), age 6. When: 3 one-week sessions offered June-August, full-day camp, M-F, 9 a.m.-4 p.m., or half-day camp, M-F, 9 a.m.-12:15 p.m. Cost: Full-Day Camp: \$350/one-week session; extended care 8:30 a.m.-5 p.m., \$40/week. Cost: Half-Day Camp: \$200/one-week session; extended care 8:30 a.m.-1 p.m., \$40/week. • **Spring Beginner, Intermediate or Advanced** (Levels 1, 2, or 3), ages 7-13. When: Sundays, 9:30 a.m.-12:30 p.m. Spring session: March 30, April 6, 13, 20, 27, May 4, 11, 18. Cost: \$300 per session. • **Optimist Race Team**, ages 7-13. When: Sundays, 1-4 p.m., plus regattas Saturdays and Sundays. Cost: \$350 (includes coach and boat use fees; separate regatta fees to be paid to the host club). Spring session: March 16, 23, April 6, 20, 27, May 4, 11. Regattas: April 12-13, May 17-18. • **Summer Sailing Camp**, all levels, ages 7-18. When: One or two-week full or half day sessions, June-August. Full-day camp: M-F, 9 a.m.-4 p.m.; half-day camp: M-F, 9 a.m.-12:15 p.m. Boats: FJs, JY Trainers, Optimists, Lasers, J/24s, Access Dinghies. (provided); lifejackets, wetsuits and foul weather gear also provided. Cost: Full-Day Camp: \$350/one-week session or \$600/two-week session; extended care 8:30 a.m.-5 p.m., \$40/week. Cost: Half-Day Camp: \$200/one-week session or \$350/two-week session; extended care 8:30 a.m.-1 p.m., \$40/week. Note: Sessions that coincide with 4th of July have slightly reduced fees. Partial or full scholarships available for all classes.

## Your Boatyard in the Heart of Paradise



Large, fenced, secure dry storage area

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Foreign Flag vessels can stay on dry storage in our yard for up to 12 months out of 24.

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# dewitt

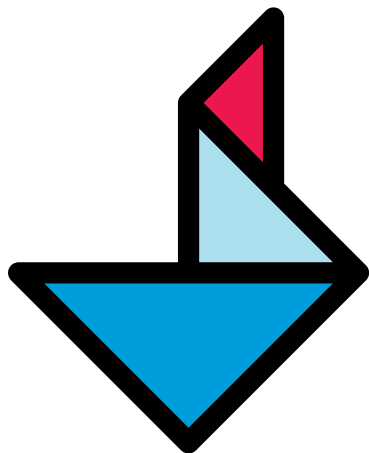
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# MEXORC COPA CORUM —

**H**eld on Banderas Bay March 23-29, the biennial Mexican Ocean Racing Circuit — officially titled the MEXORC Copa Corum this year — combined many of the region's greatest attributes, and drew a rich and eclectic variety of sailboats from as far away as San Francisco and Acapulco.

In addition to being one of the most scenic areas on the Mexican coast, Banderas Bay offers some of the best sailing conditions found anywhere along the Pacific Coast of the Americas. It is often described as what sailing on San Francisco Bay *should* be like — windy and hot. On top of this there is an abundance of sea life to behold, including multiple species of whales, sharks, tuna and blue-footed boobies, to name a few. Ashore, you can't help but be entertained by the cultural amenities and friendly locals, and stuff yourself to the gills with the fresh Mexican cuisine.

Four divisions made up MEXORC Copa Corum this year including a new division for the up-and-coming J/70 fleet. The six-boat-strong J/70s began racing on the fourth day of MEXORC and sailed six races over three days. Racing between the top two boats was intense as they fought for first place and the division win. In the end, both Giovanni Aloï Timeus and the Bay Area's own Barry Demak and Wayne Zittel had eight points. Timeus won the tie-breaker and second place went to Demak and Zittel. Third place went to Ignacio Perez, who'd earned a relatively hefty 17 points.

The ORR 1 Division included some of the most impressive boats in this year's fleet. Ed McDowell's Marina Del Ray-based Santa Cruz 70 *Grand Illusion*,

**Brian O'Hea's Concordia 47 'Ruahatu' heads into the windward mark and prepares to hoist their spinnaker.**



which had placed second in the San Diego to Vallarta race the previous week, made it clear that they meant business, outpacing seven competitors and scoring only 13 points in nine races, which earned them a division win. Five and a half points behind them was Ricardo Brockman's stunning blue R/P 52 *Vincitore*. Brockman put up a good challenge early on and proved that top boats must have well-seasoned crews to be competi-

*"Warm water, warm weather, no foulies — what a treat for us Bay Area sailors!"*

tive. Third place went to Lorenzo Berno on his Kernan 70, *Peligroso*, with 29.5 points.

It was hard to compete with Greg Slyngstad's J/125 *Hamachi* in the nine-boat-strong ORR 2 Division. *Hamachi* won two-thirds of her races with only three second places and a total of 11 points. Trailing close behind early on, but slipping as the week progressed, Andreas Baptista's J/133 *Veloce II* came in second with 18.5 points. Jose Usobiaga's Farr 40 *Akelarre* was close behind in third with 21.5 points.

The ORR 3 Division was certainly the most colorful, as each of the seven teams had its own brightly-colored shirts on display daily as they raced one-design Catalina 37s. Ernesto Amtmann's *Bandido* sailed quite well, placing first with only 11.5 points. The Mexican Navy team started out the series strong with a bullet and two seconds, but couldn't

remain consistent and came in second with 20 points aboard *Generalissimo*. The mostly female crew aboard Patrick and Linda Sweet's *Olas Lindas* arguably won the prize for most enthusiastic. Although they looked strong at the end with two bullets, their two DNC's ultimately left them in third place with 31 points.

Atypical for Banderas Bay, the first



ALL PHOTOS THIS SPREAD: JAVIER PÉREZ

three days of racing were held in relatively light breeze of 5-12 knots. During the long distance race on day three, racers were lucky to finish. Sailing in fresh breeze on their way to the finish, they soon found themselves in a giant wind hole that left many temporarily adrift. All were ultimately able to finish, however.

Fortunately, the remaining races were more consistent with daily breeze building in the early afternoon into the 15- to 20-knot range that made for excellent racing.

**F**ounded in the 1960s, MEXORC got its start as the organizing authority of the San Diego to Acapulco races. About ten years later, the MEXORC concept evolved so as to allow Mexico to compete against sailors from the United States, Canada and Europe, specifically in Mexican waters. For more than thirty years, world-class sailors — Corinthian and professional alike — have competed in the circuit. Famous boats such as Roy Disney's *Pyewacket*, Jake Woods'



# RACING PERFECTED



**Ed McDowell's Santa Cruz 70 'Grand Illusion' showed that a well-seasoned crew working together can still beat much newer boats.**

Sorcery, John Arens' Tomahawk, and Bob Lane's Medicine Man are only a few well-known boats that have raced in the enticing waters of Banderas Bay.

The MEXORC event itself consists of a combination of buoy and long distance races. The races are held about 45 minutes northwest of Marina Vallarta (in downtown Puerto Vallarta) where participants' boats are docked. There are two buoy races on each of the first two days, followed by a long distance race the third day. The fourth day is a lay day. There are two more buoy races on the fifth day and a second long distance race on day six. The last day of racing is called the Gold Cup and includes a reaching leg added to the windward-leeward segments.

Each day following the racing this year there was a festive, waterside cocktail party with music, free-flowing drinks and a variety of appetizers. It was a great time to reflect on the day's racing and to

catch up with old and new friends alike.

**M**EXORC racing always begins a week after the biennial San Diego to Puerto Vallarta ocean race — which acts as a 'feeder race' to MEXORC. Racing on the Pacific Coast is very popular with Mexican boat owners as well. Many have their boats taken all the way from Acapulco to San Diego so they can enjoy a full two weeks of racing before heading back home.

Acapulco is home to Mexico's largest racing fleet. What was once a "graveyard for IOR

boats," according to Ricardo Brockman, owner of *Vincitore*, is now a thriving environment for the bigger racing boats. "Things have changed and now there are three TP52s and *Peligroso*, among others. We now have six big boats and six Farr 40s with a total of about 25 boats," says Brockman.

For the last six years, the event has been based in the neighboring state of Nayarit, on the northern side of Banderas Bay. This year, organizers decided that it would be an improvement for racers and their families to base the regatta in the heart of Puerto Vallarta at Marina Vallarta. This was to enable visiting sailors to enjoy the hotels, restaurants and local attractions with less difficulty than before. "Guests have a short walking distance from their dock or short taxi ride from their hotels and events," says Juan de Pablos, Acapulco YC's administrator general, who was primarily in charge of organizing this year's regatta. Visiting sailors "can enjoy the hospitality and warmth of the people at every hotel and restaurant of Puerto Vallarta, and the highest quality of marina management under the administration of Opequimar." De Pablos worked with numerous local officials to make sure that everything at this year's MEXORC went off without a hitch.

Some potential entrants for both the San Diego to Puerto Vallarta race and MEXORC became concerned when they heard about the Mexican government's impounding of foreign boats — extensively reported in *Latitude 38* and *Electronic Latitude* since last November. The ***The ladies of "Olas Lindas" put on quite a show both on and off the water. They came in third overall in the ORR 3 Division.***



# MEXORC COPA CORUM —

last thing racers wanted was to arrive in Mexico and then have their very expensive sailboats stuck in Puerto Vallarta, racking up berthing fees while waiting for resolution of bureaucratic issues. Organizers received their fair share of phone calls over the impounding issue, but for the visiting racers the whole impound issue was ultimately irrelevant.

"I've worked eight MEXORC's from 2000, and have been the PRO since 2008," says Bruce Green. "The numbers have been pretty much the same since I've been involved. The addition of the J/70 fleet this year helped or we would have been down considerably in the big boat area." Although the impounding issue concerned a lot of people, he says, "The boats from the San Diego to Vallarta race had no problems, although a lot of pre-planning went into the preparation so none were expected."

Almost anyone's concerns would quickly be vanquished once they experienced the sailing conditions on Banderas Bay — which, as it has been said, are fabulous. As the morning sun rises over the bay there usually isn't more than a wisp of wind present. The sun's heat warms the nearby mountains and, just as in San Francisco Bay, a thermal breeze develops. It typically remains light until the early afternoon and can jump rather quickly from around 5-8 knots up to a high of 15-20 knots.

Prior to the start of a MEXORC race, crews might have teed up the number one or two headsail, only to have to swap it out with the number three just after the warning gun was fired. With the sometimes-sudden wind increase would come larger swell activity and the fore-deck would certainly get doused. Thankfully, though, the air temperature is in the mid-to high 80s so you never get cold, you just cool off. The typical afternoon breeze holds

from about 1 p.m. until early evening, when it usually calms down and returns to what it was that morning.

Bill Helvestine, owner of the Santa Cruz 50 *Deception*, was the only Bay Area skipper lured by Banderas Bay's enticing sailing conditions to enter MEXORC this year. But J World's *Hula Girl*, owned by Wayne Zittel and Barry Demak, was also in town, having participated with *Deception* in the San Diego-Vallarta race — with paying customers on board. They didn't enter *Hula Girl* in MEXORC, but will keep her in Mexico for continued chartering opportunities for the next few months.

Fortunately for Bill, while four of his crew returned to the Bay Area after the San Diego to Vallarta race, four more flew into town for MEXORC to replace them. Demak raced with Helvestine on the first day and his local friend Rick Taylor filled in with Bill's "Deceptionists" for a total of three days. Demak and Taylor then joined Zittel to finish out the regatta on a chartered J/70 — getting second

place in their one-design division. Meanwhile, various friends and spouses came aboard *Deception* in order to make the whole event a success.

"Our week on Banderas Bay was an

*"Then just before the start we saw a whale right on the starting line..."*

absolute delight," says Bill. "Warm water, warm weather, no foulies — what a treat for us Bay Area sailors! The racing was well organized and competitive. Barry Demak said at one point that Banderas Bay was the best place to sail in the world, and I believe him."

The *Deceptionists* were generally pleased with their performance, save for a few mistakes here and there. Ultimately though, *Deception* came in sixth. "We didn't place well, because our rating



JEN EDNEY

# RACING PERFECTED

doesn't do so well against the newer, stiffer boats on courses with long upwind legs that you get in buoy racing," continues Bill. "We also need a fair amount of breeze to really perform well, and the majority conditions were in the 10-15-knot range. On the heavier air days and going downwind, we held our own."

By all indications the Deceptionists enjoyed themselves on shore as much as on the water. "The onshore activities were great. The good food and specialty drinks provided by the various restaurants were enjoyed by everyone," says Bill. "Af-

"It appeared that many of the US boats that did the San Diego-Puerto Vallarta race didn't opt to stick around, which was a shame. They don't know what they missed! I believe that in the past a higher percentage remained for MEXORC."

To us it would seem to be a no-brainer to stick around for MEXORC, due to the phenomenal conditions. As Zittel puts it, "Seriously, it has to be one of the best and most consistent places in the world to sail. The breeze, weather, wildlife, and scenery all winter long are just stellar. That's why we opened the J World facility down there a decade ago."

Bay Area native Will Paxton shares Zittel's sentiments. Paxton flew down to sail with his longtime friends aboard the well-known Santa Cruz 70 *Grand Illusion*, owned by Ed McDowell and based in Long Beach. "Sailing on Banderas Bay is like the paradise of sailboat racing," says Paxton. "You have the thermal consistency of San Francisco Bay coupled with tropical condi-

tions found in the Hawaiian Islands — I don't know why there aren't a hundred boats competing down there."

It's interesting to get Paxton's perspective after sailing MEXORC on such a relatively old boat. Virtually all of the seven boats in *Grand Illusion's* class were significantly newer than she is. Lighter, stiffer and rigged with non-overlapping headsails, their designs are more in keeping with the objective of buoy racing. "Sailing a Santa Cruz 70 around buoys can be tricky with an overlapping genoa," he says. "Although it gives the boat more power, it also gives us less maneuverability. A lot of the newer boats we compete against don't have the overlapping headsails."

Overlapping headsails or not, it didn't seem to make that much difference when it came to results. *Grand Illusion's* owner, McDowell, and his boat captain, Patrick O'Brian, have been sailing the

boat together since McDowell bought her in 1997. This, coupled with long-term crew and consistent boat handling, made *Grand Illusion* a tough boat to beat, despite her age relative to the rest of her division. The worst they placed was third in race five and they managed to earn five bullets over nine races. This earned them first place overall.

The closest competitor, Ricardo Brockman's R/P 52 *Vincitore*, was four-and-a-half points behind, a deficit that looked harder to make up after the fifth race when she began a string of third-place finishes that continued until the end. Brockman wasn't too upset though. After all, he'd won the San Diego to Vallarta Race the week before.

Beyond the challenges faced by racers in new and old boats alike, there are those presented to the race management team. In the Bay Area we've grown accustomed to a high level of skill and infrastructure within our race committees. But in Mexico, the scenario is a bit different. "The charm of the event is also the greatest challenge," says Bruce Green, the event's PRO. "That's the relative lack of organized infrastructure in the area. Vallarta Yacht Club is a small club made up in part by expats. They run a lot of junior racing but they aren't perfectly equipped to handle larger events," he says. "Getting some of the gear to run the races can be challenging. There's a lack of turning marks, committee boats, mark boats, flags and equipment that we take for granted in the States. This is improving, but it's always a task to scrounge the tools to manage an event of this scope.

"The people are marvelous and we get a great deal of help from Acapulco Yacht Club, the yacht club in Valle de Bravo, the Mexican Sailing Federation, the Mexican Navy and the local folks," continues Green. "It's just never the same from year to year, and new problems must be met each time. It's the challenge that makes it so interesting and fun — never the same old same old. Also the hosts always do a really good job with the parties, and the mix of racing with windward-leeward and distance racing is fun. Unlike racing at home most everyone is away from home and so they get together after racing, which is always rewarding."

Adding to the logistical challenges of running MEXORC during this year's race, Bruce was faced with a large, twin-hulled spectator boat that got too close to the starting area. The unaware captain drifted into the starting line's pin and got



JAVIER PÉREZ

Above: Greg Slyngstand's 'Hamachi' (foreground) and Andreas Baptista's 'Veloce 2' battled for first place overall. 'Hamachi' ended up winning the regatta with only 11 points. Left: Deceptionists mixing it up with 'Akelarre.'

ter a few hours you move to a restaurant and continue to eat and drink. Then get up the next morning and do it all over again!"

Zittel is another big fan of MEXORC. He's competed on Banderas Bay six times on a J/130, J/120, J/70 and, of course, *Hula Girl*. "This year seemed a bit light," he says of the turnout.



# MEXORC COPA CORUM



JAVIER PÉREZ

caught on the rode. Eventually, the rode had to be cut and the day's race delayed while race committee officials sought out another anchor and line. Needless to say, the boat captain stayed well clear of the starting area from then on out.

In years past there have been other interesting starting line incidents. "I was in the starting sequence with my Mumm 36 *Blue Chip* back around 2001," says

***Team 'Chivos' battles with 'Olas Lindas' in Catalina 37s after a dramatic and close rounding at the windward mark on the last race day.***

Walt Logan of Tiburon. "Then just before the start we saw a whale right on the starting line. Before I could turn the boat to take her stern, I saw a calf swimming behind her," he says. One thing Walt knows about mother whales is that you don't get between a mother and her calf,

as this is known to upset the mother very much. "I veered completely off course to avoid the whales — but I think we still had a pretty good start."

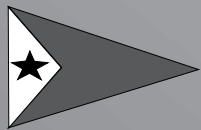
**F**inishing off the week is a spectacular awards dinner. This year a 25-person *mariachi* band was featured. Whenever organizer De Pablos mentioned this his eyes lit up as if it was New Year's Eve.

Guests enjoyed free-flowing wine, traditional appetizers, and a main course of fresh salmon. All the while the 25 *mariachis* performed across the vast stage and put on an incredible performance.

The team from *Grand Illusion* was presented with their award, as were Zittel, Demak and Taylor for their performance on the J/70. To finish off the evening's celebrations, a fireworks display was launched at the other end of the regatta tent, impressing Bay Area natives with its incredibly low trajectory on the fogless night.

— *latitude* / ross

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# ONCE MORE, WITH FEELING —

*It's hard to label Webb Chiles: Sailor, writer, adventurer, record-setter, masochist, man of passion... the list goes on. Five times (mostly) solo around the world, the first American to round Cape Horn by himself and owner of the longest solo open-boat voyage in history, the 72-year-old is showing no signs of letting up. Currently preparing for his sixth circumnavigation, he's chosen an iconic Santa Cruz-built ultralight for the task: a Moore 24.*

*As a follow-up to our December 2012 interview, we caught up with Webb recently in San Diego to get the low-down on his latest adventure.*

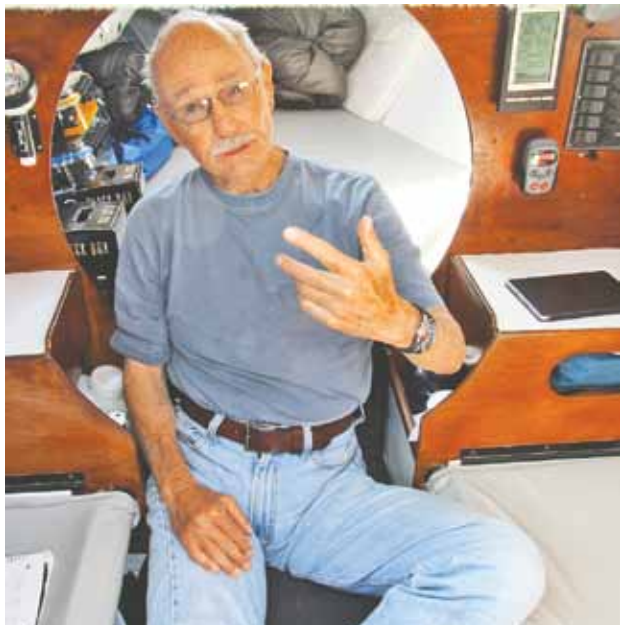
**Latitude 38:** You're planning to begin a circumnavigation in May on your Moore 24. Are you going to sail Gannet around Cape Horn?

**Webb Chiles:** I don't know yet. I don't have any doubt that a Moore 24 can survive a tradewind circumnavigation. But can it survive the Southern Ocean? I don't know. I've spent months in the Southern Ocean and rounded Cape Horn twice, so I know enough to not take the decision lightly. I'll spend the next 6,000 or 7,000 miles [to New Zealand] figuring that out and then make a decision from there. This is the first time that I've left on a circumnavigation without a definite plan.

**38:** How will you begin your journey to New Zealand?

**WC:** I will take a train from Chicago to San Diego in early May, where *Gannet* lies. From there, I'll leave quietly some time in May and probably head for Hilo on the island of Hawaii. I've never sailed to Hawaii before. French Polynesia seven times, but never Hawai'i. It will be nice to see something different and also to avoid the bureaucracy of French Polynesia.

**The interior of a Moore 24 doesn't allow much room for a guy who is 6'1" to stretch out, but Webb has found his favorite spots.**



**38:** And after Hilo?

**WC:** If possible, I will leave directly from the Big Island and begin sailing for New Zealand with a planned arrival between October and November. I'll likely do just a couple of long passages, not island hopping from one to the next.

*"The Moore is the best-sailing boat of them all. And the fastest!"*

This will be a good shakedown for *Gannet* when deciding whether or not to take her into the Southern Ocean, as I should see some challenging conditions before reaching New Zealand. Any time you sail to New Zealand, you've got to be ready for a gale.

**38:** And once you get to New Zealand, the choice is east or west?

**WC:** Exactly. I'll fly home and spend the holidays with my wife [his sixth], the love of my life, Carol. During that time I'll decide which way to go. If I decide to go west-about through the trades, then I'll leave New Zealand in March-April 2015 and begin heading toward the Indian Ocean. If I decide to go east, I'll leave New Zealand between October and November of 2015 and head straight for the Horn.

**38:** If you go west, where will your first destination be?

**WC:** Australia. One of my favorite places to sail is from Cairns to Cape York, in northern Queensland. It's a beautiful 500- to 600-mile-long cruising ground that lies within the Great Barrier Reef. Smooth water, southeast trades, reliable reaching conditions... it's perfect. I love the emptiness and solitude of the place, how well protected it is and all of the good anchorages throughout, many

within close day-sailing distance. With *Gannet's* asymmetrical kite and light-air performance, I look forward to some great sailing there if I don't go to the Horn.

**38:** You've sailed everything from production Ericsons to custom IOR race boats to a couple of 18-ft open boats, and now a Moore 24. Why did you choose the Moore?

**WC:** Because it's a good sailing boat; seaworthy and well built. I believe when choosing a boat that you should choose a very good sailing boat and then adapt yourself to it. If you try to adapt the boat to yourself, then you risk turning it into something that it's not and it's no longer the good sailing boat that it once was. All of my boats have sailed very well and I have often sailed engineless as a result. The Moore is the best-sailing boat of them all. And the fastest!

**38:** So you really like the Moore?

**WC:** I love the Moore.

I am constantly amazed at the sailing performance of *Gannet*. With the furling jib, furling asymmetrical spinnaker and easy-to-reef mainsail, the boat is easily managed singlehanded, and easy to adapt to all conditions.

On my shakedown sail for this voyage, I sailed around Guadalupe Island and back, the same shakedown route as I did on the Ericson 37 *Egregious* before sailing nonstop around Cape Horn and to New Zealand. That was before closing the circle and beating Chichester's around-the-world record. I found mostly light air this time, but even in 12 knots of breeze, *Gannet* often saw 8 knots with the kite up. I love the voluminous bow and the Moore's bow-high, well-mannered sailing characteristics, not to mention how light the boat is and how well she does in light air.

**38:** You're a pretty tall guy at 6'1". How do you deal with three feet of headroom and such limited space?



# WEBB CHILES' SIXTH LAP



**The venerable Moore 24 design first proved its offshore ability in 1976 when hull #2 was doublehanded to Hawaii. But around Cape Horn?**

**WC:** It does not bother me. Again, it goes back to my philosophy of adapting yourself to the boat. If I want to stand, I stand up in the companionway with full 360° visibility. If I want to get out of the sun, I sit on the floorboards facing aft with my legs stretched out. The pipe berths are comfortable and the ergonomics for sailing the Moore 24 are great.

With very simple systems, water carried in jugs and a diet of freeze-dried and ready-to-eat foods, I don't need any more space than what I have on the Moore.

**38:** *What's with the name Gannet?*

**WC:** When I used to have the IOR tonner *Hawke of Tuonela* on a mooring in Opuia, New Zealand, I liked to enjoy a drink at sunset, gannets would dive and hit the water like cannonballs to go fishing. They were simple, elegant birds; like the Moore 24. Plus it's easy to say

and spell on the radio. (He laughs.)

**38:** *Gannet doesn't have a windvane hanging off the transom, and there are no wind instruments on your mast head. Are you planning to hand-steer around the world?*

**WC:** Partially. When I set to sea, I don't go out there to sleep. I enjoy sailing and with a boat that sails as well as the Moore 24, I plan to spend very long periods of time at the helm, sailing my boat, when conditions allow. I had a windvane that I had planned to mount on the back of *Gannet*, but the quote that I received to

properly reinforce the transom for the windvane was nearly as much as I paid for the boat! With my high-efficiency, lightweight, flexible solar panels and two Group 24 batteries, I have more than enough juice to power one of my four ST-1000 Tiller Pilots for as long as I need to. And if I run out of power, I'll just do more hand steering.

*"If I get myself into trouble, I don't want people to risk their lives coming to get me."*

**38:** *Where do you store the large, heavy liferaft on a tiny boat like a Moore?*

**WC:** I don't carry a liferaft. Or an EPIRB. I believe in being self-sufficient when at sea. If I get myself into trouble, I don't want people to risk their lives coming to get me.

**38:** *On that note, we wish you fair winds, following seas and a safe voyage, Webb.*

**WC:** Thank you. I'll make sure to give *Latitude 38* a shout before I leave, with a link to my tackler.

— ronnie simpson

*Webb Chiles' website and blog can be found at [www.inthepresentsea.com/the\\_actual\\_site/webbchiles.html](http://www.inthepresentsea.com/the_actual_site/webbchiles.html). He has written seven books and has published more than one hundred articles. To learn more about his past adventures, download the eBook of the December 2012 *Latitude* interview at [www.latitude38.com](http://www.latitude38.com).*

**A place for everything, and everything in its place. Of course if you don't live by that slogan aboard a Moore 24, life would be chaos.**



ALL PHOTOS RONNIE SIMPSON

# ST BARTH BUCKET —

Mill Valley's Patrick Adams, skipper of the Swan 100 *Varsovie*, told *Latitude* that it takes "six strong crew to lift one of the boat's spinnakers." So imagine how many crew it took to pull the 180-ft *Adele's* 4,000 sq. ft. MPS from the drink after the halyard broke and dropped it into the water. Megayacht racing is not for the weak of mind or body, not when 400-ft long, 1.25-inch diameter spinnaker sheets get whipped around with enough force to remove limbs, if not heads.

Thirty-eight boats between 86 and 218 feet showed up in late March for the 18th Annual St. Barth Bucket, arguably the greatest spectacle in big-boat sailing. Eight of the monster entries had been built within the last two years — among them the Holland 190 *Seahawk*, the Dykstra 180 *Kamaxitha*, the Dubois 164 *Ohana*, and the Dubois 150 *Ganesha*. According to a rep for Perini Navi, which had seven boats in the regatta, "Owners no longer just want to cruise around the world in safety and comfort, they want to participate in regattas such as the Bucket."

Each year since the Bucket started in 1995, when a Perini Navi 154 was the big boat, the racing has become more competitive. These boats are immaculate, the sail

*Left to right from top right: The 180-ft schooner 'Adela'. Her keel was laid in the early 1900s. The dark-hulled 180-ft 'Marie', the overall winner. The 150-ft 'Ganesha'. Built more for luxury than speed, the 163-ft 'Ohana' still booked. 'Hetairos', 218 ft of carbon. Older than most, the 147-ft R/P 'Visione' was rated the second fastest boat in the fleet. Her owner used to keep a home in Novato.*





# BIG BOATS, BIG WIND & BIG FUN

ALL PHOTOS LATITUDE / RICHARD



# ST BARTH BUCKET

shape is near-flawless, and overall the crew work is stellar. The crews, of course, were flown in from all over the world. We wonder if there was a rigger from Cowes to Sydney who hadn't been flown in for the four-day series.

The boats, divided into four divisions based on their general type, were not sent out in candy-fanny conditions. It often blew in the mid-20s, making for huge loads. Just 30 seconds into the start of the first race, the stem fitting on the all-carbon 216-ft *Hetairos* failed explosively. It took the crew half an hour to get the sail down. Somehow the boat was repaired to race again the next day.

Most of the boats, gear and crews held together to put on a spectacular show. There are few things as breathtaking in sailing as a perfectly trimmed 190-footer charging to weather in the low teens, or a 180-ft schooner on a spinnaker reach seconds before her chute explodes.

Humans being humans, a few mistakes were made. The spanking new *Seahawk* — which sported distinctive red



Left to right: Patrick and Reed Adams of 'Varsovie'. Janet and Shag Morton, he being the helmsman on 'Adela'. Ken and Kerry Keefe.

shrouds and displaces 550 tons — went onto the rocks just off the Beef Barrel rounding mark. "I saw one of her lights flung right off the masthead," says Ken Keefe of *Adele*. Fortunately, the boat got off before too long and without too much damage.

Keefe and Adams weren't the only Northern California sailors racing in the Bucket. Scott Easom was back for another year on the 188-ft *Twizzle*, and Paul Cayard was calling tactics aboard *Hetairos*. There were surely others.

While it appeared that *Hetairos* was doing about 50 on a close reach, Cayard told *Latitude* that her top speed was actually about 21 knots. "These boats don't

surf," he explained. While they don't surf, they sustain very fast high speeds and quickly gobbled up the 20- to 27-mile courses.

Handicaps were taken at the starts to keep the boats safely spaced, so whichever boat in the four divisions crossed the line first was the winner. In several cases it was by just a matter of seconds, validating the rating rule.

Since some of the boats cost \$50 million or more, a collision could prove to be a tad expensive and time-consuming. So all were given range-finders to help them stay the minimum of 120 feet apart. In addition, each boat had a Safety Officer who had the ultimate authority over steering decisions. Although there were several times when many boats converged, there were no collisions.

St. Barth being St. Barth, Jimmy Buffet was part of the official entertainment and, as many had hoped, put on a surprise performance at little Baz Bar.

The St. Barth Bucket. Trust us, it belongs on your sailing Bucket List.

— *latitude*/richard

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# PACIFIC PUDDLE JUMP PROFILES, PT II —

We've been lucky enough to visit many places where sailors tend to congregate, but we've never been anywhere that sees a more international mix of globetrotting sailors than Panama.

Celebrating its 100th year of operation this summer, the Panama Canal is the ultimate funnel through which adventurous sailors from Europe, Africa,



Most kids love outings with their mom and dad. So this Colorado family's boat seems particularly well named: 'Field Trip'.

the Caribbean, the Eastern Seaboard of the US and elsewhere must pass en route to dreamy landfalls of the South Pacific.

As regular readers know, we call their initial SoPac migration from the West Coast of the Americas to French Polynesia the Pacific Puddle Jump. And every year we co-host PPJ Send-Off parties at both the Vallarta YC in Mexico and the Balboa YC in Panama. Having introduced you to the Vallarta jumpers last month, we'll give '15 minutes of fame' to the Panama contingent this month. By now, many of them are at least midway through the 3,000-mile passage to the islands, and some of the early birds have already arrived.

**Field Trip — Antares 441**  
**Mark & Sarah Silverstein**  
**Castle Rock, CO**

Although Colorado isn't exactly a huge yachting center, Mark and Sarah somehow were bitten hard by the cruising bug a few years ago. During the two years since they bought the aptly named *Field Trip* in Buenos Aires, Argentina, they've sailed north through the islands of the Eastern Caribbean, all the way up to Maine, then back down again and

across the belly of the Caribbean to Panama.

"Mark always wanted to go to the South Pacific," says Sarah, "and he's been trying to convince me for a while." Apparently she's been won over, especially since daughter Elizabeth, 8, and son Michael, 6, seem totally at ease with their vagabonding lifestyle. They'll cruise to New Zealand, then reassess.

**Grace — Panda 40**

**Paul & Judy Meaney, Seattle, WA**

If you think you have to be a lifelong sailor to enjoy cruising, listen to Paul and Judy's story. "We didn't get into sailing until we were in our mid-50s," explains Paul. "Never learned to sail; never had a



'Grace'

boat. But we took a couple of lessons and away we went." And so far, so good. Based in Seattle, they've now been out for four years.

Why French Polynesia and the South Pacific? "It's a bucket list thing," they say.

**Taitonga — Alubat Ovni 395**  
**Christian & Dagmar Sahr**  
**Frankfurt, GER**

"I read some books and saw some films about the South Pacific," recalls Christian, "and to me it looks like paradise on Earth."

*"He said, 'I want you to sail around the world with me.' How could she say no?"*

He and Dagmar both love traveling, but as he says, "If we had to stay in hotels every night, we couldn't afford it. Traveling by boat, of course, is a lot more reasonable. But it's a long, long way to reach the destination." Especially in this case.

Now in their third year of cruising, they'll slowly work their way to New Zealand, but they're in no great hurry to get there.



ALL PHOTOS LATITUDE / ANDY

**Qi — Contest 46**

**Thomas Runte & Gaylyn Morgan**  
**Hamburg, GER**

Many Puddle Jumpers have decades of experience, but not this pair. Thomas, who hails from Germany, began his adventures on the water just two years ago. Six months later he and Gaylyn met, when they both signed on to a sailboat on a crossing from Spain to Malta. She's a native New Zealander who was raised in Australia.



'Qi'

Apparently sharing crewing shifts led to romance because before Gaylyn knew it, Thomas made an unusual proposal: "He said, 'I want you to sail around the world with me.'" How could she say no?

Despite their relative inexperience, they've already traveled successfully more than 5,000 miles from the Med to Panama. As you might imagine, their plans are open-ended.

**Sandgroper — R&C 46 cat**  
**Derek Crosby & Anne-Marie Haynes**  
**Freemantle, AUS**

We have to say that *Sandgroper* is one of the more unusual boat names we've heard in a while. Perhaps it has to do with the fact that catamarans can bring their bows right up to the beach.

# MEET ME IN PAPEETE



**Posed in front of the Balboa YC anchorage at the Pacific end of the Canal, these voyagers were psyched up for the 3,000-mile crossing.**

at Panama's Shelter Bay Marina, on the Caribbean side of the Canal.

Derek and Anne-Marie are not long-time sailors, but after retiring they chartered a boat on the Queensland coast for the whole family to enjoy. "We thought, 'Yeah, this is how we want to spend our retirement!'" They bought this Robertson & Craine cat out of The Moorings fleet on Tortola, and as Derek says, "We've survived 40 knots so far, so I guess we're doing all right."



**'Sandgroper'**

those challenges haven't dissuaded them from jumping the puddle. In fact, when we met them, they could hardly wait to get started.

**North Star — Tayana 52  
Steve & Kim Watford  
Clearwater, FL**

Steve and Kim began this extended cruise with participation in the 2009 Caribbean 1500. Although they've been out for five years, it sounds as if they're just getting started. "Underwater photography is our passion," Steve explains. "We dove all over the Caribbean, and now we're looking forward to seeing what the South Pacific has to offer."

They were both smiling and happy



**'North Star'**

North Star got hit by lightning, wrecking many of her onboard systems. Only recently did they complete all the related repairs

**Li'l Explorers — Hughes 58  
The Winter-Grant family  
Channel Islands, CA**

We'd have to scour the PPJ archives to be certain, but we're pretty sure that Courage and Shannon (aka Dad and Mom) are setting a Puddle Jump record by bringing their six (!) kids along as crew. They range in age from Cassidy, 15, to little brother Integrity, who is only a year and a half.

Shannon apparently started getting excited about this cruising fantasy 10 years ago during her Bora Bora honeymoon. But Courage has had the bug his

**Andiamo — Islander 36  
David & Maureen Trumble  
Newport Beach, CA**

"David's been wanting to go to deep water ever since we got the boat," says Maureen. That was six years ago, and they took off cruising shortly afterward.

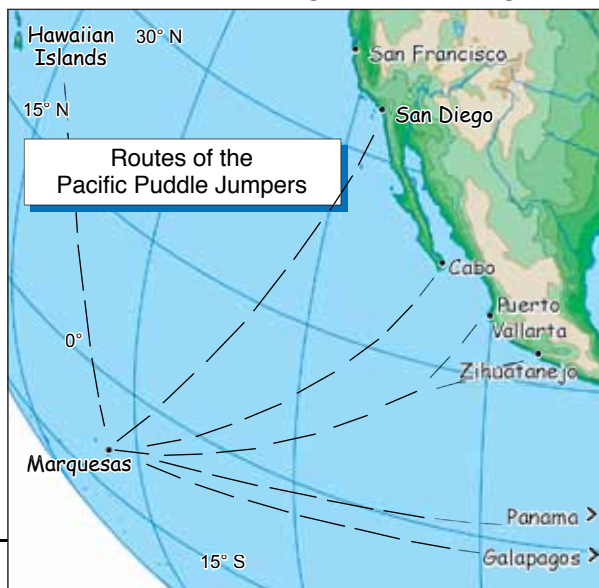


**'Andiamo'**

until we got out there that we realized how challenging cruising can be." But

"I'd read all those sailing mags that made cruising sound like fantastic stuff — you know, beautiful women stretched out on deck sunbathing. It wasn't

when we met them, but probably weren't so cheerful a year and a half ago. That's when



# PACIFIC PUDDLE JUMP PROFILES, PT II —

whole life. Back in 1972 his parents built a Piver 48 tri and took off with their kids. The original plan was to do the South Pacific, but that never happened, as they opted for the Caribbean instead.



*The 'Li'l Explorers' crew, minus one.*

Courage and Shannon followed his parents' lead in 2012 by buying this Kurt Hughes-designed cat, which had been sitting unfinished for 20 years. They launched her a year later and took off with their kids three months after that. The interior is still unfinished, but there'll be plenty of time for that in some distant anchorage.

## **Dragonfly — Hughes 60**

**Al & Jill Wiggington, Zionsville, IN**

Al and Jill's big cat is also a Kurt Hughes design (as is *Latitude's* 63-footer *Profligate*).

As noted in our February *Letters* section, as Al and Jill travel the South Pacific they'll be pursuing an unusual agenda. The founders of the medical relief organization Sea Mercy chartered *Dragonfly* several years ago, and the couple was so impressed by the nonprofit's operation that they agreed to serve as a floating healthcare clinic in remote areas of the South Pacific. This year, they'll be hosting medical teams on rounds in Tonga, Fiji and beyond.



*'Dragonfly'*

**Jean Marie — Mikado 52**  
**Walter Baumgartner & Jacqueline Goddard-Baumgartner Cowes, GBR**

Although *Jean Marie's* homeport is Cowes, as Walter explains, "We've come from South Africa, so we like strong wind." They get plenty of that around the Cape of Good Hope. But he and

Jacqui say that after setting sail together in 2007, they had a glorious trip up the South Atlantic to the Caribbean, with moderate breeze all the way.

The story of how Walter, a Swiss national, got to South Africa will have to wait until another time, but we can tell you that he's owned this French classic since 1978. Although he worked in the boating industry for decades before retiring, he claims that Jacqui, a relative newcomer, is *Jean Marie's* captain.



*'Jean Marie'*

**Bandit — Moody 46**  
**David Morgan & Brenda Webb**  
**New Zealand**

As with many of the Puddle Jumpers that we meet in Mexico and Panama, David claims that island-hopping across the South Pacific has been a lifelong dream. "Not me," says Brenda. I'm just



*'Bandit'*

going along for the ride." "Yeah," says David, "I'm sort of single-handing with my wife aboard." We have to believe, though, that Brenda is more involved than she lets on. After all, this duo has been cruising successfully since buying the boat in Europe five years ago. They're now heading back home to New Zealand, but seem to be open to distractions along the way.

**Sundancer II — Savage 42**  
**Ian & Helen Potter, Sydney, AUS**

As they set sail for Polynesia, this cheerful Aussie couple is on the home stretch of a nine-and-a-half-year circumnavigation. They left Sydney in 2005.

It's often hard for such well-traveled voyagers to pinpoint their favorite spots, but Ian and Helen were quick to mention their explorations of Turkey's Turquoise Coast as well as navigating the French canals from Marseilles all the way



*'Sundancer II'*

to the English Channel (after dropping their rig). "At times we only had about 8" of water beneath the keel," explains Ian. And during a drought they got stuck and couldn't move until winter, but the memories remain precious.

Now they're eager to make some new memories jumping the puddle.

**Shakti — Norseman 447**

**Mike & Rosie Seidel, Brisbane, AUS**

"The name *Shakti* means female power in Hindu," explains Mike, "which tells you everything about the boat. This is the admiral," he says as he introduces Rosie.

After falling in love with a sistership in Asia, Mike and Rosie tracked down *Shakti* in Trinidad a year and a half ago, via *YachtWorld.com*.

The couple has been cruising seriously since 2008. "We only did weekends before that," says Rosie. The beauty of being based at Brisbane, of course, is that it's a great jumping off point for cruising the Great Barrier Reef and Indonesia.

**The Southern Cross — St. Francis 44**  
**Catherine Kimber & Peter Chataway**  
**Port Adelaide, AUS**

"We've been told by a lot of circum-navigators that French Polynesia was their favorite part of the trip, so we're really looking forward to it," says Catherine, who is listed as the captain.

They left Adelaide (on the country's south coast) seven years ago, and will eventually return there. But they're in no hurry. "We told our parents and children we'd be away for 10 years, and we've only been away for seven, so we've got a ways to go yet." Their current game plan is to spend two seasons in the South Pacific, then head up to Asia.



*'Shakti'*



*'Southern Cross'*

**Amiable — Amel Super Maramu 53**  
**Steve & Liz Coleman, Hobart, AUS**

Sailing on their friends' Amel 53 inspired Steve and Liz to search for a similar hull.

# MEET ME IN PAPEETE

They found *Amiable* in Martinique a year ago, and are now heading home to Hobart with those



*These Aussies are 'Amiable'.*

friends with the *Amel*, *Duncan* and *Eva* along as crew. Some sights along the way will be familiar for these owners, as they previously clawed their way east from Tasmania as far as Western Samoa via the Roaring Forties — that's definitely the hard way to get there.

**Evenstar — Hallberg-Rassy 53**  
**BJ Porter & Kathleen Woodruff**  
**East Greenwich, RI**

According to BJ and Kathy, their fantasizing about this cruise began a decade ago. Their current timetable is scheduled around their kids, son Will, 16, and daughter Danielle, 13. "We wanted to do



*'Evenstar'*

this before Will goes off to college." His goal is to be a yacht designer, and he's already spent some quality time with Bob Perry.

We asked Danielle what her friends back home thought about her big adventure: "They think it's cool. In fact, one of them said she'd like to stow away and come with us."

Given the family's timetable, they've got about two years to play before young Will has to rejoin the real world.

**Ukulele Lady — Shearwater 39**  
**Nick & Lynette Marvin, Durban, ZAF**

Although neither Nick nor Lynette plays the ukelele, they've grown to like the name given to their South African-built sloop by her previous owner — especially since they're bound for the birthplace of the uke, Polynesia.

Having left Durban in 2006, they're intentionally taking their time to work their way around the world. If you're contemplating making the trip up the South Atlantic to the Caribbean someday, this pair chooses the word "wonderful" to describe it. "It really was a very easy trip."

**Dances with Dragons — C&N 58**  
**Wayne Harris & Tigs Lankester**  
**Port Aransas, TX**

"I've been around once already," says Tigs, "so I'm showing Wayne the way." Tigs, who's English, was out for six years on her previous circumnavigation. Wayne, on the other hand, has been dreaming about such long-haul cruising ever since he was a young man. Now, having bought this big Camper & Nicholson ketch in 2012, he finally gets his chance.



*'Dances with Dragons'*

The couple set sail from Texas in mid-January, made a pit stop at Isla Mujeres for a quickie bottom job, then beelined it for Panama. Future plans are open-ended.

*"I'm sort of singlehanded with my wife aboard."*

**Tehani-Li — Tayana 52**  
**Karel Dimitri & Phil Tenney**  
**Brisbane, AUS**

Karel and Phil picked up this boat in Barcelona, began cruising in 2008, and have out ever since. Even though they're now heading west toward Australia, Karel clarifies, "We're not necessarily taking the boat back home. Australia is



*'Tehani-Li'*

just on the way to somewhere else!"

They'd always intended to do longterm cruising, Phil explains, but somewhere along the way their cruising goal expanded into doing a complete circumnavigation. Don't expect them to cinch

down their docklines permanently any time soon.

**Argonaut — Berckemeyer 54**  
**Frits Draijer & Marian Jongboom**  
**Den Oever, NED**

Clearly one of the most unusual boats in this year's fleet, *Argonaut* was

custom built of aluminum in the Netherlands in 2006. Although specifically built for cruising, she has features normally only seen on serious racing machines: a lifting keel, water ballast, double rudders, a dinghy garage and running backstays rather than a fixed backstay. They've been out since 2011, and are still loving every inch of this one-off 54-footer.



*'Argonaut'*

After two tours of the Caribbean this Dutch couple is now eager to make new landfalls in the South Pacific.

**Moana Roa — F-P Bahia 46**  
**Laurie & Sonia Haynes**  
**Fremantle, AUS**

It's probably safe to say that *Moana Roa* has something on board that no other PPJ boat can claim: a professional guitar teacher. He was brought along specifically to advance 14-year-old Travis' musical career. His brother Beau is 12, and sister Kara is eight. Instructor Joel, who's twentysomething, ponders, "Whoever thought playing guitar would take you to Tahiti?"

Having bought this big cat in Martinique, the family has now been cruising for two years. They have to be back in Australia by November, but we expect



*Meet the 'MoanaRoa' crew.*

to see them July 4 at the Tahiti-Moorea Sailing Rendezvous, as Laurie is an outrigger canoe coach. "I wouldn't miss it!" he says.

**Island Fling — Island Spirit 36**  
**Rian Hattaya & Alim Sur**  
**Fethiye, TUR**

Although there are probably thousands of sailing yachts in Turkey, we rarely meet Turkish sailors out cruising — especially those with the experi-

# PACIFIC PUDDLE JUMP PROFILES, PT II —

ence of this happy couple. Now working on their second circumnavigation, Alim and Rian published a book about their first rounding, and they regularly submit articles to a Turkish sailing magazine.



'Island Fling'

Between trips they spent a couple of years in Turkey, but say they "have no real roots there" these days. Evident by their big smiles, they say, "We feel like kids when we get out traveling by boat." The focus of this lap around the planet will be to travel slowly and "return to the best places we discovered last time."

## Sangreal — Tartan 34

**Ken & Gail Kleinhoff, Olympia, WA**

If you're wondering, the name refers to the Holy Grail. And after chatting with this adventurous pair, it sounds as though they've been in pursuit of that sacred chalice ever since leaving the Olympic Peninsula in 1999. Thus far, their travels have taken them to Hawaii, the Line Islands, Samoa, Tonga, Fiji, Australia, across the Indian Ocean, around Africa, to St. Helena, Ascension, Fernando de Noronha, Brazil, French Guiana, Devil's Island, north to St Maarten, across the Atlantic to the Azores, to the Canaries, back to the Caribbean and on to Panama — and they're eager to see more. Next stop, Marquesas.



'Sangreal'

## Rewa — S&S 65

**David Irvin, Pretty Marsh, ME**

This lovely Sparkman & Stephens-designed, Abeking & Rassmussen-built aluminum ketch has changed hands a couple of times since we last saw her during the 1999 Baja Ha-Ha. Her current 'steward' is David Irvin of Maine, who's excited to bring her back to the Pacific.

"When I was in my 20s," he explains, "I was first mate on a 100-ft schooner that sailed from Maine to Australia. It was a great trip, but I remember thinking to myself, 'When I grow up I want to do it again in my own boat, on my own timetable.'"

He's recruited a jolly crew for the



Capt. David and the jolly 'Rewa' crew.

crossing: his old buddy from Maine, John Correa, a Belgian sailor named Paul Vanhauwere and American expat Jan Ahlman. She now lives in Panama City, having opened a B&B, Panama City Connection, that caters to cruisers' needs. "They shanghaied me," she says with a laugh, "because somehow they got the idea that I was a great cook."

## Cetacea — Cheoy Lee MS 53 Tony Wessendorff & Gail Corrigan Houston, TX

Despite the fact that Tony refers to his boat as a "big ugly Cheoy Lee motorsailer" we'd bet he loves her, as he and Gail have owned her for 13 years. It wasn't until a year ago, after Gail sold her company, that they finally got her out into blue water.

"We've known for a long time we wanted to go sailing," says Gail, "but we didn't really know where we wanted to go." Tony's vote was for the South Pacific.

They are among the few crews that went to the trouble to visit the French Embassy in Panama to apply for a "long stay visa" of 6 to 12 months. Normally, non-EU citizens only get 90 days, which isn't nearly enough to explore French Polynesia's archipelagos. (All boats, however, can stay for up to 18 months.)



'Cetacea'

## Outsider Australia — Ocean Cat 49 Ian James & Wendy Shields Yamuna, AUS

Although Wendy and Ian are typical outdoorsy Aussies, they didn't get into sailing seriously until they moved aboard their previous boat in 1999. Two years ago someone made them an offer on it that they couldn't refuse, so they decided to take advantage of the strong Australian dollar and fly out to the East Coast to buy this Henry Lucke-designed cat. They say they're still amazed at how fast she is.

Now, as they anticipate the 7,000-mile homeward run to Australia, their most immediate goal is to try to avoid sailing any more to windward. "So far, we've done 4,500 miles to windward to get here [to Panama] — from the East Coast to the Bahamas to Cuba to here."

"We expect we'll have a good time on the crossing," says Ian. "After all, the Pacific is 'our water.'"



'Outsider Australia'

## Jakker — Jeanneau 42.2 Tony Erens & Jacqueline Jeurissen Genk, BEL

Like many international cruisers we meet in Panama, Tony and Jacqueline found they really loved exploring Panamanian waters — after all, outside the narrow zone of development that abuts the Canal, the country offers many spectacular cruising venues such as the San Blas Islands and the Bocas del Toro region. This Belgian couple stayed a year and still didn't see it all.

They left their home waters in 2010, crossed the Atlantic to Martinique, and have explored several islands that are off the usual cruiser milk run, including Cuba and Haiti. Their intention is to circumnavigate, but they're in no hurry to get back home to Europe.



'Jakker'

## Calista — Bavaria 38 The Apukov family, Liverpool, GBR

Although *Calista* flies a British flag, her owners are originally from Russia. Vladimir, his wife Oxana and son Alex, 20, migrated to Malta years ago, but they are now on the move again, heading for their new home in Auckland, New Zealand.

Unlike the many cruisers who have no time constraints, the Apukovs are making a fast, no-nonsense sprint to the land of the Kiwi. They left Malta in November, made a beeline across the Med and Atlantic to St. Lucia, then sailed nonstop to the Canal.

They don't intend to dilly-dally in the



# MEET ME IN PAPEETE



*The Russian crew of 'Calista'.*

South Pacific islands either. "We plan to make three stops," explains Vladimir: Nuku Hiva, Tahiti and Tonga." To each his own.

### **Mystic — Albin Ballad 30**

#### **Mark Bryant, Houston, TX**

"I've wanted to do this since I was 18," says Mark, a singlehander who set sail from Texas seven years ago. The backstory: "Right after high school I helped build a ferro boat, but passed up the chance to crew it, and I've regretted it all my life."

Now that he's finally got the chance, he hopes to complete a circumnavigation. "I want to do the whole circle. It doesn't matter if I make it or not. Trying is what's important to me."

### **Windance III — Privilege 435**

#### **Vernor & Christina Kritzer, AUT**

Although their boat shows a hailing port of St. Vincent, Vernor and Christina are originally from Austria. Having been out for seven years, they've become well acquainted with the seemingly carefree cruising life.



*'Windance III'*

"We are slow movers," explains Christina, "so it takes us a while. We have to put our feet down and

see what is happening and enjoy where we are. Then we move on when we've seen enough.

Judging by that, it may take them decades to explore all that the South Pacific has to offer.

### **Kalliope — Tayana 37**

#### **Gregg & Deborah Burton, Clark, CO**

It must have taken Gregg and Deborah a while to acclimate to the tropical heat, as they've been living in Western Alaska. They are no strangers to blue water voyaging, though. Both circumnavigated in the late 1980s from Southern California.

Despite her Colorado homeport, the couple picked up *Kalliope* — which is

named after the Greek goddess of poetry and song — in Washington. Like many Panama Puddle Jumpers, they'll stop along the Ecuadorian mainland and in the Galapagos on their way west.

Gregg says he's thrilled to get out cruising again, as he's had a thirst for deep-water adventures since he was 10. "We lived in the Florida Keys then, and I somehow got hold of an old wooden rowboat that someone had put a sail on and lee boards." He's moved up substantially since then.

*"I want to do the whole circle. It doesn't matter if I make it or not. Trying is what's important to me."*

### **Jack Tar — Beneteau Oceanis 473**

#### **Pete Newman & Carol Rose Mooloolaba, AUS**

Borrowing the slang term for salty sailors of the British Empire — *Jack Tar*

is an appropriate name for this couple's boat, as they've been sailing for more than 50 years.

"We enjoy the interaction with other cruisers," says Carol,

"and we're looking forward to seeing the Pacific Islands." Having bought this boat seven years ago, they plan to finally bring her home to Australia by October.



*'Jack Tar'*

### **Novae — Fountaine Pajot 48 cat**

#### **Stefano & Helen Piviali Fremantle, AUS**

Although Stefano is originally from Italy and Helen is from Scotland, they've long considered themselves to be Australians, having migrated there 33 years ago.



*'Novae'*

They picked up this big cat from the F-P factory in La Rochelle, France three years ago, and they're taking their sweet time getting

her home. Actually, once they reach the country's east coast, they'll still have a 3,000-mile trip ahead of them — over the top and down the west coast to Perth. "Of course, we may visit Indonesia on the way, and perhaps also northwestern Australia's Kimberly region, where you find beautiful uninhabited fjords."

### **Aros Mear — Norseman 447**

#### **David & Gitte Bushby, Dundee, GBR**

David and Gitte arrived at the *fiesta* breathlessly, just as we were about to turn off our recorder and have a beer. They'd somehow gotten the party time wrong.

Although they began cruising aboard this Bob Perry-designed sloop three years

ago, Gitte explains, "We've been cruising during summers for 30 years" out of their base in eastern Scotland.

Oddly, although they are both excited to see the South Pacific, they may take a radical diversion before heading west.

"We actually like high-latitude sailing," says David, who seems fit as a fiddle at age 80, "So we're still debating whether to go down to Chile first and explore the fjords." That would mean they'd probably circumnavigate the South American continent before arriving back in Panama and finally heading west.

Ah, the life of a full-time cruiser. So many destinations to choose from.



*'Aros Mear'*

**W**e hope you enjoyed meeting this international cadre of cruisers as much as we did. We hope to catch up with many of them again this summer and hear about their passages at the annual Tahiti-Moorea Sailing Rendezvous, July 4-6 (put on by *Latitude 38* and several South Pacific partners). Look for our report on that event in the August edition, then our recap on the fleet's crossing experiences in September.

If it's finally going to be *your* turn to jump the puddle next season, free registration will begin in November at [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).

— *latitude / andy*

*Readers — We encourage you to check out the products and services of the Puddle Jump's many fine sponsors, without whom our PPJ coverage would not be possible. You'll find them listed at [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).*

# MAX EBB

**P**OSH, according to the online urban dictionary, was once thought to be an acronym for "Port Outbound, Starboard Home." It seems that when taking a steamship from England to the Far East, POSH put the passenger on the more desirable shady side of the ship in both directions.

That bit of etymology has since been debunked, but I still use the principle for air travel: Southbound in the morning, I always prefer a window on the starboard side of the plane. Northbound it would be the port side, to keep the morning sun out of the window and the ground features in better lighting. Yes, I still love to look out the window, and the shady side of the plane has a much better view.

I also choose my window seat in the last row, well clear of the wing. That back row middle seat is always the last one filled, and more often than not it's empty. Flip up the arm rest and there's more space than in business class, and I have two tray tables to work on.

**A**ll was going according to plan on my last trip to Southern California. It was a crowded flight, but the passengers had all boarded and the middle back-row seat was still empty as usual. As the cabin door closed I congratulated myself on another good call. But just before dogging it tight, the flight attendant swung it open again for one more passenger.

My luck had run out. I didn't look up as that last passenger stuffed a not-quite-legal carry-on into the overhead bin, or when the guy in the aisle seat got up to let her in.

"Like, just in the St. Nick of time!" she gasped, still out of breath from

the run through the terminal and up the jetway, as she sank into the seat that I had hoped would serve as my overflow desk for this flight. She had another too-big-to-be-legal carry-on bag on her lap.

You only get one guess: It was Lee

Helm, grad student at the university, and my crew when I can drag her away from her windsurfer. Spring semester had just ended and she was flying home to LA.

"Max, do you know why they don't let turkey vultures into airports?" she asked in a louder-than-necessary voice, still short of breath but not too winded to be her usual smart-aleck self.

"I give up," I conceded after half a minute.

"Because they eat carry-on!" she giggled.

I groaned, and so did the guy in the aisle seat and the three people in the next row. If this was setting the tone for the flight, I could forget about getting any work done.

After being scolded by the flight attendant, Lee somehow managed to squeeze her too-big bag under the seat in front. The cabin door closed, this time for good, and we backed away from the terminal.

**W**e had hardly had a chance to exchange post-race analysis of the last weekend's races when Lee began an on-board science experiment.

"This is really cool," she insisted as she produced a set of keys. They were not on a regular key chain, but on a short length of very thin Spectra line. She handed me the keys.

"We're going to measure acceleration during ground roll," she informed me. "When the engines hit full power, just hold the keys up as a pendulum, in front of the window. I'll take some photos with my phone, and we can measure the angle between the pendulum string and the horizon to get our acceleration in g's — it's just

the tangent of the angle of the pendulum from vertical."

"Sure, I can handle that," I said as I inspected the knot that held her keys on the string. I expected a bowline for that application, but it looked more like a

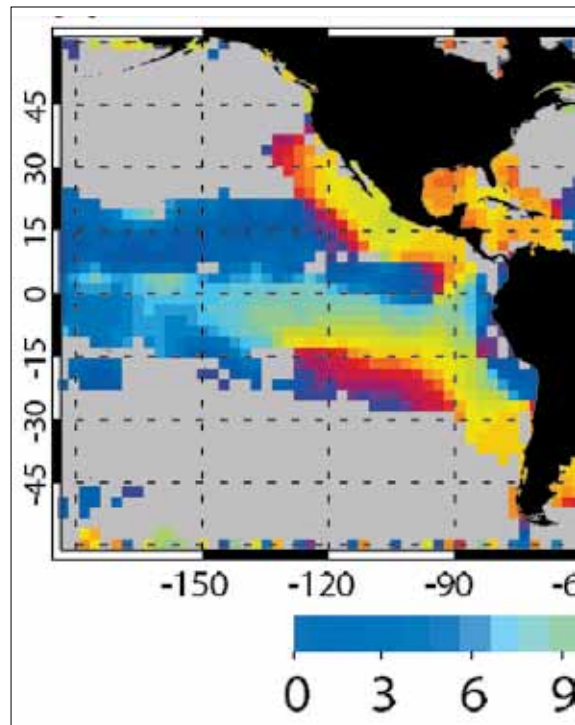


figure-eight on a bight.

"Really thick marine layer this morning," Lee noted, pointing up at the overcast. "We won't have much of a view. And, like, much worse, I'll miss a good day of windsurfing, 'cause the sea breeze will be cranking today."

"And I'm missing an ocean race," I complained. "But how do you know how thick the clouds are? Don't you want to wait 'til we see how long it takes to climb out of them?"

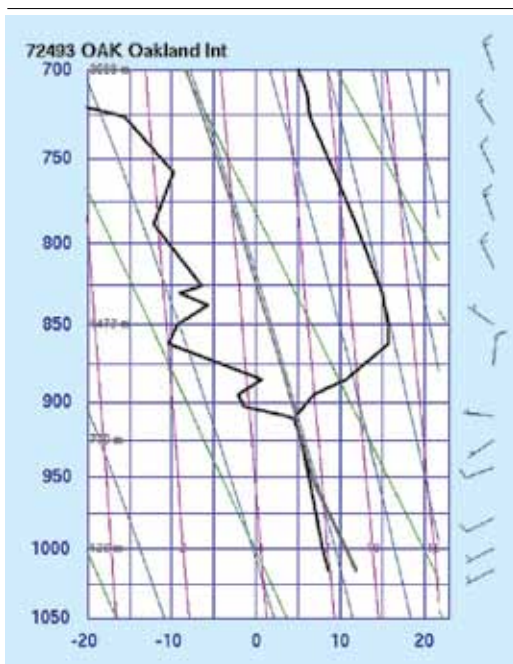
"I've been tracking the 12-Zulu Oakland sounding," she informed me. "Today we have a thick and moist marine layer, as indicated by an inverted temperature profile up to a couple of kilometers."

"All that from a sounding?" I asked. "We already know the water depth around the airport..."

"No, silly," she sighed. "An atmospheric sounding with a weather balloon. It goes up at 5 a.m. PDT, and returns temperature, humidity, wind speed and direction, all as a function of altitude. And, like, some other parameters are calculated that indicate the stability of the air. Here, it's available from a U. of Wyoming website, of all places. I'll show you — it's at <http://weather.uwyo.edu/upperair/sounding.html>.

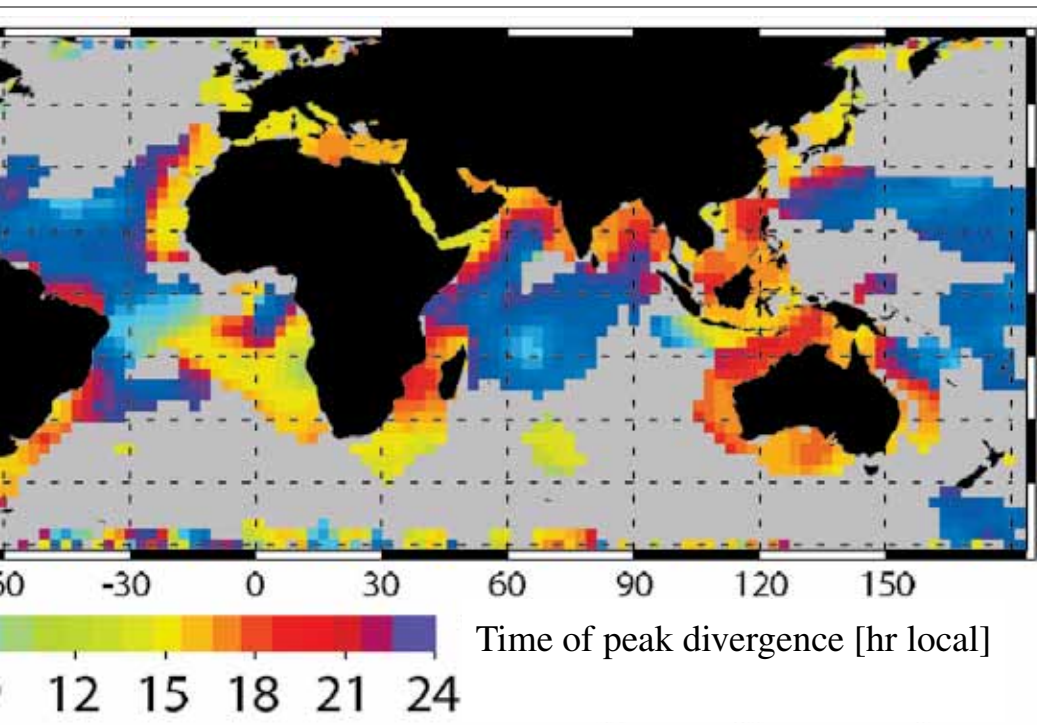
"Lee, you can't use your phone to connect to the Web on the plane."

"Got it saved, no worries," she assured me. "Airplane mode, I'll bring it up as soon as we're above ten thousand."



"The Diurnal Cycle of Surface Divergence over the Global Oceans," Wooda, Ohlerb et al, Univ. of Washington.

# — POSH FLIGHT OR DIVERGING CONVERSATION



U. OF WYOMING DEPT. OF ENV. SCI.

By this time the plane had taxied into position. The engines roared to full power, the brakes released, and the pendulum made from Lee's keys swung aft. Lee took her photos when the angle stabilized.

"Got it," she said as the plane lifted off. A few minutes later we broke out of the overcast into bright sunshine, our first glimpse of blue sky that day. The plane banked left to turn over the ocean, then leveled out, and we could see a thick carpet of low clouds extending miles out to sea.

"I'm not missing much," I said. "Looks like the course is socked in but good."

At last the announcement came over the PA that we could turn on our electronic toys. Lee switched on her tablet, and brought up the data from the morning weather balloon at Oakland Airport.

"See? Temperature inversion and high humidity up to about four thousand feet. Nice wind shear, too — look how the wind direction is to the right at altitude."

"How do you explain that?" I asked cautiously.

"Basic Coriolis," she answered. "Air just wants to flow from high pressure to low pressure. But we're on a spinning earth, and it spins fast compared to wind speed. I mean, like, let's say the pressure

difference makes the wind want to blow at 30 knots from high pressure to low pressure. In 12 hours it's only gone 360 miles. But in that time the earth has done a 180, and the wind, just by trying to go straight ahead, is now moving right back into the high pressure area it came from."

"The air won't really flow back uphill, though, will it?"

"No, but it's deflected way to the side by the spinning earth, and, like, the air can't get out of the high-pressure zone nearly as fast as you'd think. Sun rises in the east, which means we turn counter-clockwise if you're looking down on the North Pole, which means that from our point of view, in our rotating reference frame, anything that tries to move in a straight line is deflected to the right. And from that it follows that high-pressure air masses, with air trying to get out, turn clockwise, and low-pressure systems, trying to suck air in, turn counter-clockwise."

"Makes sense," I said, if you can attribute intentions to air masses."

"Here's a classic Coriolis experiment to do in your car," Lee added. "Set the heater vent on the dashboard to send a stream of warm air aimed just to the right of your face, so that you can just feel it on your right ear. Close all the other vents. Then drive around a corner in a tight turn to the left, so the car is like the rotating earth. What do you think will happen? Does the air coming out of the vent go straight or does it turn?"

Lee would not tell me the answer, so I made a mental note to check it out in

the rental car. But she hadn't answered the original question either.

"The question was, why is the wind at altitude shifted to the right?" I asked again.

"Like, that's simple, Max. Coriolis acceleration is so strong that the wind aloft pretty much follows the isobars around the highs and lows. But close to the ground, friction slows the wind speed, so Coriolis is less dominant, and the wind direction is bent to flow more in the direction of the pressure gradient, from high pressure to low. Think of the surface wind being shifted to the left, instead of the wind aloft being shifted to the right."

"Is that why squalls usually have a clockwise wind shift in them?" I asked. "The upper air is more from the right?"

"Usually, for sure, except when they don't," she hedged. "But, yes, in theory they bring down air from above, so the shift is clockwise. And that's also why the squalls sail on starboard tack, and why port tack will usually get you into different conditions, especially under cloud streets, but starboard tack will, like, maintain status quo."

"And that's also where the 'exit, stage left' rule of thumb comes from?"

"For sure. Port tack gets you away from the dead air behind a squall."

I stared out at the layer of low clouds covering the ocean, now several miles down. "The marine layer goes way out there this morning," I observed. "Does the sea-breeze effect also go out that far?"

"Ten miles is about the usual limit," Lee replied. "But, like, there are different kinds of daily oscillations out in the ocean. Thanks to some satellite wind measurement data, some of the patterns of these diurnal shifts have been studied."

"I've heard about the 'late afternoon lefty,' I recalled. "Even in the trade winds, where the wind is supposed to be steady, it's a wind shift to the left that some experts say can be observed every day at around 5 or 6 p.m. local time."

"I've seen it happen earlier, more like 2 p.m. local. And then it shifts to the right again at 3 in the morning. Meteorologists used to say that this was just random — all in the navigator's imagination — but new divergence data show repeating patterns in various areas of tropical oceans."

"Divergence? I'm just interested in wind direction, so I can plan jibes to be on the headed tack."

"Divergence is a scalar property of a vector field. In 2-D, assuming incompressibility, divergence of the wind vector field in the plane of the water surface

# MAX EBB

implies a net downward flow." Lee could see she had lost me, and tried to simplify. "Basically, divergence of the surface flow means there's more air coming out of an area than going in, and, like, because what goes out must come in, it means that air is sinking in from above. Conversely, convergence means that air is rising from an area with convergent flow. Now the interesting part: When you plot the local time of maximum divergence, you get some consistent patterns, even in mid-ocean. And from that, you also get the time of maximum right-hand shift in the surface wind direction, because that's closely tied to this property of divergence."

Lee produced a small map of the oceans of the world, color coded for "time of peak divergence."

"Three in the morning for Hawaiian waters," I observed. "That's the time of the daily right-hand shift?"

"Almost. That's the time of the maximum northern hemisphere right shift, or southern hemisphere left shift. So the shift begins earlier and ends later. The satellites only took readings every six hours, so it's all still a little coarse.

But the point is that we do, in fact, have a daily wind-shift cycle, and the chart shows that different parts of the ocean typically have circadian shifts with different timing. It's like a once-a-day tidal effect in the wind, caused by the wave of solar heating moving around the world every day. The phase shift across the equator in the Pacific is especially interesting — and I don't think anyone has explained it yet. It's like a north-south daily sea breeze-land breeze cycle, far from land.

Lee brought up some more charts on her tablet, some of them showing actual wind vector fields for limited areas over a typical daily cycle, and then tried to make me read some technical papers describing these effects. She had to settle for just the abstracts, and before we knew it we were descending through the haze of the LA Basin to land.

"Time for another pendulum g-force test," Lee reminded me when we were on final approach.

The main wheels bumped on the

runway, the plane settled down onto its nose wheel, and when the reverse thrust came on I held the keychain pendulum as instructed for another set of photos. But without measuring any angles, I could tell that the deceleration on landing was a good deal more than the acceleration on takeoff.

"Why would they use more power on landing than on takeoff?" I asked Lee after we were off the runway.

"They don't," she replied. "Think momentum exchange. Same principle applies to waterjet-propelled boats with reversing buckets."

The downside about the last row window is that you're the last one off the plane. It took ten minutes for the aisle to clear. But before the person sitting in front of Lee could move, he left us with a parting shot: "Why don't they let dinosaurs on trains?" he asked.

"We give up," I answered for Lee.

"Too many Tyrannosaurus wrecks!"

— max ebb

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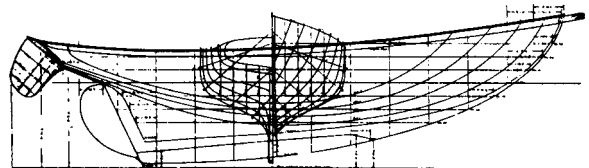
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# THE RACING

Racing conditions on San Francisco Bay recently have been remarkably sunny and breezy, making for some excellent sailing that reminds us a lot of the summer that is soon to come. April started out with a bang at **St. Francis YC's J/Fest**, with the **Doublehanded Farallones Race** taking place the same weekend. Later in the month came **SFYC's Resin Regatta**, **BYC's Wheeler Cup** and — not to be missed — more exciting racing as StFYC hosted **US Sailing's Match Racing Area G,H,J,L Qualifier #1 Series**.

## US Sailing's Match Racing Area G,H,J,L Qualifier #1 for the Prince of Whales Bowl

On the weekend of April 12-13, the St. Francis Yacht Club hosted the first of two West Coast (Area GHJL) qualifiers for the U.S. Match Racing Championship, also known as the Prince of Wales Bowl (POW). The POW dates back to 1931, when it was donated by Prince Edward to promote small boat sailing among junior yachtsmen. In 1975, the event morphed into what we know now as the US Match Racing Championship.

Selected from among numerous applicants, the eight skippers included Newport Harbor Yacht Club members Payson Infelise and Jack Thompson, Royal Canadian Yacht Club member Landon Gardner, and St. Francis Yacht Club members Jackson Benvenuti, Nicole Breault, Russ Silvestri, Bruce Stone, and Shawn Bennett (past winner of the overall championship).

The boats were splashed on Friday to give the teams a chance to practice on the J/22s used for the event.

Saturday dawned with a typical overcast sky, but then the fog burned off and revealed great conditions for a regatta.

also made the racing very close, as any advantage gained at the start or during the weather legs could be quickly erased as soon as the boats turned downwind. This made for some close racing and lots of action at the bottom mark rounding, with the on-the-water umpires getting quite a workout. At the end of the first round robin, it was Team Silvestri with a 7-0 record, followed by Team Bennett and Team Infelise with an equal 5-2 record.

The race committee decided to squeeze in the start of the second round robin, and one more race was run. It was pretty obvious that there were some tired teams on the water at this point, with some questionable boat handling, lots of flags, and general mayhem. Team Silvestri managed to squeak out another victory at the finish with some heavy sans-pole hand-guyed spinnaker reaching and lots of yelling to finish the day with an 8-0 record. Many interesting stories were exchanged at the debrief following racing, including a few truthful ones, but chief umpire Kim Kymlicka and his team made sure that the record was set straight.

On Sunday morning, the fog was absent, and so was the wind. An at-the-dock postponement was welcomed by the tired crews. When the breeze did fill in, it was the typical westerly at 8-10 knots, with another building ebb current guaranteeing close racing with penalties burned at the last possible minute, boats overlapped at the finish line, and other hand-to-hand combat between competitors keeping the umpires and race committee busy. When the dust settled, the final tally was Team Silvestri with a 12-2 record, Team Infelise at 11-3, and Team Bennett with a 10-4 record. Silvestri advances to the Finals, also being held at St Francis YC, on October 3-5.

— bruce stone



## SFYC Resin Regatta

Sailing conditions were summer like in their intensity on April 12-13 — a welcome change for many of us who've become tired of medium- to light-air sailing. In the many races taking place in the Olympic Circle off Berkeley that weekend, there were stark reminders of what can go right and what can go wrong in heavy air.

This year the Knarrs participated in San Francisco YC's Resin Regatta — a welcome addition to the starting line. The six-fleet, 52-boat regatta had the Melges 24s, Etchells, Express 27s, Cal 20s, Open 5.70s and Knarrs sailing on a course just east of Southampton Shoal. Weekend winds built into the low 20s with gusts as high as 26 knots on Saturday — keeping crews busy during each of the five races.

The blustery conditions led to a series of incidents that remind us just how important our safety equipment is. "The first water rescue was a young woman on a Melges 24 who rolled off as the boat jibed for the finish," says PRO Vicki Sodaro. "She was wearing a PFD, put her hand up for the support boat to find her, stayed calm, and was ferried back to her Melges to sail in the next race." In another instance, a skipper fell off his Cal 20 during a jibe after a finish and his inflatable PFD didn't inflate. This, coupled with his



ANGIE LACKEY

Russ Silvestri and his team advance to US Sailing's match racing finals this October. Left to right: John Collins, Mario Yovkov, Russ Silvestri, Nolan Van Dine.

The westerly breeze filled in with eight to 12 knots, and the course was set just north of Crissy Field and the StFYC. As is typical in match racing, the races were two-lap affairs, with a downwind finish.

A building ebb current made the races a bit longer than anticipated, but



'Peregrine' battles 'Twist' (middle) and 'Mr. Magoo' in the J/120 fleet during J/Fest.

crew's being unable to retrieve him, led race officials to rescue him and take him to nearby Richmond YC to warm up. Race volunteers also assisted in sailing his boat back to the harbor.

In another situation, a young woman was retrieved by her crewmates aboard the Express 27 *Abigail Morgan* after slipping off the deck during a blustery downwind leg in Saturday's third race. Fortunately, she held onto the lifeline the entire time and merely got very wet in the process.

Also, in a mash-up that could have ended very badly, Frederic Bouju's Open 5.70 *Ocealyx 2* was dismantled after an altercation with a Knarr. Fortunately, no one was hurt.

— ross

#### StFYC RESIN REGATTA (5r, 0t)

Melges 24 — 1) **Wilco**, Doug Wilhelm, 8 points; 2) **Posse**, Sallie Lang, 11; 3) **Personal Puff**, Dan Hauserman, 15. (5 boats)

ETCHELLS — 1) **Moneyball**, Brian Pedlow, 10 points; 2) **JR**, Bill Melbostad, 15; 3) **Magic**, Laurence Pulgram, 15. (6 boats)

EXPRESS 27 — 1) **Tequila Mockingbird**, Matt Krogstad, 9 points; 2) **Peaches**, John Rivlin, 11; 3) **Abigail Morgan**, Ron Kell, 16. (8 boats)

CAL 20 — 1) **Can O'Whoopass**, Richard vonEhrenkrook, 7 points; 2) **JustEm**, Ted Goldbeck, 16;

3) **Coyote**, Dave Gardner, 20. (7 boats)  
OPEN 5.70 — 1) **Frolic**, Marc Finot, 9 points; 2) **Boaty**, Ben and CJ Anderson, 9; 3) **Frisky**, Dale Scoggin, 17. (7 boats)

KNARR — 1) **Three Boys and a Girl**, C & P Perkins, 13 points; 2) **Benino**, Mark Dahm, 26; 3) **Wintersmoon**, Larry Drew, 27. (19 boats)

Full results at [www.sfyf.org](http://www.sfyf.org)

#### 2014 J/Fest

This year's J/Fest, April 5-6, turned out 42 boats. While not as well attended as in years past, it brought together a healthy number of competitors among some of the older tried and true J/Boats and the very newest in the greater family. It's still safe to say that there is a lot of genuine enthusiasm in each of the fleets — J/24, J/70, J/105, J/111 and J/120 — which is nothing to complain about.

The six-boat J/24 fleet may be close to the oldest at J/Fest, but if you ask fleet captain Melissa Litwicki about it, she's very positive. "We had a nice turnout for J/Fest, and with a couple of new additions to the fleet, we're looking to maintain and build participation," she says. Indeed, as a group, the J/24 owners are trying hard to make racing on the Bay a priority and working to energize members to sign up for more races — and that's always a

good thing.

As for the racing, *TMC Racing* pretty much dominated the fleet. They won their first four races and came in second in their last, winning the series handily.

Darren Cumming's *Downtown Uproar* and crew fought hard for second place, squeaking out a victory over Alex Schultink and crew aboard *Fly By Night*, who'd placed third throughout the series.

It's not often that a new boat comes into a race like this and wins five straight bullets. But that's exactly what *1FA* did in the J/70 fleet. What's even more remarkable is that Scott Sellers, Eric Ryan and Geoff McDonald had just taken delivery of their boat on Friday, the day before the first race.

"We think solid starts, adjustments to the changing conditions (wind and currents), and finding the right mode upwind and downwind were the keys to our success this weekend," says Geoff. "A brand new boat and new sails probably helped too!" Congratulations to the *1FA* crew.

Although the J/105s continue to dominate attendance with 19 boats registered, it was encouraging to see two relatively new fleets on the water in growing numbers, the J/70s and J/111s. What's more is that if these fleets grow, so will the level of competition within them.

— ross

#### StFYC J/FEST (5r, 0t)

J/24 — 1) **TMC Racing**, Michael Whitfield, 6 points; 2) **Downtown Uproar**, Darren Cumming, 15; 3) **Fly by Night**, Alex Schultink. (6 boats)

J/70 — 1) **1FA**, Scott Sellers / Geoff McDonald, 5 points; 2) **Prime Number**, Peter Cameron, 11; 3) **Jennifer**, Chris Kostanecki, 15. (10 boats)

J/105 — 1) **Blackhawk**, Ryan Simmons, 12 points; 2) **Mojo**, Jeff Littfin, 15; 3) **Jam Session**, Adam Spiegel, 28. (19 boats)

J/111 — 1) **Madmen**, Dorian McKelvy, 10

*Ryan Simmons (red hat lower right) and crew aboard 'Blackhawk' won four straight bullets and the J/105 division at J/Fest.*



# THE RACING



LATITUDE / ROSS



LATITUDE / ROSS

**San Francisco YC's Resin Regatta** — (clockwise from top) crewmembers aboard 'Abigail Morgan' retrieve a slippery crewmate; Andrew Rist's 'BigAir' gets a big bow wave; Dan Hauserman and crew looking a bit relaxed on 'Personal Puff'; two Cal 20s battle for position after a start; the Knarrs make a welcome appearance at the Resin; Larry Drew's 'Wintersmoon' hits the waves; the Etchells fight hard for lead position; and an Open 5.70 calls it quits after an altercation with a bigger boat — nobody was injured. — All photos Leslie Richter / www.rockskipper.com unless otherwise noted.

points; 2) **Big Blast**, Roland Vandermeer, 11; 3) **Aeolus**, Rob Theis, 14. (6 boats)  
 J/120 — 1) **Mr. Magoo**, Stephen Madeira, 8 points; 2) **Twist**, Timo Bruck, 12; 3) **Peregrine**, David Halliwill, 13. (5 boats)  
 Full results at [www.stfyc.com](http://www.stfyc.com)

## Doublehanded Lightship Race

This year's Doublehanded Lightship, held on April 5, was in one word "wonderful," according to regatta chair John New. The last race of the Greater March Madness Doublehanded Series got off to a slow start at Golden Gate YC Saturday morning, but the ebb carried the boats out to the building breeze.

Almost everyone finished in remarkably short order, having encountered strong ocean breeze. But back at the Gate it all mellowed out again. Finishing times

ranged from a mere three to five hours. The only dropout was Buzz Blackett's Antrim Class 40, *California Condor* — apparently due to someone on board having to go to a wedding.

Ron Kell won the Express 27 division on *Abigail Morgan*. In PHRF >101, it was Karl Robrock's Moore 24 *Snafu*, and in PHRF <100, it was Greg Nelsen's *Azzura 310 Outsider*.

— ross

## DOUBLEHANDED LIGHTSHIP RACE (3/24)

EXPRESS 27 — 1) **Abigail Morgan**, Ron Kell; 2) **Elise**, Nathalie Criou; 3) **Taz!!**, George Lythcott (3 boats)

PHRF >100 — 1) **Snafu**, Moore 24, Karl Robrock; 2) **White Trash**, Moore 24, Pete Trachy; 3) **Mooretician**, Moore 24, Peter Schoen. (13 boats)

PHRF <100 — 1) **Outsider**, *Azzura 310*, Greg

Nelsen; 2) **Vitesse Too**, Hobie 33, Grant Hayes; 3) **Kilo**, Synergy 1000, Michael Radcliffe. (13 boats)

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

## Berkeley YC Rollo Wheeler Regatta

On April 12 and 13, it seemed as if summer had arrived a tad early. Fog in the morning, strong breezes, steady wind direction, lumpy seas, sunshine — all the usual summer ingredients were on hand for entrants in Berkeley YC's 42nd annual Rollo Wheeler Regatta.

Buoy races were held on Saturday, and Sunday was the pursuit race. The Saturday event is divided into two groups — each group vying for a venerable perpetual tro-





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phy. By having two groups, a large rating spread can be accommodated. Faster-rated boats can be given longer courses than their slower-rated cousins.

The Wheeler group this year consisted of four divisions and 27 entrants racing in the deep waters of central San Francisco Bay. Two windward/leeward 7.2 mile races were run, using Harding as the windward mark. The strong ebb and brisk breezes allowed the boats to practice a variety of tactics. Some were even able to practice unusual spinnaker takedown methods. Division A was won by John Clauser's 1D 48 *Bodacious+*, second went to Bryce Griffith on his Antrim 27 *Arch Angel*, and third went to Frank Morrow's IMX-38 *Hawkeye*. Express 37s were led by Bill Bridge and Kame Richards' *Golden Moon*, second place went to Jack Peurach's *Elan* and third was snagged by Bob Harford's *Stewball*. In

Division C, Andy Newell's Santana 35 *Ahi* got first, George Ellison's Schumacher 30 *Shameless* grabbed second, and third went to Bob Walden's Cal 39 *Sea Star*. The Wylie Wabbits were led by Tim Russell on *Weckless*, John Groen's *Mr. McGregor* got second and Colin Moore on *Kwazy* got third.

But the day overall belonged to Wabbits. When the four divisions were scored together with no division breaks, the top four in both races went to the Wabbits and the overall Wheeler trophy went to *Weckless*.

Simultaneously, The City of Berkeley group consisting of two divisions raced three shorter courses on the Olympic Circle. Their third race finished in front of Berkeley YC and thus they were the first to grab free margaritas and other tasty morsels. Division E was dominated by Tony Castruccio's J/30 *Wind Speed* with three firsts. Second place went to Falk Meissner's Olson 25 *Shark On Bluegrass*, and third place was earned by Robert Schock's New-

port 30 *Achates*. The seven Santana 22s were also dominated by a boat with three firsts. Jan Grygier's *Carlos* claimed that honor, second went to Deb Fehr on *Meliki*, and third went to Garth Copenhaver's *Oreo*.

It was a close race for the overall City of Berkeley and only one point separated first and second. Congratulations to Jan Grygier and *Carlos*.

The next day was the pursuit race. Again, sailors enjoyed the nice breezes and summerlike conditions. The course was from FOC on the Circle, to Harding, then to Blossom, then down to a turning mark .75 miles leeward of FOC, the finish. And guess what? Wabbits wuv reaches. Colin Moore on *Kwazy* along with two new crew had a wonderful romp around the course to take the day. Chasing after them and only 1 minute 21 seconds behind was Richard Courcier's bright red Farr 36 *Wicked*. *Bodacious+* came in third.

— bobbi tosse

# WORLD

This month we continue our comprehensive overview of **Greater Bay Area Charter Yachts** with the focus on smaller **Six-Passenger** vessels.

## Why Not Kick Back and Let the Professionals Do the Work?

Even if you own a boat yourself, there are special occasions when it's nice to leave the responsibilities of provisioning, cleaning and running the boat to a professional crew. At such times it's helpful to know that there are dozens of well-kept charter boats available for hire in the Bay Area, run by congenial crewmembers who aim to please.

What sort of special occasions? Suppose, for example, that a favorite set of friends or relatives is coming to town, and you want to share with them the pleasure of Bay sailing, but still give them your undivided attention. Or suppose you want to entertain little kids or old-timers who wouldn't be comfortable on your stripped-down race boat. There might also be times when you'd like to impress your office mates or future in-laws with a ride on a true sailing yacht, rather than taking them out on your funky, antique daysailer.

When such needs arise the Bay's diverse charter fleet can meet your needs. Having introduced you to the large-capacity boats last month, we'll now showcase the so-called 'six-pack' fleet.

### Six-Passenger Crewed Yachts

(These listings appear year-round at [www.latitude38.com](http://www.latitude38.com) along with all larger-capacity crewed yachts and bareboats.)

**Apparition:** Sleek, speedy, and custom-built in Sausalito, *Apparition* has been chartering for more than 20 years! Captain Stan Schilz loves introducing guests to multihull sailing. This 38-footer has two double cabins, spacious salon and a full galley.



#### 'Apparition' is a familiar sight on the Bay.

- Carries up to 6 passengers for private charters. Can also be bareboated by special arrangement with up to 12 passengers.
- Berthed at Schoonmaker Marina, Sausalito.
- Available for private group charters, special events, multihull sailing instruction.
- (415) 331-8730; [www.sailapparition.com](http://www.sailapparition.com); [info@sailapparition.com](mailto:info@sailapparition.com)

**Bolgeskrekk:** This Irwin Citation 34 is well suited to Bay sailing. On blustery days she often does better than 7 knots, outperforming many other sailboats her size. Her spacious cockpit easily accommodates six passengers, and her teak interior is a delightful space for relaxing.

- Carries up to 6 passengers.
- Berthed at Treasure Island Marina.
- Available for private charters, sailing instruction, corporate events, special events and sunset sails.
- (510) 499-0134; [www.goldengatesailingtours.com](http://www.goldengatesailingtours.com); [capt\\_bob@goldengatesailingtours.com](mailto:capt_bob@goldengatesailingtours.com)

**Carrera:** At the smaller end of the spectrum is Gene Maly's Capo 32 racer/cruiser. Based at Monterey, *Carrera* balances her busy schedule between intimate group daysails and instructional sails that feature plenty of one-on-one attention.

- Carries up to 6 passengers.



#### 'Carrera' sails out of Monterey.

- Berthed at Municipal Wharf #2 (A-Tier Gate), in Monterey.
- Available for scheduled daysails in Monterey Bay Marine Sanctuary, sunset cruises, private charters including memorial services, and "teambuilding challenges" for corporations.
- (831) 375-0648; [www.sailmontereybay.com](http://www.sailmontereybay.com); [captaingene@sailmontereybay.com](mailto:captaingene@sailmontereybay.com)

**Desiderata:** This elegant Islander Freeport 41 ketch is new to the Bay, with Captain John Stafford at the helm. Up to six passengers can sail to the ballgame, cruise the Bay, picnic at Angel Island, or even voyage overnight to Napa for winery visits, all in comfort with this stable, high, dry and speedy center-cockpit ketch.

- Carries up to 6 passengers.
- Departures from San Francisco, East Bay and Marin as booked.
- Available for all kinds of small events, custom trips.
- (415) 259-7695; [www.desideratasailing.com](http://www.desideratasailing.com); [staffordjm1@gmail.com](mailto:staffordjm1@gmail.com)

**Excalibur:** A Sabre 30, perfectly suited to the San Francisco Bay and beyond. The skipper loves to introduce people to sailing, is licensed by the USCG, and is a certified US Sailing and ASA instructor.

- Carries up to six passengers.
- Available for all types of charters; teambuilding events, relaxed day charters, day and nighttime sailing lessons, various workshops, such as COB practice and motoring skills.



- (650) 619-6896; [info@sailnow.com](mailto:info@sailnow.com); [www.sailnow.com](http://www.sailnow.com)

**Evening Star:** This is a beautifully restored C&C 43' run by Mark Sange, one of the most experienced charter captains on the Bay. An elegant classic with great performance and comfort, it's perfect for the SF Bay.

- Carries up to 6 passengers.



#### 'Evening Star' is Capt. Marco's dream boat.

- Berthed at Sausalito Yacht Harbor.
- Available for all types of private charters, including corporate and special events.
- (415) 868-2940; (415) 987-1942; [www.captainmarco.com](http://www.captainmarco.com); [www.sailingsf.com](http://www.sailingsf.com); [captainmarco@cs.com](mailto:captainmarco@cs.com)

**Fansea:** Captain Paul Adams sails the Bay and beyond on his modern Catalina 34 Mk II. Guests may participate in driving and sail trimming if they wish.



PATRICIA DUNN

**Formerly a private yacht, the big, beautiful Swan 61 'Hasty Heart' is now available for charters out of Sausalito.**

- Carries up to 5 passengers.
- Berthed at Sausalito (near parking).
- Takes small groups, often two couples. Marriage proposal and special occasion charters are Capt. Paul's specialty.
- (415) 269-1973; [www.sailsausalito.com](http://www.sailsausalito.com); [captain-paul@sailsausalito.com](mailto:captain-paul@sailsausalito.com)

**Flying Tiger:** This Sovereil 36 is a former racing yacht custom-built for the designer's personal use. Ideally suited to charters for those who enjoy high-performance sailing and lessons on a responsive yacht.

- Carries up to 6 passengers.
- Berthed in Sausalito.
- Available for private group charters, corporate charters, lessons and special events. Passenger participation is welcomed.
- (650) 492-0681; [www.sfbaysail.com](http://www.sfbaysail.com); [info@sfbaysail.com](mailto:info@sfbaysail.com)

**Gentle Storm II:** Rick Niles' 2004 Catalina 42 remains in new condition. He has cruised in many parts of the world and has been sailing on the Bay his entire life. A seasoned skipper – a new boat.

- Carries 6 passengers
- Berthed at Clipper Yacht Harbor, Sausalito
- Available for skippered day trips on San Francisco Bay, teambuilding, ash scattering and special events. Sail the boat as much or as little as you like.

- (707) 235 -6295; [www.gscharter.com](http://www.gscharter.com); [Rick@gscharter.com](mailto:Rick@gscharter.com)

**Iolani:** This gorgeous Sparkman & Stephens-designed Hughes 48 yawl was built in 1970. *Iolani* has been racing and sailing SF Bay regularly since 2008. In 2014 she will start a 2-year cruise to Mexico and the South Pacific.

- Carries up to 6 passengers.



**The S&S 'Iolani' is a comfortable classic.**

- Berthed at Liberty Ship Marina, Sausalito.
- Available for all types of daysails with gourmet food, we can tailor the sail to your choice of relaxing and mellow to adventurous and exciting!
- [iolanisailing@hotmail.com](mailto:iolanisailing@hotmail.com)

**Hasty Heart:** One of the largest and most elegant boats on the Bay, this immaculately kept 61' Nautor Swan was the longtime pride and joy of a S.F. bon vivant, and is now available for private catered charters.

- Carries up to 6 passengers (bareboat with 12).
- Berthed at Clipper II in Sausalito. Plenty of free parking.
- Available for all types of charters including daysails, sunset cruises, birthdays, photo shoots, ash scatterings, corporate gatherings, weddings, and other special events.
- (415) 690-7245; [www.sailhastyheart.com](http://www.sailhastyheart.com); [info@sailhastyheart.com](mailto:info@sailhastyheart.com);

**Karisma:** This Catalina 470 has a roomy cockpit and nicely appointed interior, making her ideal for daysails or overnights. Primarily a crewed yacht, she can also be bareboated by arrangement. Catalina 42s and 34s also available.

- Carries up to 6 passengers.
- Berthed at Santa Cruz Yacht Harbor.
- Available for private or shared charters, corporate charters, sailing lessons, bareboating, and scattering at sea services, with affordable prices.
- (831) 429-1970; [www.lighthallcharters.com](http://www.lighthallcharters.com) [sail@lighthallcharters.com](mailto:sail@lighthallcharters.com)

**Kuani:** This Cascade 42 ketch is a proven bluewater vessel with a colorful history. Originally intended to be a fishing vessel, she came to be part of SF Bay's Peace Navy. Her ample deck, cockpit and cabin make a great platform for any Bay excursion.

- Carries 6 passengers.
- Berthed at Marina Bay, Richmond.
- Available for all types of private Bay charters.
- (530) 263-5214; [www.wingandwing.net](http://www.wingandwing.net); [ken@wingandwing.net](mailto:ken@wingandwing.net)

**Lady J:** This comfortable, well-cared-for Islander 34 Mk II is the first boat in SF Sailing Company's fleet, started 10 years ago, which has now grown to 11 sailboats.

- Carries 6 passengers.
- Berthed at Pier 39.
- Available for private charters of all types.
- (415) 378-4887; [www.sailsf.com](http://www.sailsf.com); [sailing@sailsf.com](mailto:sailing@sailsf.com)

**Magick Express:** This French-built Dynamique 62' luxury charter yacht is sleek and gracious, with ample room above- and belowdecks. Enjoy a fast smooth ride touring SF Bay.

- Carries up to 6 passengers; or can bareboat (with a chosen captain) with up to 12 passengers max.
- Berthed in the Oakland/Alameda Estuary.
- Available for private group charters, sailing lessons, teambuilding, wine- tasting experiences, catered events and even live music via piano built in to the salon table.
- (510) 535-1954; [www.afterguard.net](http://www.afterguard.net); [info@afterguard.net](mailto:info@afterguard.net)

**MagnifiCat:** This Prout 38 "British-Luxury" sailing catamaran is owned by Captain Jim Keenan's company, *MagnifiCat-4*-Charter and is skippered by veterans! Organize a group supporting SF-Bay-Jobs-4-Veterans by chartering at discounted rates and earning rewards for future charters.

- Carries up to 6 passengers (can be bareboated with 12 by special arrangement).
- Berthed at Emery Cove Marina, but also will

# WORLD

pick up in San Francisco, Sausalito & Oakland/Alameda.

- Available for corporate events, private charters, shared group cruises, sunset/full moon, sightseeing tours, proposals/weddings & showers. Giants games, Bay events, holidays and teambuilding.
- (415) 889-0428; [www.AmericaCupCharters.com](http://www.AmericaCupCharters.com);
- [Captain\\_Jim@AmericaCupCharters.com](mailto:Captain_Jim@AmericaCupCharters.com)



**'Magnificat' is a relative newcomer to the Bay.**

**Magnum 44:** The design of this sleek Nordic 44 combines sailing performance with a luxuriously appointed interior. She serves as a comfortable daysailer or comfy overnighter. (The owners also book large group charters on a variety of Bay vessels.)

- Carries up to 6 passengers; available for bare-

boat charter to qualified sailors, up to 12 guests.

- Berthed in Sausalito.
- Available for private group charters, sunset sails, and corporate events. This boat can be bareboated to well-qualified sailors.
- (415) 332-0800; [www.yachtcharter.com](http://www.yachtcharter.com); [info@yachtcharter.com](mailto:info@yachtcharter.com)

**Next Adventure:** This Beneteau Oceanis 423 is roomy, fast, well-appointed and extremely comfortable. She is a three-time Newport to Ensenada Race vet, and Captain Brad, with 35 years sailing, brings a wealth of expertise, local knowledge and humor!

- Up to 6 guests.
- Berthed in Berkeley Marina.
- We specialize in creating safe, fun, exhilarating, memorable days for friends, family, and associates. Available for private groups, corporate charters and special events
- (925) 984-9697; [www.funfbaysailcharter.com](http://www.funfbaysailcharter.com);
- [bradenelson@sbcglobal.net](mailto:bradenelson@sbcglobal.net)

**Ohana:** Beneteau 45f5 designed for comfort cruising and racing. Beautifully appointed salon, cockpit, perfect for any private celebration. Competently skippered by USCG-licensed captain and mate. Let us show you our Bay's splendors. Three staterooms, two bathrooms.

- Carries up to 6 passengers

- Berthed in Sausalito
- Available for leisurely Bay/city cruises or hands-on participation in local races. Ocean trips and overnights to Drakes Bay or Half Moon Bay upon request.



**'Ohana' has three comfy staterooms.**

- (415) 457-4417; (415) 250-9850; [www.OhanaSailing.com](http://www.OhanaSailing.com);
- [Ohanasailing12@yahoo.com](mailto:Ohanasailing12@yahoo.com)

**Oli Kai:** This lovely 38-ft Seawind 1000 cat provides a comfortable and stable platform for all sorts of Bay charters. Her Treasure Island berth makes her easily accessible to all.

- Carries up to 6 passengers; or bareboat with 15 passengers max.
- Berthed at Treasure Island.
- Available for private group charters, sailing

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# OF CHARTERING

lessons, teambuilding, wine-tasting sail trips and more.

• (510) 535-1954; [www.afterguard.net](http://www.afterguard.net); [info@afterguard.net](mailto:info@afterguard.net)

**Pegasus:** Since 2006, this 1972 John Alden 51-ft ketch has specialized in sails for school groups and at-risk youth (at no charge to schools or parents). To subsidize those programs, they've made this Philippine mahogany beauty available



**'Pegasus' also does programs for at-risk kids.**

for private charters.

- Carries up to 6 passengers.
- Based at Berkeley Marina.
- Available for private group charters, corporate charters, special events including weddings and ash scatterings, special youth sails. Passenger

participation is welcomed.

• (510) 717-4439; [www.pegasusvoyages.org](http://www.pegasusvoyages.org); [info@pegasusvoyages.org](mailto:info@pegasusvoyages.org)

**Perseverance:** Captain Jeffrey Berman has been a mariner his entire life. An accomplished racer, cruiser and commercial captain, he enjoys sharing the experience aboard this Catalina 36 Mk II through a wide variety of charter offerings, including lessons.

- Carries up to 6 passengers.
- Berthed at Alameda.
- Available for private group charters, sailing lessons, teambuilding, memorial services, and overnights to Drak's Bay or Half Moon Bay.
- (415) 302-0101

**'Perseverance' skirts the Cityfront.**



**Sensei:** A sailing adventure in comfort and informal elegance, this Norseman 447 is an ideal yacht for a Bay tour. Enjoy a delicious meal in a tranquil cove, then relax and enjoy the majesty of the Golden Gate.



**'Sensei' is very stable in Bay conditions.**

- Carries up to 6 passengers
- Pick up in San Francisco, Sausalito or our home docks in Marina Bay Yacht Harbor, Richmond.
- Available for private crewed charters, sunset cruises, birthday parties, anniversaries, picnics on Angel Island, nature cruises or your special event! 48 hours notice required.
- (415) 886-7245 (SAIL); [www.GotSailing.com](http://www.GotSailing.com); [SFSailingAdventure@gmail.com](mailto:SFSailingAdventure@gmail.com)

— andy

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# CHANGES

With reports this month from **Beach House** in the Caribbean after completing most of a circumnavigation; from **Cherokee Rose** on the Marshall Islands, where they hid from cyclones; from **Peregrine** on a thumbnail review of their 14-year circumnavigation; from **Maya** on problems south of Bequia; a mini-interview with **Precious Metal's** Pamela Bendall; from Latitude on the silly cruiser restrictions in **Europe**; from **Cirque** on the San Blas Islands; and **Cruise Notes**.

## Beach House — Switch 51 Cat Scott Stolnitz and Nikki Woodrow The Caribbean (Marina del Rey)

We ran into Scott Stolnitz of the Switch 51 catamaran *Beach House* while



at St. Barth during the Bucket. Scott and his wife Cindy had taken off from Marina del Rey on Christmas Day 2007, and slowly made their way across the Pacific, taking lots of excellent underwater photos along the way. Cindy unexpectedly passed away in March 2011, but as indicated on *Beach House's* website, Scott's continuing circumnavigation is dedicated to her.

**Nikki and Scott, having an easy year of sailing after an arduous one.**

The following year, Scott advertised for crew, which is how he met Nikki Woodrow. She later did a second segment and has pretty much been crewing with him ever since.

Scott and Nikki spent most of 2013 sailing across the Indian Ocean, down around the tip of South Africa, and up to the Caribbean. It was a year of long passages and, except for the pleasant South Atlantic crossing, rough weather. This year they started from the lower

**Cruising guide author Chris Doyle raves about Bartica, Guyana. Other than the scenic airport, Scott and Nikki found it dirty and dangerous.**



Caribbean and have been heading up the island chain. While it's been a breezy winter, 25 miles has been a long passage.

When you cruise for many years, you learn a lot of things about your boat. Some things have taken Scott longer to learn than he would have liked — such as how to keep the cat's hydraulically operated rudders from 'snow plowing' or 'pizza-pie-ing'. After the frustrations of having to reset the rudders every day or so for years, and replacing a number of hydraulic pumps, last year Scott came up with what appears to be the solution — isolation valves. We don't completely understand the concept, but the isolation valves have a way of re-equalizing things after they get out of whack.

"Every maker of hydraulic cylinders sells them," says Scott. "The amazing thing is that none of many hydraulic techs I've had look at my system suggested them. When I finally called the dealer to order them, he said, 'You must own a catamaran'."

*Beach House* is also equipped with saildrives, which are notorious for two problems. The first is that the clutch cones get smooth over time, which prevents the engine from engaging the transmission. Initially it was believed that you had to haul the boat to replace them, and the cones had to be replaced rather than reworked. Both are expensive propositions.

Years ago, however, it was found that you could not only remove and replace the clutch cones while the boat was in the water, you could have the old cones fixed to as good as new. "I've had mine relapped," reports Scott, "and they've worked as good as new ones."

The other saildrive issue is that the seals on the bottom of the unit eventually fail, allowing sea water into the transmission. Originally, Scott believed that the only solution was to haul the boat to replace the seals. Usually you haul out on rails or a Travelift, but early in his trip Scott put the *Beach House* on a mud bank in El Salvador, replaced the seals when



the tide was out, then floated her when the tide came back in.

Since that's not always feasible, he came up with an easier solution. He's installed a transmission oil reservoir tank three feet higher than the oil fill cap on the saildrive. The result is that when a seal starts to leak, instead of a little sea water seeping into the transmission, a little transmission oil seeps out into the ocean.

Not unlike a lot of circumnavigators we've interviewed, Scott and Nikki have been "disappointed" in the Caribbean. They cited the normal complaints, such as there being so many charter boats, and the fact that dining out is often quite expensive for the quality of the food. But their biggest surprise is how concerned they've been about their personal safety. "We actually felt safer in South Africa." Even if that's just a perception, it's a nasty indictment.



*Is it the waters of the Marshall Islands or an aquarium? The water is so clear it's hard to tell, but it really is the Marshall Islands.*

Their safety concerns actually began in Guyana, South America. They had been advised that Bartica, a town of about 15,000 where the Cuyuni and Mazaruni Rivers meet up with the Essequibo River, was a new 'hot spot'. Bartica might indeed be the 'Gateway to the Interior', where people work in the bush and hunt for gold and diamonds, but Scott and Nikki felt like walking targets.

Scott's future plans are unclear, but they don't seem to include returning to California with the boat on a long-term basis. "There are too few places in California to berth a cat like mine," he says. Besides, once you've spent years cruising some of the most exotic places of the world, Catalina doesn't have the allure that it once did.

— latitude 03/15/2014

**Cherokee Rose — Alajuela 48  
Michael and Anita Moyer  
The Marshall Islands  
(Newport Beach)**

We're burning up the rest of the Southern Hemisphere cyclone season to the north in the safety of the Marshall Islands. We've enjoyed our time here so much that I even applied for a job. Halfheartedly, but I did apply.

We arrived in the Marshalls after American Samoa, Samoa, Tuvalu, and Kiribati. The Marshalls — which are just north of the equator about halfway between Honolulu and Cairns, Australia — are definitely off the cruisers' 'beaten path'. We know of only one other 2013 Puddle Jump boat — Robert and Sherry Bennatts' Northwest-based Hans

Christian 52 *Wings of Dawn* — that subsequently sailed up the island chains in this direction, too. We did meet a few cruising boats heading north, but it wasn't anybody else's first season. Ev-

***The Marshalls were the outer perimeter of the Japanese defenses in the East during World War II. Evidence of the awful war still remains.***



# CHANGES

ery other boat we met while in Mexico and French Polynesia went south, and they're currently commenting about how beautiful — and *expensive!* — it is in New Zealand.



**Anita dives a wreck.**

There are about 25 cruising boats here in Majuro, which is the capital of the Marshalls. It's been easy to ship items here via the U.S. Postal Service, English is widely spoken, and the U.S. dollar is the currency, so life has been relatively uncomplicated. The prices are comparable to those in Hawaii, as everything but coconuts and fish has to be imported. Most of the common 'fix it' parts cruisers need can be found around town.

There is a small yacht club — the Mico Beach YC — at Majuro, with 'yachtie' get-togethers at least once a week. The yacht club has put in 12 moorings — with the permission of the local property owners — out of town along Enemanet and Eneko, two of the barrier islands. The moorings help protect the reef and allow more boats to fit. Locals use the area as a getaway.

On the downside, all land, even the tidelands, is privately-owned, so you need to ask permission to anchor or land your dinghy when outside 'the city'. Majuro is also on the edge of the ITCZ, so it's windy and showery just about every day. That's bad for exterior work and painting, but great for the wind generator and filling water tanks. Going north to the outer islands will reward you with

**There aren't a lot of sailboats in the Mico Beach YC, but thanks to cruising boats, there is some 'big boat' racing.**

even nicer weather and beautiful, laid back tropical islands. If we had a seal of approval, this place would earn a stamp.

I know it's shocking, but we've changed our plans. Instead of continuing west to Asia, we are going to turn around and head back south and do the Tonga/Fiji area. Everyone has just been raving about how great it is, so south we go!

— michael 04/15/2014

## **Peregrine — Serendipity 43 Gene and Sue Osier 14-Year Circumnavigation (Newport Beach)**

When I met Sue I had a Yankee 30 in Newport Harbor, and she got seasick on the dinghy ride out to the mooring. Not a good start on a relationship that I was excited about. After we got married, we moved to a house in Costa Mesa, a few miles from the beach. After living there for 10 years, Sue said, "Why don't we go cruising?" Little did I know that all she really wanted was to get out from under John Wayne Airport, as planes constantly took off right over our house.

"Our Yankee 30 is strong enough, but she won't carry many provisions for distance sailing," I smugly replied. I was actually content with weekend sails and the odd trip to Catalina.

"No problem, we'll just get a bigger boat" she responded.

Two years later, we bought our Serendipity 43 in Seattle, and delivered her to Newport Beach with a friend, Mike Burke, as crew. Eighteen months later we were sailing in the 2000 Baja Ha-Ha. Upon arriving in Cabo, I thought "What do we do now?" Our fate was decided by the simple fact that we didn't want to Bash back up to California!

We left Zihuatanejo in April 2001 on a 21-day crossing to the Marquesas. We made it all the way to Fiji before the southern cyclone season began, so we then headed to New Zealand, arriving at the Bay of Islands at night in a memorable blinding rainstorm. The following (Southern Hemisphere) autumn we returned to Fiji, and worked our way to Bundaberg, Australia for the next cyclone season.

Aussie officials kicked us out after two years, so we joined the Darwin to Kupang (Indonesia) Rally, and got to Phuket, Thailand just in time for the deadly Boxing



Day tsunami of 2004. We crossed the Indian Ocean amid the flotsam left over from the tsunami that killed hundreds of thousands, broke our boom in a jibe during a squall, and after repairing it in the Maldives continued on to Oman.

Mohammed, our agent in Oman — all agents in Islamic countries seem to be named Mohammed — assured us that there were no pirates on the trip down to Aden. As we left he gave us a hug and whispered, "Stay 50 miles offshore!" After buddy-boating with three others, we arrived in Aden one day ahead of *Mahdi* and *Gandalf*, two steel sailboats that got shot up by pirates. The cruisers shot back with a 12-gauge, wounding or possibly killing two of the bandits. They had only stayed 25 miles offshore!

After an eventful Red Sea passage, we spent a year at Abu Tig Marina on the Red Sea coast of Egypt. The Red Sea adventure is chronicled in Sue's four-part writeup *Seeing Red*, originally published in the Aussie sailing rag *The Coastal Passage*.

We spent another year in Turkey at the downtown marina in Marmaris, tour-





# IN LATITUDES



ALL PHOTOS COURTESY PEREGRINE



**Nine photos from a 14-year circumnavigation, starting from the top left: With cruising friends at Marina Bay, Panama; plank-walking in Egypt; monkeying around in Gib; Gene in Sudan with a wicked infection; his Sudanese nurse; not a highway wreck, but rather tsunami debris; ancient ruins at Naxos, Greece; Gene with a chef friend at Tilos, Greece; and Gene hanging with friends on Borneo.**

ing as we saw fit. After a Mediterranean winter in Ostia, Rome's seaport, we wandered to the Balearic Islands, Gib, and the Canaries.

Our Atlantic crossing in December 2008 featured our share of wind — and the ARC's share, too. We were three weeks behind them. It took us a year to get from St. Lucia to the San Blas Islands of Panama, where we arrived on Christmas Day 2009. We spent a total of three years in Panama at Shelter Bay Marina, which is on the Caribbean side of Panama, allowing Sue to bird to her heart's content.

After the Panama Canal transit in 2013, we meandered up the Central American coast, crossing our outbound track at Z-town in March of this year.

We were very fortunate to enjoy mostly good health, and had few boat breakdowns. The exceptions were as follows: I hit a reef outside a marina in Malaysia, and the sudden stop caused Sue to be

flung down our very steep companionway ladder, fracturing her spine. Thankfully, she recovered nicely. Then I got a staph infection in my shin in Old Suakin, Sudan that came close to costing me a leg. Fortunately, a Sudanese doctor and nurse came to the rescue. I recovered nicely, too.

Many people were of great help in the 14 years we have been out, but special mention must be made of my late father-in-law, Miles Lewis, who acted as banker, agent, advocate, legal eagle, cheerleader and friend until his passing last September.

Sue adds the following:  
 "Latitude was instrumental in getting us off the dime. Gene is so cheap that after paying for entry in the Ha-Ha, we left Newport Beach even though the boat was not ready."

— gene and sue  
 04/15/2014

## Maya — LaFitte 44 Rick Meyerhoff Problems South of Bequia (Sausalito)

As I reported last month, Audrey and I found that Bequia has it all — culture, safety and convenience. Alas, we didn't find the same things as we headed south to Grenada to put *Maya* away after our four-month winter season in the southern Caribbean.

The first stop on our way south was Mayreau's Salt Whistle Bay, a former favorite. I say 'former' because the place was inundated with French catamarans. I counted over 13 of them. Being so beamy, they really crowded up the small anchorage. Then I saw something I hadn't seen before: a charter cat with 14 drunk dancing girls and prancing guys, each following the other as if in a conga line. I thought you only see stuff like that at Squid Roe in Cabo.

Anyway, I hit the bunk and slept until I was awoken by a bat flying around the inside of *Maya* — which I thought was kinda cool. One bat? No big deal, nature at her best. A while later Audrey awoke me — it's a platonic relationship so we sleep in separate cabins — to tell me that there were half a dozen of the cuddly critters flying around the main saloon in the dark. Still no problem. We just sat there, in a half daze, watching them. We didn't realize what they were capable of.

What they were capable of, we discovered the next morning, was peeing and pooping all over the insides of my boat! And I mean everywhere. Audrey then informed me that we would have to use industrial-strength gloves when cleaning the stuff off the walls, floors and cushions, because bat poop is toxic to humans. It was not a fun job, as we had to start with diluted bleach, go to soapy water, then finish with fresh wa-

**Mayreau's Salt Whistle Bay, a favorite of Meyerhoff's — until the wide-beamed catamarans with hearty party people took over.**



AERIAL ART

# CHANGES

ter. I can't believe how much those little turds relieve themselves.

After cowboying up and doing the cleaning, we went to the beach, where a local told us bat poop wasn't the thing

to be worried about. It was rabies! And we're still finding pieces of their poop.

Anyway, we took off for Union Island's Chatham Bay. What a peaceful place to drop an anchor in about 11 feet of water! Chatham Bay has five pleasantly ramshackle

**After time in Mexico and the Caribbean, Rick will be heading back to the Pacific.**

bar/restaurants along the beach serving drinks and food. The area is tranquil because it's hard to get to other than by boat. We had turtles swimming around the boat, and could hear splashes as the tuna hunted in packs for fish farther down the food chain. Ah, the Caribbean at its finest!

Our next stop was Petit St Vincent, a privately-owned island where Audrey spent a lot of time trying to remove sea urchin spines from both my feet. I'd inadvertently stepped on the nasty critters as I entered the water after an idyllic beach walk at Chatham Bay. I felt a bit of an urchin myself when I first tried the traditional Hawaiian urchin spine remedy — soaking my feet in urine. Maybe it works in Hawaii, but not the Caribbean.

Audrey wouldn't work on my feet

**If you're going to pick a place to get urchins removed from your feet, you might as well choose somewhere as beautiful as Petit St. Vincent.**

until I'd thoroughly washed them. So after cleaning her hands in bleach and whatever other nasty stuff she could find under the sink — perhaps boric acid — she put on the same industrial strength gloves and went to work. Poor girl!

So there I sat in the cockpit for a long and painful time, under scalpel and tweezers. Yes, it was undignified for a male skipper such as myself to be at the mercy of a female crew who had the power to extract just about anything from me under penalty of pain.

We ran into more trouble at Tyrell Bay, Carriacou because we'd stopped at Union Island and PSV prior to clearing into Grenada. The fascist — at least I thought them so — Customs and Immigration functionaries informed me that they could have fined me \$10,000 EC — \$3,700 in real dollars — and thrown me in jail because I hadn't cleared out of St. Vincent & the Grenadines properly. Or into Grenada properly. Whatever!

This was getting old, because when I cleared out of Grenada last November, they made me pay \$500 EC — nearly 200 real dollars — because they said I hadn't cleared into Grenada properly. Actually, I had. But it was Carnival, and the official who took my money and issued my clearance did so improperly, and thus I only thought I'd cleared into Grenada. I must look like an easy mark. Anyway, I had a meltdown when those low-level clerical types accused me of lying and intentionally breaking the law.

I had another meltdown this time, as the same young guys "just doing their job" hassled me unmercifully. It was the dates on the clearance forms that told them that we had cleared out of Bequia (St. Vincent & the Grenadines) a lot more than 24 hours before, and suggested that we'd illegally spent a couple of delightful days enjoying Salt Whistle Bay, Chatham Bay, and Petit St Vincent, all of which are

part of St. Vincent & the Grenadines, and not Grenada. Are you confused yet? I was. When they say you have 24 hours to leave after you clear out of Bequia, they mean you have to leave all of St. Vincent & the Grenadines, not just Bequia. It's hard being a hippie in the 21st century.

Chris Parker, who runs the daily Caribbean weather net on SSB, then said that the weather had been most unusual this year in



that it's been windy since December 10 with nary a letup. He said the 'Christmas Winds' started blowing early, and had been blowing at 20 knots every day and night for weeks. No kidding.

On our way to Grenada once again, we gave Kick 'em Jenny, which is on the rhumbline, a wide berth. It's an undersea volcano that I don't want to be anywhere nearby when it starts doing its thing. As for the subsequent gentle reach in following seas down the leeward coast of Grenada, it was one of the most delightful sails I've ever had. It was the perfect culmination to a winter's voyage.

But not so fast, as we still had to round Pt. Saline at the south end of the island. We had a horrible beat in short, choppy seas that were the result of the water's being only 18 feet deep. It's an area where boats are susceptible to getting hit by sneaker waves. Because it's less deep than San Francisco's Potato Patch, it can be much more dangerous.





GRENADA MARINA

**Jungles are often cut down to raise cattle or crops, but Grenada's Grenada Marina is the only boatyard we know of that encroached on the jungle to haul yachts. 'Maya' was not hauled there. Grenada is generally considered to be south of the hurricane zone, although Ivan hit Grenada as a powerful Cat. 3 storm, and knocked over or damaged almost every boat.**

It's more like trying to get out of Tomales Bay when there is a big sea running — except you have to run into it for a couple of miles instead of a couple of hundred yards.

We finally made it to Prickly Bay, home to Spice Island Marina, where *Maya* was to be hauled for the off season. We anchored in a pleasant spot in gusty winds for the night. I could finally relax. Or so I thought. In the middle of the night it seemed as though my 75-lb CQR was beginning to drag for the first time ever, as we were getting close to the cat behind us. Fortunately Audrey is an insomniac, so she stood most of the anchor watch until dawn. We then re-anchored before any of our neighbors awoke to the travesty of having obvious newbies right in front of them who didn't

know how to anchor.

You know what I'm thinking now? The Pacific.

— rick 03/15/2014

**Precious Metal — Kristen 46  
Pamela Bendall  
After 100,000 Ocean Miles  
(Canoe Cove, B.C.)**

[Latitude has known Pamela since she did the 2008 Ha-Ha, But having not yet had time to read her book *What Was I Thinking?*, we didn't really know that much of her story. So when we crossed paths with her and Mr. X, her companion, at the Octopus' Garden in La Cruz in December, we decided to remedy that deficiency with a mini interview.]

**38:** We know that you love cruising, but how did you get started?

**P.B.** My former husband was a sailor, so in 1986 we — which means including our children, then 10 and 4 — departed Canada aboard our Beneteau First 38 to cruise the South Pacific, the Sea of Japan, and back to Canada. This was back in the days of navigating with sextants. To show you how times have changed, we thought our Beneteau 38 was an 'ultimate cruising boat'.

As a result of the cruise, my then-husband fell out of love with cruising, while I fell completely in love with it. So I vowed to return to Canada and make a lot of money in order to build the boat that I wanted. So I kept a list of things I wanted on the new boat in the back of the log book.

**38:** What did you do to make money for a new boat?

**P.B.** I became a stockbroker when we returned to Canada in 1989. I was a conservative investor, but did do some investments in precious metals, which became the perfect name for my boat. After 10 years of working, I was able to launch the cruising boat of my dreams in 1999. She even has a bathtub.

**38:** Did you start cruising immediately?

**P.B.** No. I did three years of chartering in northern British Columbia, during which time I covered 35,000 ocean miles.

**38:** Was it successful?

**P.B.** It was great, really great. And it took my seamanship to another level. I did 108 charters of five to seven days' duration in a three-year period. My 109th charter was the charter from hell, so I decided that I would follow my passion by going cruising instead.

**38:** Did you charter around Comox?

**P.B.** Mostly to the north of that, near Alaska.

**38:** Did you ever see a big ketch named *Ocean Light* that specialized in **A cruise in 1986 with her husband and children whetted Pamela's appetite for more cruising. Her husband didn't have the same reaction.**



COURTESY PRECIOUS METAL

# CHANGES

seeing spirit bears?

**P.B.** Sure.

**38:** That's *Latitude's* old Ocean 71 *Big O*, which we sold to Caribbean buyers while in the Caribbean.

**P.B.** That's funny! *Ocean Light* and *Precious Metal* worked the same region, with spirit bears as a focus of our charters. I did more high-end charters, while they put lots of bunks in *Ocean Light*.

**38:** You mentioned that your three years of doing charters were "successful". Does that mean they were also lucrative?

**P.B.** No, as in that region you only have a three-month charter season, and you still have 12 months of expenses. But it did allow me to buy the equipment I needed for offshore cruising, and I became a much better seamstress. It was a lot of work, however, as I was the captain, cook, bottlewasher, engineer, mechanic, cleaning lady — everything.

**38:** Where did you go when you took off cruising in 2008?

**P.B.** I headed south from Canada to San Diego to participate in the 2008 Ha-Ha, and then cruised Mexico until 2010. In 2010, I set sail for Central America, the Galapagos and Peru. People should read my book, which explains it all. I promise they will laugh out loud at some of the adventures.

**38:** Not many people cruise to Peru. What did you think of it?

**P.B.** I loved Peru! In fact, it leapfrogged to the top of the list of my favorite countries in the world. After Peru, I kept running back and forth between Zihua *Pamela loved Peru so much she did a one-handed handstand salute to Machu Picchu. You get strong like that when you singlehand.*

for SailFest in late January and Peru or Panama. It was kind of crazy going back and forth.

**38:** So how did you meet Mr. X?

**P.B.** I was coming back to southern Mexico three years ago with one guest aboard when *Precious Metal* was struck by lightning 200 miles off the coast of El Salvador. The lightning came in through the engine water intake, and fried every wire and everything any wire was attached to. I had shorts everywhere. All I had was a handheld compass and a handheld GPS. We managed to make it to Bahia del Sol, and as planned all along, my guest left the next day.

Unfortunately, I'd gotten fried myself shortly after my boat got hit by lightning. There were continuing shorts in the enclosed stand-up engine room, and I had to be in there for hours cutting wires to prevent fires. It turns out that I ingested a lot of the toxic chemicals from the wires and got poisoned. But there was nothing I could do at the time, as I had to deal with the results of the strike.

My skin later broke out with symptoms similar to chicken pox. My limbs were numb for six months, and partially numb for another six months. I had to get all kinds of injections, as my entire immune system was compromised.

**38:** Did you have insurance, and how did they treat you?

**P.B.** I had Seaworthy Insurance through Mariner's General, and Craig Chamberlain, my broker, was great. They did me good. But I could have gotten a lot more money, as problems from lightning strikes continue to show up for years. But I was worried I wouldn't get anything at all, so I wanted a check right away. Since I signed a disclaimer, I was out of luck for future problems.

The biggest problem I had was with the outfit in El Salvador that sold and installed Garmin electronics. They fraudulently installed stuff on my 46-ft steel sailboat that was specifically intended for smaller sportfishing boats. They knew it was the wrong stuff — I have all the emails between them and Garmin — but they installed it anyway.

As a result of getting the wrong equipment, I had to go for a year without an autopilot or any other electronics. That included a 500-mile singlehanded trip to Panama, with my boat and personal health compromised.



Fortunately, Mr. X buddy-boated with me the entire way. X and I were each on our own boat, but because my boat and I were in less than perfect operating condition, we'd stop every afternoon at 4:30 p.m. and drop the hook for the night.

**38:** We need to back up for a minute. Who is 'Mr. X' and how did you meet him?

**P.B.** He's a sailor from Northern California who has been cruising the F/P 43 cat *Rapsallion* for the last 10 years. But he doesn't like any kind of publicity. He was already at Bahia del Sol getting one of his diesels rebuilt for \$500. I needed rides to town to the doctor and help with getting parts and doing other things. I was single, he was single, and the rest is history. But it really meant something to me that somebody was willing to buddy-boat all the way to Panama with me.

**38:** How long were you in Panama?

**P.B.** About a year. I finally got so fed

PRECIOUS METAL





ALL PHOTOS PRECIOUS METAL

**Spread;** The powerful Kristen 46 'Precious Metal' powers across the bar at Bahía del Sol, El Salvador. Upper left inset; Pamela and a friend land a big mahi mahi. Lower left spread; A small piece of the engine wiring fried by lightning. Breathing the toxic fumes caused Pamela health issues.

up with Garmin that I wrote all the company executives around the world and told them I was going to report what had happened to all the sailing magazines. A week later they had the correct autopilot installed on my boat — even though it required their getting a custom pump made in Seattle. But I still wasn't very happy, as I'd had to hand-steer for a year, and I'd paid full price for the autopilot.

**38:** Where did you stay while you were in Panama?

**P.B.** The Perlas Islands, which are on the Pacific side. We'd commute back and forth between the Perlas and Panama City when we needed food and supplies. My boat became my office, fitness center and spa. Remember, she has a bathtub. After a full day of doing my stuff, I'd join Mr. X for dinner and then spend the night on his cat.

**38:** How did you like Panama?

**P.B.** It's a great place and you can get just about everything done there. But it's a corrupt society, and I always felt like I had to keep looking over my shoulder. This was especially true when it came to the nitty gritty of a blonde woman trying to buy boat gear. For example, I needed new chain badly, but I just didn't believe that I could trust any of the vendors in Panama to sell me good quality chain.

**38:** Did you think about going through the Canal to the Caribbean?

**P.B.** Yes, but we decided that we didn't want to take two boats through the Canal. And I decided that I wanted to return to Canada for at least part of the year to work on my speaking business. So we singlehanded both boats north, stopping every

night. I loved stopping at every harbor between Panama and British Columbia. Mr. X joined me for several of the legs, and Vicky from *Roscinante* joined me for another two weeks.

**38:** Wait a minute, you're telling us that you anchored every night!?

**P.B.** Yes. In the case of my boat, all the way from Panama to Canada. Mr. X took his boat to Puerto Escondido in the Sea of Cortez. If there weren't harbors or anchorages, we'd just look for places to drop the hook. We didn't anchor in places where there were rocks, but when we found some sand, we'd drop the hook in 40 feet and spend the night. If it was too close to shore, we'd anchor in 50 feet.

**38:** How much chain did you have?

**P.B.** About 250 feet. But when I left Panama, my chain had lost so much galvanizing that the links would stick together. I didn't get new chain in Panama because I didn't feel I could trust the quality, so I waited until I got to Mexico. So between Panama and Mexico, we'd get to a roadstead at 4:30 p.m. and Mr. X would drop his anchor. I, on the other hand, would have to go up to the windlass with a hammer and chisel and break the links apart. [Laughter.]

**38:** Having spent a lot of time on a monohull and on a multihull, which do you prefer?

**P.B.** I'd like to have a monohull to sail across oceans. I found it to be very unnatural to be on Mr. X's cat, as the seas would be going, bong, bong, bong, bong against the hulls. My monohull plowed through the waves serenely, without the discombobulating noise made by the cat. It wasn't 'bombs' on the bottom of the cat's bridgedeck that bothered me, but rather the seas slamming on both sides of the hulls. I couldn't find anyplace comfortable to sleep on Mr. X's boat when at sea. I've crossed between Baja and the Mexican mainland several times on Mr. X's cat in beam seas, and I didn't like it.

**Riley, Pamela's "soul mate, strength and pride" was Bendall's constant cruising companion until his recent passing.**



PRECIOUS METAL

# CHANGES

**38:** Beam-to seas are the worst for cats, but wouldn't *Precious Metal* be rolling quite a bit in beam seas, too?

**P.B.:** Yeah, my boat rolls in beam seas and I don't like that either.

Doing a major ocean crossing in serious seas is the only time I'd prefer a monohull. And the truth is that most cruisers spend 90% of their time at anchor or sailing in relatively smooth seas. I think multihulls are the right boats for tropical waters, while farther south and north, I think monohulls are best. For one thing, it's hard to find moorage for a cat in the northern latitudes. Secondly, people don't live on boats as much in the north, so monohulls still make sense.

**38:** You still like the tropics?

**P.B.:** I love the tropics, and I love the cruising life! I'm also doing a lot of work on behalf of the oceans. My personal passion is to raise awareness about the crises the oceans face in terms of garbage, overfishing, climate change, acidity, dead zones, water temperatures and other serious stuff. I'm about to leave for the Toronto Boat Show to speak about it.

**38:** Thank you for your time.

— *latitude/rs 01/15/2014*

## Europe Has Nothing On Mexico More Bureaucrats Gone Wild

Lest anyone think that Mexico's recent self-destructive 'auditing' of foreign-owned boats was a unique governmental brain fart, consider the oppressive situation for foreign mariners wanting to cruise — and spread money — in 'Schnege Area' countries.

What countries constitute the Schnege Area? It's actually quite simple: "Twenty-two of the 28 European Union (EU) member states, and all four European Free Trade Association (EFTA)

*Missing a swim in Capri's famous Blue Grotto because of Schnege Treaty limitations on foreign cruisers would be a shame.*

member states. Of the six EU members that do *not* form part of the Schnege Area, four — Bulgaria, Croatia, Cyprus and Romania — are legally obliged to join the area, while the other two — Ireland (reluctantly) and the United Kingdom — are opt-outs. Four non-members of the EU, but members of EFTA — Iceland, Liechtenstein, Norway, and Switzerland — participate, while three European microstates — Monaco, San Marino, and the Vatican — are de facto parts of the Schnege Area." Got that?

Maybe it would be easier if we listed the countries close to but *not* part of the Schnege Area. These would include the United Kingdom, Morocco, Tunisia, Turkey, Albania, Montenegro, and the cruising paradise of Croatia — although Croatia joins the Schnege Area next year. In other words, if you're an American who wants to cruise the western Med, you've got a big Schnege problem.

The idea behind the Schnege Treaty was to allow citizens of all 26 Schnege countries free passage to and in all Schnege countries. Wonderful! The problem is that the same treaty prohibits nationals of non-Schnege countries from staying in Schnege countries for more than 90 days in any 180-day period. The mariners primarily affected are from the 'Schnege-friendly' countries of the United States, Canada, New Zealand, Australia, and South Africa.

While in St. Barth, we met the owners of two very nice Northern California yachts who are very interested in taking their boats to the Med. But given the shocking limitations on their potential visits — "That's impossible; you must not understand the law," said one — it would make cruising in the Med difficult if not out of the question.

The terms for boats themselves aren't anywhere as severe. Boats can be kept in the 26 countries for 18 months.

With documentation that they've been taken out of the area for just one day, they can be brought back in for another 18 months.

There are a couple of potential ways to try to work around the problem. The most reliable way is to get a Resident Permit in advance. But this can be difficult unless you can prove you have a fixed address, which would be hard if you were cruising



around on your boat.

Another tactic has been to alternate spending three months in Schnege countries and three months outside them. But for people who want to enjoy a leisurely summer cruising from, for example, Spain to France to Italy, it would require two unwanted trips across the Med to either Morocco or Tunisia. It's no big deal crossing from southern Spain to Morocco, but if you cross from any of the other parts of Spain, France or Italy, particularly in the spring or fall, you could be in for a lot of unpleasantness.

What a ridiculous situation! If anybody could explain how making life miserable for visiting affluent non-Schnegegers in any way benefits Schnegegers, we'd like to hear it.

Having come to the realization that draconian 'visa' restrictions on non-Schnege mariners make no sense, members of the European Commission



# IN LATITUDES

ALL PHOTOS COURTESY LOUIS KRUK



*Clockwise from top left: Tess, a Dutch girl, was first to sign on as crew. The frightening look of matriarchy, backed by molas. Tess, a bikini and a book. A typical sight in the San Blas Islands — clear water, palms and dugout canoes. Adriano, the young and talented second crew on 'Cirque'.*

recently put forward a proposal to revise the EU's visa code for third-country visitors. The aim is to shorten and simplify the procedures for those wanting to come to the EU for short stays, with the objective of boosting economic activity and job creation. Approval is not expected before next year, if then. And at this point, it's unclear what would be meant by a "short stay". Nine months in, three months out, is the minimum that we think would be in the best interest of Schnegen Area countries.

— latitude/rs 04/15/2014

**Cirque — Beneteau First 42s7  
Louis Kruk  
Pickup Crew in Panama  
(East Bay)**

My *Cirque* had not been out of Shelter Bay Marina on the Caribbean side of

Panama since May 2012, so I'm happy to report that the 'circus' went on 'tour' for five weeks starting on March 9. I'm not sure if I should be lamenting or reveling in the fact that none of my sailing friends from California were able to join me, so I had to resort to advertising for crew on marina bulletin boards. Given the results, I might try it again sometime.

The first one to sign on was Tess, a beautiful 6-ft, 23-year-old Dutch girl who could easily be a fashion model. Although she graduated with a degree in photography from the University of Holland, she belongs on the other side of the camera modeling. As it was, the daughter of a KLM pilot spent most of the time modeling bikinis

on *Cirque*. Did I mention that she speaks three languages better than I speak English?

My second pickup crew was Adriano, a similarly multilingual 28-year-old from Italy. He'd worked on small charter boats in the Guna Yala — more popularly known as the San Blas Islands — so he had a feel for making passages through reefs and knew some of the locals. What a gregarious and articulate guy! Not only did he serve as *Cirque's* anchor windlass — I don't want the weight of a windlass in the bow — he also took a great deal of pride in the Italian delicacies he prepared in the galley. That guy can cook.

The three of us had a great time sailing in the reliable northeast trades and flat water in the lee of the islands. The only time we used the diesel for propulsion was to leave the marina or a tricky anchorage. After that, we sailed everywhere. Contrast this to Mexico, where even the most determined sailors often have to motor just to get from Point A to Point B. Sailing just doesn't get any better than down here!

I'm looking for crew for my next stint sailing in the Guna Yala. If I can't find any from California, I guess — sigh — that I'll just have to resort to marina bulletin boards again. Once we get to Bocas del Toro, I plan to put *Cirque* in a slip at the Red Frog Marina for the foreseeable future.

— louis 04/12/2014

**Cruise Notes:**

Lest anybody think that **the U.S. is easy on foreign sailors** wanting to cruise in our country, it is not. For instance, Frenchman **Luc Poupon** of St. Barth tells us that if he wanted to go from the British Virgin Islands to St. John in the U.S. Virgins on a French boat, he would first have to fly to the U.S. embassy in

**Why is it so hard for our French friends Luc Poupon and Francois Toledo to go to the U.S. by sailboat as opposed to by ferry?**



LATITUDE / RICHARD

# CHANGES

Barbados and get a visa! In the case of a French TP52 that went from the British Virgins to the U.S. Virgins for the Rolex, if the French crew wanted to go on the 52, they all would have to fly to Barbados — a very expensive proposition — wait a couple of weeks for visas, then fly back to the boat for the one-mile crossing. But there is an alternative that they used. They could take the ferry, instead of the boat, from the British Virgins to the U.S. Virgins without a visa. Ferry or French boat, what's the dif? It's inconsistencies such as this, plus the fact that U.S. borders are porous, that make cynics such as ourselves wonder if the Border Patrol isn't effectively just a ridiculously expensive government welfare program.

Craig Shaw and Jane Roy of the Portland-based oldie-but-goodie Columbia 43 **Adios** report that they are about to start their fourth Bash back up to Portland "after a wonderful season cruising Mexico as far south as Zihua." That got us to thinking how much farther folks who live north of San Diego have to Bash than those who live in San Diego. According to our Navionics charts, it's about 1,000 miles from Puerto Vallarta, which we'll consider to be our reference point in Mexico, to San Diego. Here are the extra straight-line miles, roughly, for those having to continue farther north: Santa Barbara, 160. San Francisco, 430. Portland, 975. Seattle/Vancouver, 1160.

At the end of our interview with **Precious Metal's** Pamela Bendall, we got in one question to the mysterious **Mr. X**:

**38:** Is there anything that you think a monohull does better than a cat?

**Mr. X:** No. A cat does everything better than a monohull. But that's because I live on my boat and cruise. If I were a racer, I'd get a monohull. But you can't beat a cat for living aboard. Yes, sometimes I get slamming on the bottom of the bridgedeck, and on my cat the sides of the hulls, too. But you get used to it.

"The **tourist visa expiration date** is the norm for the **Temporary Import Permit (TIP) expiration date** on the new sticker-type TIPs as issued in most places!" John Hards of the formerly Nuevo Vallarta-based Idylle 36 **Pelican** was quoted as saying in *Latitude*. "Not true!" writes Dave Wallace of the Sea of Cortez-based Amel 52 **Air Ops**. "We just got a new TIP in Pichilingue last week, and the expiration date is 2024."

One of the biggest stumbling blocks Mexico has toward progress is the fact that **the interpretation of laws and policies is often left to local officials**, so we suspect that both Hards and Wallace are accurately reporting their



VANCOUVER TOURISM

*Vancouver may be more beautiful than San Francisco, but you have to Bash 730 more miles to get there. It's even colder, too.*

experiences. It would not surprise us if the tourist visa expiration date is the Temporary Import Permit expiration date in Salina Cruz, but that's not the case when you get a TIP in Pichilingue. Mexico needs to get consistent.

If a 'picture is worth a thousand words', what's a video worth? No matter how many times mariners are warned about the dangers of not wearing an **outboard kill switch cord** when operating their outboard-powered inflatables, the message doesn't seem to get through. Perhaps the Tribo Surfo video of an Aus-

tralia surf rescue team's near-disastrous experience — Google [www.facebook.com/photo.php?v=676095499079673&set=vb.342089372480289&type=2&theater](http://www.facebook.com/photo.php?v=676095499079673&set=vb.342089372480289&type=2&theater) — will change all that, as it illustrates better than words ever could how dangerous an outboard dinghy on the loose can be. And for how long one can be on the loose. In this case, the dinghy/outboard combo was lethal for nearly three minutes. Fortunately nobody was killed, but as you can see, that was just a matter of luck. *Latitude* readers will remember that cruiser John Spicher of the Anacortes-based custom Coast 34 **Time Piece** lost his foot and part of his leg in late February as the result of being

hit by the outboard prop of a runaway dinghy in La Paz. The dinghy operator had reportedly been thrown from his dinghy and hadn't been wearing a kill switch cord, which allowed the dinghy to keep roaring around. Northern California professional sailor Ashley Perrin tells *Latitude* that it's more effective to wear the kill switch cord around one's leg than wrist, as it's less likely to slip off. Cruiser Bill Lilly of the Lagoon 470 **Moontide** recommends that people not overtighten the throttle lock screw, so if they go over without a kill switch, the outboard will only be going at a slow idle.

One sailor who knows all about getting hit by a boat prop is Giles Findlayson of the Encinitas-based Newport 41 **Petrel**. In 2009, the then-59-year-old Findlayson, four years into a sailing/surfing safari, was run down by a fishing boat near the popular cruiser stop of Langkawi, Malaysia. The singlehander was left in the water for dead by the fishermen who had hit him, his arms attached by little more than skin. Fortunately, the guy in the dinghy with Giles was able to keep him from drowning and get him to a doctor. After a long recuperation and recent surgery, Findlayson is cruising again. "Sailing around Indonesia was an incredible experience," he wrote, "The people, food, coffee, nature, wind, and so much more. A couple of months of the adventure was way too



BALLITO FAIL

*This still photo from the Ballito Fail video of an outboard-powered dinghy tells only part of the story of the truly frightening video.*

short."

"We've made it to Costa Rica, where everything is expensive," report Mike and Robin Stout of the Redondo Beach-based Aleutian 51 **Mermaid**. "But it's not like this everywhere in Central America. For while at Bahia del Sol in El Salvador, a



pizza like the one in the accompanying photo cost just \$4.50, and beer was a dollar. We could also get *pupusas* for anywhere from 35 to 75 cents. We'd eat five between us, so it was another very inexpensive meal."

"For this year's Puddle Jumpers continuing on to New Zealand, there is a great deal on **used cars in Opuia** close to the marina," report Marie and Don Irvin, who did Ha-Ha's in 2004 and 2011, and the Puddle Jump in 2010 with their Gig Harbor, WA-based Hallberg-Rassy 46 **Freezing Rain**. "You buy a car to land-travel around New Zealand, then you sell it back for \$1,500 to \$2,000 less than you paid for it. This makes it way cheaper than a rental. Contact Jake and Rosemary at [carsforcruisers@callplus.net](mailto:carsforcruisers@callplus.net). We've dealt with them both times we were in New Zealand, and it was a super deal." The Irvins are planning on a 'Reverse Puddle Jump' from New Zealand, through the Gambiers and Marquesas, to Hawaii, then the Northwest. We wish them luck, because — as recounted in recent *Latitudes* — it can be a rough trip.

Missing at sea. Friends report that Dutch sailor Sietse Hagen left Tenerife in the Canary Islands on January 15 aboard his boat **Pokerface** and has not been heard from since. The "very experienced sailor" was aboard his Gib'Sea 27, which is described as "small, but well-prepared for long voyages." Hagen was *not* carrying a SSB or a sat phone. Why sailors don't carry at least some kind of long-range communication equipment is a mystery to us.

About the last boat design we'd think of for cruising would be a Doug Peterson-designed **Serenity 43**, such as **Peregrine**, the one Gene and Sue Osier used to complete a 14-year circumnavigation — see their *Changes* this month. The originally flush or wedge-deck IOR boats were great early-1980s racing machines. Monroe Wingate's **Scarlett O'Hara** from the St. Francis YC, for example, participated in



COURTESY MERMAID

**You can't get a pizza and beer for \$5.50 U.S. in expensive Costa Rica, but Robin Stout reports that you can in El Salvador.**

England's Admiral's Cup when it was then the pinnacle of yacht racing. And 35 years ago James Wagenheim chartered the Northern California-based **Wings** to win her class in the TransPac.

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# CHANGES

Judy Jensen of Seattle have been cruising *Wings* for more than 20 years, including in the Queen's Birthday Storm of 1994. The Osiers saw them in Vanuatu in 2000. If we're not mistaken, Fred and Judy are in South America now. As for *Scarlett O'Hara*, San Diego's John and Renee Prentice cruised her for many years before selling her in Thailand. *Peregrine* and *Scarlett* also crossed paths during their cruising days.

The Serendipitys were built in Southern California by Bob Moe, who lived in Tiburon's Paradise Cay. But get this — Moe and Ray Pingree, his right-hand man, used to commute back and forth to Orange County five days a week to oversee construction of the boats. Naturally, this was before today's airport security.

In this month's *Changes*, Rick Meyerhoff of *Maya* wrote, "Then I saw something I hadn't seen before: a charter cat with 14 drunk dancing girls and pranc-



WINGS

**We couldn't find a good photo of Fred Roswald and Judy Jensen's Serendipity 43 'Wings', so this photo of Judy and a squid will have to do.**

ing guys, each following the other as if in a conga line. I thought 'you only see stuff like that at Squid Roe in Cabo'."

Our reaction: *Only 14* drunk dancing girls? Back when *Latitude's* Ocean 71 **Big O** was in the middle of winning three straight Party Boat of the Week honors

at Antigua Sailing Week, we'd have 35 dancing girls and 35 prancing guys, some wearing clothing, 'conga line' a lap or two around the deck of *Big O* in the middle of the night, then plunge into the warm waters of Falmouth Harbor. We can't recall, but alcohol may have been involved. We always believed that you could be wild and crazy — but responsible — at the same time. And nobody ever did get hurt. While we're unduly proud of our wild past, that was nearly 20 years ago. We're much more dignified and sophisticated these days.

Speaking of Ocean 71s, which were the first large production yachts, we saw a maroon one that came through St. Barth in March. Then we bumped into Thomas Holvoetvermaut of Belgium, who has been aboard the Ocean 71 **Trina** for the last seven years, during which time he's sailed over 80,000 miles on her. "The most wind we had was off Mozambique

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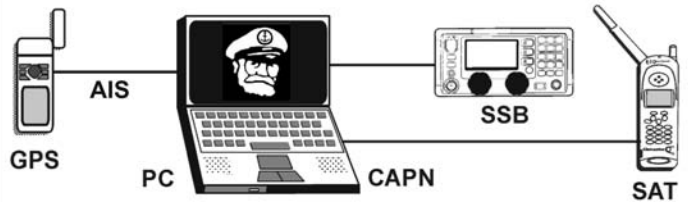
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in the Indian Ocean. It blew 80 knots for two hours, shredding the mainsail and literally ripping the liferaft off the boat. But we felt perfectly safe down below." Thomas has been the captain of *Trina* for the last 18 months, and gets four months off per year to cruise the Caribbean aboard his Carter 33. *Trina*, which was first owned by Graham 'the Galloping Gourmet' Kerr of the *New York Times*, and later became **Darwin Sound**, during which time her Pacific Northwest owners chartered her all over the world. Thomas says she looks better than ever now, as they spent a year redoing the interior in Phuket, "She's part of my soul."

Whatever happened to **Elmo's Fire**, the Ocean 71 that was sold at auction in San Rafael for \$110,000 about 15 years ago, then berthed in Sausalito, and later in La Paz? She's now owned by **Giovanni Soldini**, the famous Italian singlehander, who sails her out of Venice. Soldini won two Around Alone races, and in 2012 set a new New York to San Francisco record.

April is the month when cruisers in New Zealand head back to the South

Pacific. Lionel and Irene Bass of the Perth-based M&M 52 **Kiapa** — but who spent quite a bit of time in Mexico — report that cruisers in Whangarei had a "fabulous farewell party" thrown for them. "The party was hosted by Whangarei Marine Promotions, a group of local businesses who in one way or another have helped us get our boats ready for the next cruising season," says Irene. "Not only did we swap stories of our cruising and land-based travel adventures while enjoying a delicious meal, but we were treated to a traditional Kapahaka performance, where we were 'sent off' with a Maori blessing for a safe passage back north. A most enjoyable evening

KIAPA



*Some of the many cruisers at the farewell party in Whangarei before they headed back to the South Pacific.*

for sure! Those in attendance were from the following boats: **My Mews, Sel Citron, Kereu, Andromeda, Storm Vogel, Mariposa, Perla Alba, La Medianoche, Anico, Oda, Freezing Rain** and **Kiapa**.



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**14-FT HUNTER 14.6, 2006.** Encinal Yacht Club. \$3,950. This is a very popular dinghy for the beginning sailor w/weighted/retractable centerboard and mast float. Furling jib makes her easy and fun. Trailer Included. Contact (510) 507-0007 or mike@journeycatamarans.com.

**REVERE OFFSHORE COMMANDER.** 2012. Watsonville. \$1,400. 4-person valise packed. 12-year guarantee. Built in 4/2012. Vacuum sealed. Next service is 4/2015. Always stored indoors. Was \$2,000 new. Call (831) 359-3643.



**13-FT SATURN, 2009.** Watsonville. \$1,900. Inflatable in very good condition. High pressure inflatable floor. Includes folding chair, hand pump and electric pump, 2 oars and 2 seats. Outboard is 2006 6hp Mercury 4-stroke long shaft, starts on 3rd pull cold. Outboard was just serviced and is in excellent condition. 5-gallon bow tank included. Contact (831) 359-3643 or mtmadonna@mac.com.



**9-FT SEVERN 9.2, 2002.** San Leandro Marina. \$1,200. Inflatable with Nissan four-stroke outboard motor. Four-person capacity with segmented wood floor, a fiberglass seat, oars, tow rings, and inflation pump. Contact captroy777@att.net or (925) 895-9880.

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

**23-FT SANTANA 23.4, 1994.** \$3,800. Marina OB. Water ballast and centerboard-up 14" draft. Roller reefing and furling main and jib. 2 winches, marine head, VHF radio, alcohol stove. Never in salt water. Trailer. (707) 279-6046.

**22-FT CATALINA, 1976.** Berkeley Marina. \$2,800. Great sailing boat needs new people. Fixed keel, jib, genoa, older mainsail, 15hp Mercury outboard, lines aft, Porta-Potti, table. (510) 333-0014 or smith.sonya@gmail.com.



**22-FT CATALINA CAPRI, 2004.** Napa. \$13,500. Meticulously maintained, wing keel, Trail-Rite trailer, surge brakes, extendable tongue, 2004 5hp Honda, 2009 Doyle main, jib, genoa, roller furling, self-tailing winches, adjustable backstay. Email me for photos, more details: pl1946@gmail.com.

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## 24 FEET & UNDER



**24-FT SEAWARD, 1990.** Brookings, Oregon. \$10,900. New 8hp 4-stroke electric start remote Tohatsu, bimini, Porta-Potti, main, furler genoa, icebox, 30 gal water, Delta anchor, SS portholes, solar, chart plotter, mast raiser, propane stovetop, aluminum trailer. Photos. (541) 469-9379 or sandsats@nwtec.com.

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**25-FT MACGREGOR, 1986.** Tahoe City, CA. \$3,450. Swing keel, VHF, depth finder, Honda 20hp OB, new furling jib, trailer, 8-ft skiff included. (530) 583-5711.



**28-FT CATALINA, 1989.** West Sacramento. WANTED: '89 to '91 Catalina 25 wing keel standard rig boat w/trailer. Serious buyer, previous owner of '79 swing keel boat. Contact (916) 275-4745 or [ct95949@yahoo.com](mailto:ct95949@yahoo.com).

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**25-FT CAPE DORY, 1977.** Wildomar, CA 92595. \$11,999. AK and MX vet. Loaded. Many extras CDI, head, GPS, autopilot, rebuilt Honda 5hp L/S-O/B, VHF, fishfinder, depth, tandem trailer, new tires, surge brakes. (951) 219-2625 or [svGladysErzella@yahoo.com](mailto:svGladysErzella@yahoo.com).

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**25-FT SCHOCK SANTANA 525, 1980.** Klamath Falls, Southern Oregon. \$5,500. New main and 155% plus practice sails, 2 spinnakers, very nice VC17 bottom, keel and rudder, Autohelm, 4hp Mercury, cockpit cushions, trailer. Email for pictures: [jonfhicks@gmail.com](mailto:jonfhicks@gmail.com) or call (541) 281-2018.

**25-FT CATALINA, 1985.** Ben Lomond. \$10,000. With trailer. 9.9hp Honda, swing keel, furling genoa, main, autopilot, marine radio, depth sounder, log, stereo, Porta-Potti, new anti-fouling paint. Contact (831) 336-8450 or (831) 212-0533 or [ewtittus@gmail.com](mailto:ewtittus@gmail.com).

**25-FT OLSON, 1985.** SF Bay. \$9,500/obo. Hull #76. Pacific Boat Works. Harken roller furling jib. Main, 2 reefs, rigid vang and jiffy reef system, spinnaker w/chute scoop. Harken self-tailers. Battery w/charger, shore power. (925) 588-5489.

## 29 TO 31 FEET



**30-FT SHIPMAN, 1974.** Berkeley, CA. \$9,000. Designed for the North Sea. Ideal for Bay sailing and cruising. Yanmar engine, hard dodger, roller reef, storm, genoa and spinnaker sails, running water, large icebox, stove, self-flushing head, new cockpit cushions. (510) 685-4785 or [BruceBaccai@att.net](mailto:BruceBaccai@att.net).



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**31-FT PEARSON SLOOP, 1978.** Brisbane. \$18,500. Excellent Bay boat. Volvo diesel, new Hogan sails, new standing/running rigging. All manuals, most receipts, two surveys, more pics available. Brisbane berth. Contact Tom. (408) 316-3744 or [tarlowt@gmail.com](mailto:tarlowt@gmail.com).

**30-FT CATALINA, 1980.** Marina Bay, Richmond. \$11,500. Yanmar 2GMF with 367 hrs on meter, needs starter. Reduced for sale 'as is'. Avon dinghy, Harken Mk IV Unit 1 furler, Autohelm wheel. Survey available. (415) 378-8805 or (510) 647-8048 or [stephen.murphy@comcast.net](mailto:stephen.murphy@comcast.net).



**30-FT COLUMBIA SY, 2005.** Port Townsend. \$55,000. Turnkey race-ready 2005 Columbia 30 sport yacht, beautifully built in the USA. Imagine a Melges with an interior. New North 3DL jib and asymmetric. Needs nothing! (360) 379-6611 or [larryfisher1@mac.com](mailto:larryfisher1@mac.com).

**30-FT WYLIECAT, 1998.** Oxford, Maryland. \$75,000. Diesel inboard, custom tandem-axle trailer. Raymarine instruments, 4 sails, dodger, autopilot, installed battery charger. Used seasonally and dry stored, or on lift. (727) 641-5688 or (727) 502-0186 or [halpalmer@hotmail.com](mailto:halpalmer@hotmail.com).

**30-FT BIRD BOAT, \$22,000.** Sloop, club jib, just out of yard, diesel inboard, designed for Bay winds. (415) 302-7490.



**31-FT BENETEAU, 1992.** San Diego. \$39,500. *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@elwersfamily.com](mailto:Email_george@elwersfamily.com).

**30-FT HUNTER 30T, 1993.** Stockton Sailing Club, Stockton, CA. \$19,000. *Cook's Brut II*. Yanmar diesel, roller furling, autopilot, depth and knot meter, lines led aft, dodger, bimini, VHS, digital color TV, stereo with cockpit speakers, GPS. (209) 985-6221 or [cookeez1@sbcglobal.net](mailto:cookeez1@sbcglobal.net).

**30-FT CATALINA, 1981.** Stockton Sailing Club, Stockton, CA. \$16,000/obo. Well equipped, 5411 diesel, Soling rig self-tending jib, propane stove/oven, wheel steering w/Autohelm, full-batten main, and more. See: <http://stockton.craigslis.org/boa/4411824247.html>. Contact (916) 678-0254 or [tulefrog5@gmail.com](mailto:tulefrog5@gmail.com).



**30-FT ERICSON 30+, 1984.** Sausalito. \$25,000. Never buy fuel again. *Zenergy* has 9 kw Thooosa electric motor, new prop, CNG stove, Bose stereo, sleeps 6, newer rigging, professionally maintained, great Bay boat, no diesel smell, must see to appreciate. Contact (415) 331-8250 or [jack@modernsailing.com](mailto:jack@modernsailing.com).



**30-FT CAPO, 1984.** SFYC. \$34,000. *Toy Box* is for sale! Designed by Carl Schumacher, and similar to the Olson 911S, the Capo 30 is a very fast, racer/cruiser with a 120 PHRF rating. (415) 488-3317 or [pjcampfield@yahoo.com](mailto:pjcampfield@yahoo.com).



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**30-FT RHODES ANNAPOLIS, 1964.** San Diego. \$10,000/obo. A rare, full keel pocket world cruiser, stoutly built fiberglass throughout. This Phillip Rhodes design is an inexpensive cruiser perfect for Mexico and beyond. Well equipped with near-new autopilot, chartplotter, windlass, VHF, solar panels, near-new North sails. Four golf cart batts, separate starting batt (new 2014). Refrigeration, propane stove, stereo. Upgraded LED throughout. Roller furling, jiffy reefing, all lines led aft - great singlehanded. Upgraded standing rigging and well decorated interior. Marine head, holding tank, large V-berth forward, quarter berth portside aft. Amazing storage. Live the dream now with this inexpensive world cruiser that is ready to go today! Ready for Ha-Ha. (415) 710-3161 or (415) 331-1178 or lunasea2@yahoo.com.



**35-FT CHEOY LEE.** Robert Perry design, \$30,000. Circumstances force the sale of this actively cruised classic. Includes EVERYTHING needed for cruising Mexico: aluminum mast and fiberglass decks to new broadband radar, GPS, sonar, EPIRB. Dinghy and outboard; tools and spares, so much can't list everything here. This boat's ready to sail or use as condo! Now located in Barra de Navidad, Mexico. Can take trailerable boat or RV as trade. Email me at [espiritu430@yahoo.com](mailto:espiritu430@yahoo.com) or check details at: <http://integratedmarketings.com/sailboat-4-sale>. Call (916) 458-1882.

**32-FT WESTSAIL, 1972.** Portland, OR. \$37,000. Factory finished with many upgrades, including teak deck removal. New jib and roller furler, fuel tanks, propeller and 110v water heater. Perkins 4-108, high-output alternator, smart charger, many electronics, diesel heater. Recent Mexico and Hawaii traveler wants to go again. Moored in fresh water for the past five years. Hauled out and redone two years ago. Delivery options may be included. Contact Jerry for complete details and photos. (541) 556-1113 or [gastrella@aol.com](mailto:gastrella@aol.com).



**34-FT MORGAN, 1967.** Richmond, CA. \$40,000. Total refit as of 2012, new Carol Hasse sails, Yanmar diesel with <120 hours. Berths for 6, galley aft. Raymarine radar, GPS, chart plotter, Revere offshore liferaft. Tiller steered. (808) 443-9872 or [dolemanian@yahoo.com](mailto:dolemanian@yahoo.com).

**35-FT J/105, 1998.** Berkeley Marina. \$70,000. J/105 #181 *Wianno*. Top 10 Fleet 1 finisher 2011 and 2012. Excellent condition. Two full sets racing sails, 1 set cruising sails. Race ready. See <http://picasaweb.google.com/Gnuggat/J105181Wian-noForSale#>. Email [gnuggat@gmail.com](mailto:gnuggat@gmail.com).

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

**32-FT SAMSON C-MIST.** \$3,000/obo. Professionally plastered and cured. Westsail cutter-rig. aluminum, stainless, 6 Dacrons. Needs new cockpit and major overhaul. Lively to windward at 5 knots. Gordon Strassenburgh, 275 N. Broadway, #304, Coos Bay, OR, 97420.

**33-FT CAL, 1973.** Emery Cove Yacht Harbor. \$17,900. Moving sale. Classic sailboat. Volvo diesel. Harken Mk II. Skag rudder. Tiller. Modified scoop stern. (626) 410-5918 or [ngolifeart@gmail.com](mailto:ngolifeart@gmail.com).



**30-FT CATALINA, 1982.** Martinez Marina. \$12,500. Built for racing. Tiller steering. Atomic gas engine. Interior is in superb condition. Bottom paint 6 months new. Good mainsail and new genoa. Overall, this sailboat is in great condition. (925) 708-5727 or [kevin@baybuilders.net](mailto:kevin@baybuilders.net).



**32-FT HUNTER VISION, 1991.** Alameda Marina. \$39,900. *Rumple J*. Free-standing rig with new large-roach main and 130% jib. Yanmar diesel. Custom stainless radar arch/davits, and double anchor roller bow sprit. Great Bay, coastal cruiser. (408) 315-2192 or [jeff7047@hotmail.com](mailto:jeff7047@hotmail.com).



**35-FT NAUTICAT, 1993.** Portland, OR. \$165,000. This unique two-cabin pilothouse with a sloop rig and fin keel was designed by Nauticat of Finland to emphasize sailing capabilities. It has a beautiful teak interior rarely found in boats of this era, but with limited exterior woodwork and molded nonskid decks, you will have more time for sailing. It is loaded with coastal cruising gear: 50hp Yanmar 4JH2E, 630 amp hours on AGM batteries, Hydrovane self-steering, Icom M710 SSB. New main and genoa, watermaker, Furuno radar, chartplotter with AIS, new thru-hulls and bottom paint in 2013. (503) 290-9606 or [nauticat35@hotmail.com](mailto:nauticat35@hotmail.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 TO 35 FEET



**34-FT BENETEAU 350, 1989.** South Beach Harbor, San Francisco. \$45,000. Well cared-for 2-cabin, one-head 35-ft cruiser. Tall rig and shoal keel make *Betsea* a perfect boat for the Delta or weekends in the Bay. Recent \$4,500 service on Volvo diesel, full-batten main and new furling jib. Lightly used, regularly serviced by San Francisco Boat Works. Contact Garrett at [gsmithmd@yahoo.com](mailto:gsmithmd@yahoo.com). Or Steve at: (925) 413-2079 or [steved@comcast.net](mailto:steved@comcast.net).

**33-FT SIMPSON, 1984.** Napa. \$7,500. Steel hull cutter. Universal 32hp. Design drawings and sistership at J. Simpson Boat Design Ltd. Well built hull with fresh bottom. Needs interior finished. Great potential. (707) 279-4564 or (707) 334-1797 or [danaokirkpatrick@gmail.com](mailto:danaokirkpatrick@gmail.com).

**32-FT GULF PILOTHOUSE, 1986.** Coyote Point, San Mateo. \$35,000. Great for year-round cruising, radar, microwave, fridge, many extras. Email for photos and more info: [gulf32coyotepoint@live.com](mailto:gulf32coyotepoint@live.com).

**33-FT WESTERLY STORM, 1987.** Stockton. \$39,500. Only one available in North America. British-designed and built for the North Sea; Lloyd's Certificate of Construction. Rugged double-spreader mast with oversize rigging, Edson wheel. Strong rings on deck to hook harnesses to. Recent extensive refit, beautiful teak interior with factory lee cloths. Inflatable, propane stove, Volvo engine. Fin keel and rugged spade rudder. Google to view sisterships in Europe. Good condition, everything works. For Bay or offshore. (209) 460-1543 or [tjudy777@gmail.com](mailto:tjudy777@gmail.com).

**34-FT HUNTER, 1985.** Alameda. \$25,000. New sail cover and head 2014. Bottom repainted 2013. New Doyle mainsail 2008. Yanmar 23hp diesel engine. Includes, West Marine 2-person inflatable dinghy with motor mount. Pictures forwarded upon request. Contact (510) 432-1191 or [ron.myers@earthlink.net](mailto:ron.myers@earthlink.net).

**32-FT COLUMBIA 9.6, 1979.** Puerto Vallarta. \$13,500/obo. Rebuilt Yanmar 2qm15 diesel, only 110 hrs. Dodger, teak interior, new paint topsides. VHF, depth finder, stereo. Newer sails. Edson wheel steering. Two boat owner. Make offer. (916) 390-2332 or [sailarr77@hotmail.com](mailto:sailarr77@hotmail.com).



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**32-FT ATKIN ERIC, 1934.** In transit. \$18,000. Excellent condition throughout. NOT a project boat. Double-planked cedar on oak. Built by Hansen Boat Company - WA. Complete refit including: aluminum rig, Norseman fittings, Monitor, Autohelm, Furuno, Garmin 441s, Icom VHF and SSB, Blue Sea electrical, Engel 44qt, rebuilt Isuzu 2-cyl diesel, newer tanks (100 water/85 diesel), new cockpit and Sanitized decks and much more. A-sym cruising chute and telescoping pole, Profurl, new canvas and StackPack. Turnkey. Will deliver. Email atkin1934@gmail.com.



**CATALINA 34 MK II, 1997.** Berkeley Marina. \$74,000. Fin keel, well maintained/equipped. Dodger, fridge, cruising spinnaker, custom V-berth mattress, diesel, 2013 bottom/batteries. New standing rigging and more. (559) 905-2633 or (559) 433-6436 or jgsatterberg@aol.com.



**35-FT BABA, 1979.** King Harbor Marina, Redondo Beach. \$64,000. Bob Perry design. Roller furling, Volvo Penta engine, Honda generator, wind generator, canvas cover, etc. Have to visit! (310) 528-2196 or (310) 374-4058.



**34-FT HUNTER, 1988.** Vallejo, CA. \$23,950. Original owner. Must see to appreciate. Yanmar diesel, GPS, fathometer, Autohelm, self-furling jib. Lazy jacks. 2-speed self-tailing winches. Bimini with side-skirts. Two enclosed sleeping areas, hot and cold running water, refrigerator, shower, enclosed head, vanity, propane stove and barbecue. 6'2" headroom. Includes free haulout and new bottom paint. Live aboard/sail away. More at <http://sfbay.craigslist.org/nby/boa/4401309084.html>. Call Tom, (707) 208-6738, (707) 656-5080 or email hurleysfam@aol.com.



**35-FT YORKTOWN, 1976.** \$19,400. Factory finished in Wilmington, CA. Sloop rigged. Center cockpit, cabins and head fore and aft. 12 gal hot water heater. 70hp Chrysler/Nissan diesel. 60 gal diesel tank. 210 nautical mile range on fuel. Hydraulic steering. Roller furling. 6-person Avon liferaft. Davits on stern. Boat needs some TLC. Incredible value. Bluewater veteran. Been to Hawaii and back, no problems. Has been a liveaboard. Owner retiring, moving off boat. No reasonable offer refused. Call Heinc between 8:00 a.m. and 8:00 p.m. to set up an appointment to view or questions, (650) 261-1822 or email kenneth\_ivey@hotmail.com.



**35-FT J/105, 1999.** SFYC. \$75,000. Race in the largest one-design fleet in the Bay with this proven winner. Meticulously maintained. Large sail inventory. Priced to sell. Contact (415) 999-9526 or steve@supersteve.org.

**35-FT CONTESSA, 1976.** Brisbane Marina at Sierra Point. \$25,000. The famous Contessa 35, Doug Peterson design, built in UK. Great performance cruiser. Perkins diesel, radar, chartplotter, furling reconditioned jib. You can buy the whole boat or 1/2 and become a partner. (408) 838-0331 or shinskym@gmail.com.



**35-FT BENETEAU OCEANIS 351, 1995.** Ventura, CA. \$69,500. Cruise-ready in sail-away condition. 3-cabin layout - most roomy 35-ft you've ever seen. Well maintained, numerous upgrades. Furling main and jib, asymmetrical spinnaker, Yanmar diesel, Raymarine autopilot, radar, chartplotter, electric head, new running rigging. Great condition. See more at <http://Beneteau351forsale.com>. Email kaya1000@gmail.com.

### 36 TO 39 FEET



**36-FT SCHUMACHER, 1989.** Paradise Cay. \$30,000. *National Biscuit*. 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.

**39-FT CAL, 1988.** Emeryville. \$75,000. *Novia*. This is NOT your grandmother's Cal. This quality built cruiser/racer is very well equipped and a pleasure to sail in all conditions. Please contact. (925) 899-8387 or d100cm@sbcglobal.net.



**37-FT GULFSTAR AFT COCKPIT, 1977.** Delta. \$47,000. Original owner new in 1978. Loaded with all factory options, emergency tiller, automatic fire suppression, deck washdown, high-output chargers with AGM batteries, and more. Fin keel, spade protected rudder, Perkins 4-108 diesel with 700 original hours, teak interior like new. Light use. Icom, 45lb CQR anchor, LectraSan, freshwater kept, propane stove/oven, 12v reefer/freezer. Phone or email for additional information and photos. (925) 679-0900 or (925) 759-3406 or bigbreakmarina@earthlink.net.

**39-FT JEANNEAU SUN ODYSSEY, 2007.** Sausalito. \$161,900. Boat's in great shape and includes the following features: furling mainsail, furling genoa, inverter, VHF radio, teak cockpit, E80w/GPS, Tridata & wind, electric winch, autopilot, spinnaker pole, and three sails. (415) 505-9614 or miami.hood@sbcglobal.net.



**37-FT EXPRESS, 1985.** Long Beach, CA. \$75,000. *Brown Sugar*, Pac Cup-ready. 2x TransPac vet. 2008 complete renovation, new standing, fresh running rigging. 3-year-old Yanmar 3GM, Balmar alternator, AGM batteries, new Martec propeller. 2013 bottom fairing, new Schumacher rudder. Autopilot, complete electronics. Sideband. One-season carbon 150 genoa, watermaker. Trailer available, loaded. No brokers please. Contact (714) 973-2878 or (714) 425-9788, cell or finco@sbcglobal.net.



**TAYANA 37 MK II, 1983.** Caribbean Panama. \$89,000. On her own mooring in tropical paradise, just a day sail to the fabled San Blas Islands of Caribbean Panama. Well maintained and cruise-ready. Details, photos at website: [www.sailboatlistings.com/view/23215](http://www.sailboatlistings.com/view/23215).



**37-FT PEARSON 365 SLOOP/CUTTER, 1978.** Sausalito. \$45,000. Well maintained, upgraded, sailed, and lived on for 22+ yrs. Recent LPU topsides, Mainsail, much more... Come see. (415) 297-4080 or art\_epstein@yahoo.com.

**36-FT ISLANDER FREEPORT "B", 1978.** Loch Lomond, San Rafael. \$55,000. 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.



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**38-FT CONTEST 38S, 1986.** S. France, Marins de Cogolin. \$99,000 VAT paid. A premium center-cockpit sloop by Cony-Plex Yachts Holland, USCG Doc, VAT paid. Professionally maintained with tens of thousands of \$ in upgrades past 12 years. New teak decks and Selden roller furl mast 2002. Volvo 2003T 47hp turbo and SS tankage for 400+ NM. Rod steering. Custom electric system with 75-amp Balmar alternator. Recent Raymarine instruments w/direct drive Raymarine autopilot. Radar, Navtex, liferaft, EPIRB, lcom. Custom cabinetry. This comfortable ocean cruiser is sitting in beautiful Marins de Cogolin, walking distance to St. Tropez. Berth available with 5-year lease. Contact (650) 637-7791 or terryshari@yahoo.com.

**39-FT FREYA, 1978.** Berkeley Marina. \$68,000. Very clean. 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. Contact (510) 917-5229 or dalydolphins@aol.com.

**JEANNEAU 36.2 SUN ODYSSEY, 1998.** San Rafael. \$79,000. Beautiful well equipped sloop, for Bay use or cruising. Meticulously maintained, excellent condition. See URL for hi-res pics: <http://hitchcraft.net/Zingara>. Contact (415) 299-0263 or miguel@hitchcraft.net.



**38-FT AERODYNE, 2003.** Tiburon. \$165,000. Ultimate performance cruiser. Leisure Furl, electric halyard winch, Anderson winches, radar, TV/DVD, dodger, BBQ, retractable sprit, two spinnakers, Yanmar, SSB, Pactor modem, diesel heat, watermaker, recent Awlgrip, electric windlass, anticorrosion system. (415) 385-3600 or hspotter@aol.com.

**36-FT ISLANDER FREEPORT, 1980.** Sausalito. \$65,000. Much sought-after Freeport 36 B-Plan in great condition. New bottom job and electronics, engine recently serviced, sails cleaned and hull waxed. Comfortable cruising or at anchor. See <http://scotchnsoda4.wix.com/sailoncamelot>. Contact (816) 550-6349 or synetgy@gmail.com.

**36-FT PEARSON 365 KETCH, 1977.** \$52,000. One owner. New: sails, standing rigging, fuel tank. Self-tailing, Profurl, Dutchman. Old electronics, but working. Davits. Strong Westerbeke. Excellent cosmetic and structural condition. No brokers. (415) 608-0757.



**38-FT BENETEAU M38, 1990.** SF Marina, West Basin. \$79,000. Beautiful condition. SF Marina West Basin. Sailed Baja Ha-Ha in 2011 and 2012. Transfer of berth possible! Call for complete specs, (209) 988-4884 or (510) 703-2484. Or email donker@well.com.

**36-FT ISLANDER FREEPORT 36B, 1980.** Puerto Escondido, MX. \$60,000. Beautiful 36-ft Islander Freeport on buoy, Puerto Escondido, MX. Solar panels, VHF, single sideband, new Spectra watermaker, many spares. Pathfinder 55. Main, genoa, spinnaker. 10-ft dinghy and 15-horse Evinrude. In good working order. (425) 775-4381 or (206) 234-6713 or chrisde44@hotmail.com.



**37-FT CUSTOM CRUISER.** Sacramento. \$98,000/Asking. *Sisu*, built by professional boat builder. Launched in 1992. Unstayed carbon fiber mast, hard dodger, 3 water-tight compartments, also 2 piece dinghy. All teak interior with a lot of built in storage, 2 staterooms. Propane heat and galley with refrigeration unit. 150gal water, 85gal fuel, Yanmar diesel. Docked at residence on the Sacramento River. Contact Jack. (209) 200-9200 or (916) 777-6792 (leave message).

### 40 TO 50 FEET

**41-FT BENETEAU, 1986.** San Francisco. \$86,000. Performance cruiser, 3 cabin, 2 head, 100 diesel, 110 water, heater, Aux genset, watermaker, water heaters, 4 headsails, main, spinnaker, 300' chain, VHF, HF, radar, GPS, A/P. Contact (415) 963-1025 or (415) 867-9348 or bsgandco@gmail.com.



**44-FT CATALINA MORGAN 440, 2005.** San Francisco, CA. \$265,000. Cruise in comfort. Electric boom furling, generator, solar arch-davit, Cruisair A/C and heat, bow thruster, washer/dryer. Raymarine C-120, radar, SSB, AIS. Shows as new. (253) 691-8260 or sail4destiny@gmail.com.



**50-FT SANTA CRUZ 50+, 1983.** Dana Point, CA. \$350,000. *Horizon* is the definitive Santa Cruz 50+. Professionally maintained. Ready to race or cruise. New mast and boom. Open transom, stern scoop, new rudder, rounded hull-deck joint, grinder, carbon wheel, new deck layout including Admiral's Cup-style mainsheet and all halyards led aft to cockpit. Amazing sail inventory, running, standing rigging package, deck hardware and winch package. Comfortable interior. For more information contact Jon Shampain at EShampain@cs.com or Erik Shampain at Eshampain@UllmanSails.com.

**44-FT KELLY PETERSON.** Center-cockpit cutter, 1978. La Paz, BCS, Mexico. \$105,000. This classic, well equipped, proven voyage-maker is in good condition and ready for a new owner with cruising plans. Contact (562) 599-9068 or tabenj@frontier.com.



**42-FT CATALINA, 1996.** Sausalito. \$137,500. New bottom paint, new standing rigging, all new rope. Yanmar engine. Autopilot, winches professionally serviced, radar. All interior fabric to be new... your choice of Sunbrella fabric for new cushions. Call Tom. (415) 271-2722.



**HUDSON FORCE 50, 1974.** Pilothouse ketch. Perfect liveaboard or ocean cruiser rigged to singlehand, 50-ft redesigned Hudson, lots of room. New aluminum mast, new main and mizzen sails, 2 full heads, 2 sea berths, 1 master berth, 78hp diesel Ford Lehman engine, 5K diesel genset, new batteries, plenty of tankage, lots of extras. Needs some finishing work, but is ready to sail anywhere. Taking serious cash offers. Make me an offer for fast sale. (650) 589-8821.



**41-FT BIANCA 414, 1980.** Coeur d'Alene, ID. \$59,000. Fast, fun Danish-built sloop with self-tacking jib. Yanmar with folding prop. The boom vang, backstay and running backs are hydraulic. Newer epoxy bottom and Treadmaster decking. (509) 879-3640 or danlauriekarr@aol.com.



**47-FT VAGABOND, 1982.** Brisbane, CA. Entertaining pre-listing offers. *S/V Natural High* is for sale. 1982/95/99 Vagabond 47, 56' LOA. Too many details to list, see website for more details and photos: <http://svnaturalhigh.com>. Email info@svnaturalhigh.com.



**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 (916) 847-9064 or steve@paradigmpilgrim.com.



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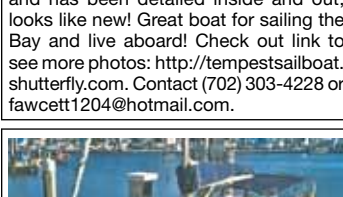
**46-FT HYLAS, 2000.** Coronado, CA, USA. \$380,000. Ready to bluewater cruise. Superb condition, boat interior reconditioned in 2013. New hull and bottom paint. two cabins, two heads, A/C, heating, washer/dryer, full canvas, in-mast furling, dinghy with 6hp outboard, 6-man liferaft. More at [www.seasilk.us](http://www.seasilk.us).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



**44-FT CATALINA MORGAN, 2007.** Seattle, WA area. \$262,900. Light and airy deck salon in Bristol condition. 75hp Yanmar with 600 hours. New solar panels and batteries, cruising spinnaker, power winches, hydronic heat, Raymarine C120, radar, autopilot, bow thruster. (408) 666-3261 or [jerryfsaia@aol.com](mailto:jerryfsaia@aol.com).



**42-FT VALIANT, 2000.** Kinsale, Virginia. \$319,900. *Breezy*. Super clean. Freshwater boat - nicest Valiant available. Shows as new. Was stored indoors for many years. Bow thruster, AC, heat. 55hp, 530 hours since new. Extensive equipment list too much for this space. Ultimate, perfect boat for the cruising couple - sails through all waters with ease. All-ocean SUV. Will email list and photos. We sailed her this winter on the Chesapeake, but will be on land this summer. *Breezy* can be trucked anywhere. Contact (907) 260-2658 or [bob@bobbreeden.com](mailto:bob@bobbreeden.com).



**43-FT BENETEAU 423, 2005.** Redwood City, CA. \$149,000. Immaculate bluewater 43-ft sloop, with cutter rig. Dual chart plotters, radar, and belowdeck autopilot. 150% furling jib, staysail, and like-new mainsail. Cherry interior with white leather. Boat looks brand new. Two-cabin configuration. See photos at <http://www.sail7seas.us/photos.html>. Contact (650) 533-7732 or [Captmaddog@gmail.com](mailto:Captmaddog@gmail.com).



**40-FT CAL, 1966.** Alameda. \$88,000. Price Reduced! Cal 40 *Shaman*. Best Cal 40 on West Coast. 3DL sails (new main), B&G instruments and autopilot, carbon spin pole, Ballenger mast/boom. Full specs/pics at: [www.sailblogs.com/member/cal40shaman](http://www.sailblogs.com/member/cal40shaman). Call (415) 725-9581.



**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. See <http://TheOriana.com>. Contact info@theoriana.com or (480) 447-7316.



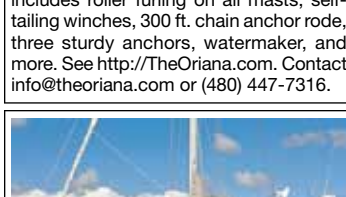
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**44-FT TARTAN 4400, 2003.** Channel Island Harbor. \$319,000. Major price reduction!. Dark green hull, low hours, bow thruster, electric winches, VacuFlush heads, spinnaker, new batteries, new LP and bottom paint, numerous other options/upgrades.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



**45-FT FASTNET 45, 1974.** Portland. \$67,000. Price reduced!. 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 [lighthart45@yahoo.com](mailto:lighthart45@yahoo.com).



**44-FT CUSTOM ALUMINUM CUTTER.** 1988. Russell, NZ. \$170,000/obo-NZ. \$146,000/obo-US. Bluewater cruiser. Professionally maintained. Comprehensive communications. Additional generating capacity. Lots of gear. Ready for South Pacific Islands or Antarctica. For access to the boat, email [ceckhoff@xtra.co.nz](mailto:ceckhoff@xtra.co.nz). For more information, go to blog: <http://zuluboot.blogspot.com> or contact via email, [yachtzulu@gmail.com](mailto:yachtzulu@gmail.com).

**41-FT MORGAN OUT ISLAND, 1972.** Marina del Rey. \$54,000/obo. Sloop/cutter, center cockpit refurbished. 50hp Yanmar diesel (100 hours), radar, Icom 710, watermaker, 5 sails. For pictures, see website: [www.yachtsoffered.com](http://www.yachtsoffered.com). Contact (661) 548-6603, (661) 388-7670 or [hwothuis@juno.com](mailto:hwothuis@juno.com).

**44-FT KELLY-PETERSON, 1978.** Alameda. \$110,000. Fast and nimble world cruising cutter, center cockpit, rear cabin, sleeps 7, skeg protects rudder and propeller from rock or reef contact, new diesel, review and report at website: <http://KP44.org>. Contact (408) 378-3700 or [davidperry222@gmail.com](mailto:davidperry222@gmail.com).



**48-FT PERRY-DESIGNED CUTTER.** 1994. Seattle, WA. \$99,000/obo. Beautiful custom center cockpit, lightly used and well cared for. Excellent sails and rigging. Bow and stern thrusters and much more! MUST SELL. Photos/specs at: [www.yachtsoffered.com/listing.php?yacht\\_id=223](http://www.yachtsoffered.com/listing.php?yacht_id=223). Contact [larsons\\_5@yahoo.com](mailto:larsons_5@yahoo.com) or (206) 352-6453.



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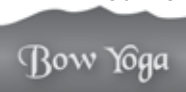
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**40-FT COLUMBIA, 1965.** Paradise Cay Yacht Harbor, Tiburon. \$27,000. *Libra*. Beautiful boat. 2nd owner. 1994 25hp Universal 4-cylinder M4-30 414hrs. Runs great. 4'6" draft perfect for the Bay. 7 sleeping berths. Photos at [www.dropbox.com/sh/gxijf56ktnxuvsa/4REqpVCvoj](http://www.dropbox.com/sh/gxijf56ktnxuvsa/4REqpVCvoj). Contact [maliarmoseley@gmail.com](mailto:maliarmoseley@gmail.com) or (415) 948-9801.



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## 51 FEET & OVER



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**65-FT PHILIP RHODES CUSTOM, 1966.** Pt. San Pablo Yacht Club. \$750,000/obo. 2010 rebuilt ketch-rigged, motorsailer. New steel hull plating, twin Yanmars at 350 hours, rebuilt 25 kw DG, rebuilt Sitka spars, new rigging, 4 SR, 3 heads, 7 AC/heaters, W/D, PW, FW flush, 3 hot water heaters, Viking range top, 13-ft Boston Whaler dinghy w/40hp outboard. Email [rjalexander@msn.com](mailto:rjalexander@msn.com).



**47-FT 90803**, h, CA. **SOLD** and p. gined more information, specs and photos.



**47-FT 473 BENETEAU, 2006.** Marina Village, Alameda, CA. \$220,000. Cruise-ready. White hull. Deep keel. Teak decks, 3 cabins. 75hp Yanmar, 7.9 Westerbeke generator, Spectra Newport watermaker, air conditioning, custom upholstery, Cherry wood interior, bow thruster. Much more. (530) 545-9540 or [jmbtaho@gmail.com](mailto:jmbtaho@gmail.com).



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**47-FT FIRST 47.7, 2003.** San Francisco, CA, USA. \$250,000. Beneteau. Euro galley, three-cabin model. 75hp Turbo Yanmar. Bow thruster. Full covers (used since new). I'm told she looks like new. One owner since new. See more at [www.sloopveronese.com](http://www.sloopveronese.com). Contact (415) 637-6678 or [sloopveronese@hotmail.com](mailto:sloopveronese@hotmail.com).



**54-FT HUNTER, 1982.** Richmond. \$62,500. Fast and handles well, lines go to cockpit for easier singlehanded sailing. Sloop-rigged, mainsail, jib, genoa, spinnaker, spinnaker pole. Recently hauled. Vetus inboard, low miles. Live aboard. (415) 290-6076 or [zcorda@yahoo.com](mailto:zcorda@yahoo.com).



**27-FT ROBERTS, 1999.** Alameda. \$27,500. *The Jewel Box*. Beautiful custom cold-molded 27 Roberts sloop. 25 years to build, one of a kind. Shows like new. Contact [michaelhart321@yahoo.com](mailto:michaelhart321@yahoo.com) or (916) 872-5043.



**CATALINA 42 MK II, 2002.** Friday Harbor, WA. \$153,000. Pristine condition, meticulously maintained, and ready to go cruising! Fully enclosed canvas cockpit great for affordable Northwest adventuring. Full specs and photos on website: <http://CatalinaSailboatForSale.blogspot.com>. Contact (360) 370-5976, (360) 298-2627 or [ahampton06@yahoo.com](mailto:ahampton06@yahoo.com).



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**33-FT BUZZARDS BAY 25, 2013.** Portland, Oregon. \$145,000. Classic design, cold-molded in mahogany and old-growth Doug fir, bronze hardware, carbon rig, North sails, custom galvanized trailer. Always stored inside. See photos at website: [www.buzzardsbay25.com](http://www.buzzardsbay25.com). Contact [buzzthomson@gmail.com](mailto:buzzthomson@gmail.com) or (360) 887-3015.

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**22-FT FARRIER TRAILER-TRI 680.** 1987. Ventura. \$10,000/obo. Builder, Jaeger Yachts, BC, Canada. Sleeps 3 adults or 2 adults and 2 pre-teens. Used to cruise Channel Islands with family (< 2 hours, 30 minutes S.B. to Fry's). Details, photos available. Email [kgarcken@pacbell.net](mailto:kgarcken@pacbell.net).



**38-FT LAGOON 380, 2003.** San Diego. \$219,000. (2) Yanmar 3GM30's. Loaded example of the most popular cruising cat, ever! A cruising condo for her: sails flat. No "rolly" anchorages. All the cruising "toys": solar panels, wind generator, watermaker, inverter, Sirius stereo, DVD, LG flat screens in both salon and owners' cabin, SSB w/Pactor modem, (2) Raymarine color displays w/radar, chartplotter and AIS. Raritan (2) electric heads. Fourth cabin converted to walk-in closet. A real sailboat for him: both fractional and (light wind) masthead asymmetrical spinnakers. Flexofold 2-blade props. Crazy fast downwind. The perfect cruiser? Perhaps. Too much to list here. Check website for more: [www.YoungerGirl.org](http://www.YoungerGirl.org). Contact (503) 320-9859 or [CapitanoMarco@Yahoo.com](mailto:CapitanoMarco@Yahoo.com).



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





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**9.9 HP HONDA OUTBOARD, 2010.** Moss Landing. \$1,850. Short-shaft manual start, low hours, excellent shape - great dinghy engine. (831) 332-0496.

**FLEXOFOLD FOLDING PROP.** For saildrive. Anchorage, Alaska. \$1,250/obo. Pitched for a 50-65hp saildrive. Excellent condition, no corrosion. Three-blade 17x15. Google Propeller test. This is the most efficient prop available. Contact (907) 250-4490 or [scs@gci.net](mailto:scs@gci.net).

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**KARVER TOP DOWN FURLER.** Santa Barbara. \$1,100/obo. Top down Karver chute furler. Model 2 with lock. Briefly used on boat with 19-foot J and 50-foot mast. No torsion lines included. [jlaurie@cox.net](mailto:jlaurie@cox.net).



**CLUBS & MEMBERSHIPS**

**ENCINAL YACHT CLUB.** Open House Events. Alameda. Encinal Yacht Club (EYC) is hosting open house events throughout the summer. Please join us at one of the following open house events: Cinco de Mayo, 3-5 p.m., May 3rd. Open House, 6-8 p.m., May 9th. Art, Wine, and Jazz, May 17th. Master Mariners, all day, May 25th. Open House, 1-4 p.m., May 31st. Sailstice, all day, June 21st. Bart's Bash, all day, September 21st. For membership inquiries contact us by email, [membership@encinal.org](mailto:membership@encinal.org) or on the web at: [www.encinal.org/pageResource/membership/2008/membership.php](http://www.encinal.org/pageResource/membership/2008/membership.php). Call (510) 522-3272 or (415) 902-6257.

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**MARINE TECHNICIAN.** Sausalito. Hirschfeld Yacht is looking for marine technicians to join our team. Minimum qualifications: 2+ years direct mechanical/electrical experience. Must have a CA driver's license and car/truck as well as own tools and mobile tool kit/bag. For more information and to apply, email: [hycbetawest@gmail.com](mailto:hycbetawest@gmail.com).

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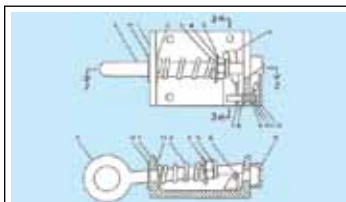
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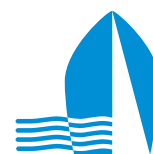


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