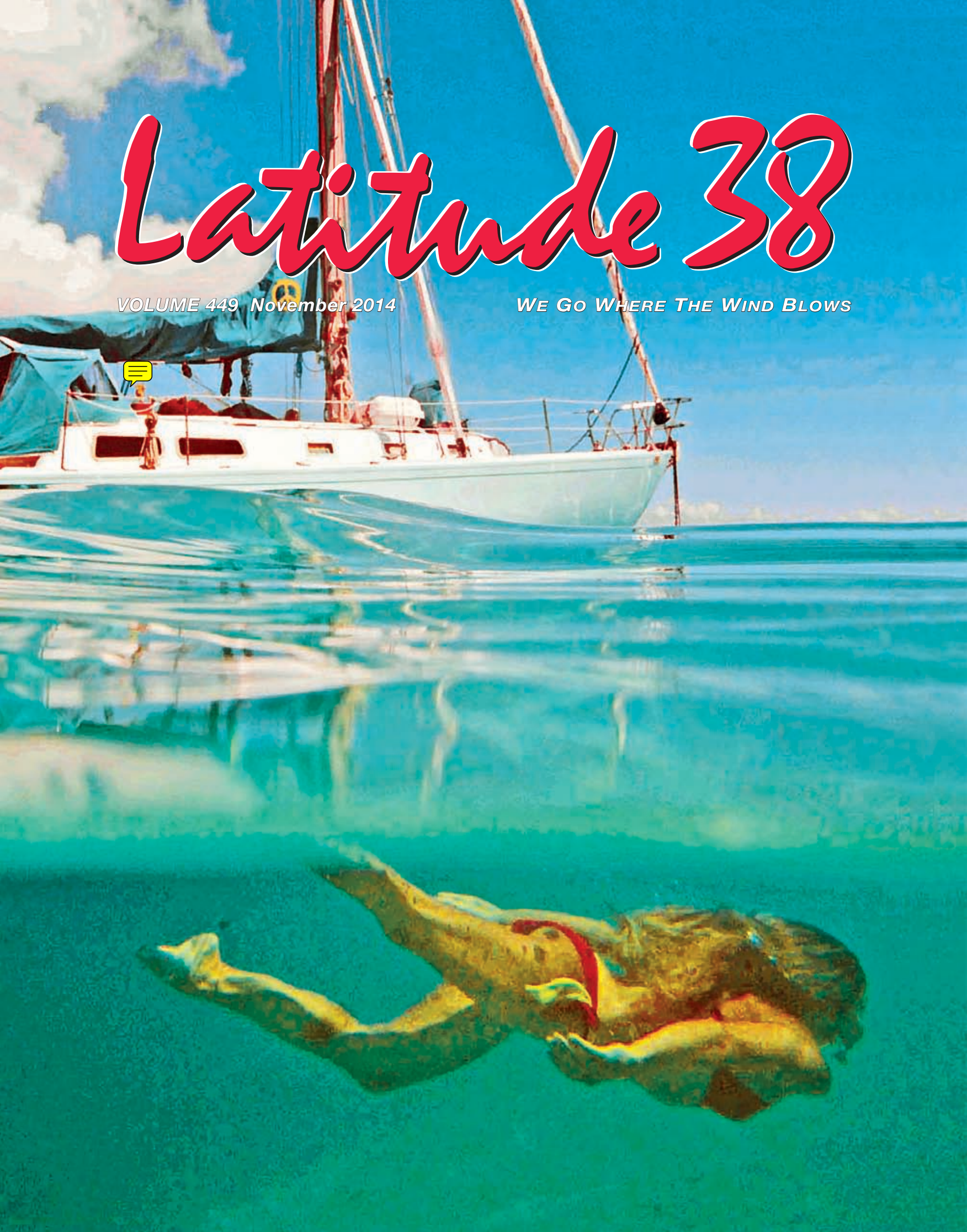


Latitude 38

VOLUME 449 November 2014

WE GO WHERE THE WIND BLOWS



VENUS' LAST TRANSIT —

In the moonless pre-dawn hours of September 25, the Corsair 37 trimaran *Transit of Venus* was moving along nicely on a beam reach under a triple-reefed main and single-reefed jib, with only 625 miles to go on her homeward delivery



There are all sorts of things that can go 'bump in the night' out there. 'Transit' passed close to this overturned hulk, which the crew guesses may be a Japanese fishing vessel.

from Hawaii. After an initial nine days of slamming into headwinds, the delivery crew, Captain Marc Gounard, 58, Arnie Thompson, 57, and Tom McCauley, 66, were all thrilled to finally be reaching at 8 to 12 knots in 20 knots of breeze.

At 1:15 a.m. Tom, who was alone on watch, slipped belowdecks to grab a snack, while Marc and Arnie lay nearby trying to catch some much-needed sleep. Suddenly — *bam!* — the lightweight tri lurched to a halt. She had hit something very solid.

Marc and Arnie were jolted awake immediately, while Tom tumbled across

Once aboard the 'Golden Heiwa', the rescued crew was well cared for by the ship's light-hearted Filipino crew. Standing, left front, are Marc and Arnie. Standing, right, are Tom and jovial Captain Everson Cajatol.



the cabin from the companionway to the forward bulkhead. As Arnie wrote later, "I rolled out of my berth and reached for the starboard cabin light, only to find six inches of bare wire hanging down from the ceiling. Rubbing my eyes I reached for the other starboard cabin light and found bare wire there too."

Up on deck, the three men immediately began assessing the damage. Given the low visibility of that dark night, they never got a glimpse of what they had hit, but whatever it was, it had taken a terrible toll on the spritely tri: The entire forward section — roughly 10 feet — of her starboard (leeward) ama had been torn away and either it, or another object, had crashed up through the forward trampoline netting and into the main hull, striking it with such force that it shattered the large center salon port and cracked another, while sending the ceiling light fixtures flying. The blow cracked the main hull at deck level as well as the cabintop, and its inertia broke a stainless steel fitting on the radar arch, aft, causing the whole unit to pivot forward at about 45°.

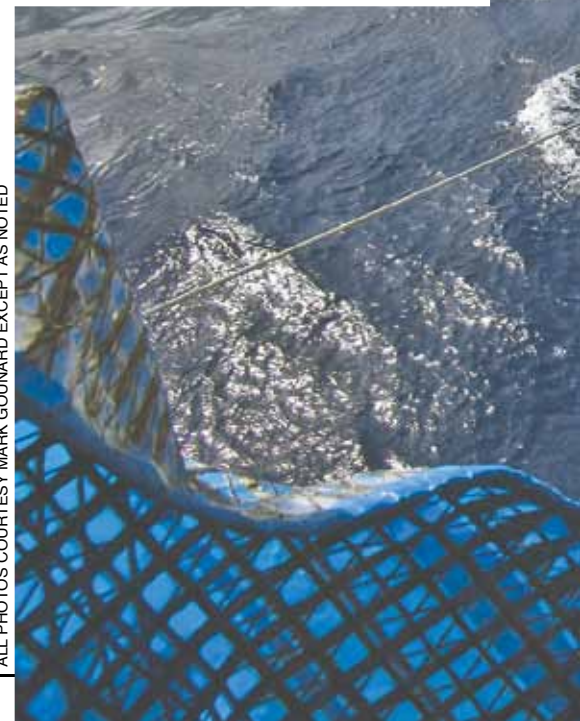
Confident that they were not in any immediate danger of sinking or capsizing, the three men dropped the jib, called owner Rich WaltonSmith via satphone to report the incident and waited until first light to assess the situation further.

Two bulkheads compartmentalize the amas, one of them just aft of the break point. Nevertheless, Marc found that the center compartment was full of water also. After about 20 minutes of bailing with a bucket, he had it emptied, but saw that there was a 2x4-inch hole on the inboard side. In addition, the outer skin of the ama was delaminating, which allowed additional water to seep in continuously. He did what he could to slow the leak with pieces of a towel. Ultimately, the men decided to fill the compartment with all the buoyant items they could gather: six empty 5-gallon

jerry jugs, eight 2.5-gallon jugs, plus four fenders.

By about 10 a.m., having stabilized the buoyancy as best they could, the men were ready to test the possibility of sailing on port tack — the essential tack to get them home. The breeze had accelerated a bit, and was expected to increase in the coming days as they neared shore.

No sooner had they hoisted the jib and filled the sails than the crippled leeward ama sank beneath the surface. Due to its blunt bow, it acted like a sea anchor, braking the boat's forward progress while the windward ama lifted high out of the water. "That was it," recalls Marc, "I knew right then that we could never sail home safely like that. We were likely to capsize and someone could get killed." It would have been a different story if there had been



ALL PHOTOS COURTESY MARK GOUNARD EXCEPT AS NOTED

BAD NIGHT ON THE OCEAN

a way to get home on starboard tack — with the wounded ama riding high — but that wasn't the case.

Up until that point, Marc had been determined to fulfill his mission and get the boat home, despite the collision. He has worked as a professional sailing coach and delivery skipper for decades and has sailed around the world with his family aboard their home-built 33-ft cat *Imani*. In all that time he had never before had to call for assistance, but in this situation, he saw no alternative.

Around 1 p.m. he called Rick Waltons-Smith with the bad news about their sailing test and alerted him that they saw no alternative to calling for rescue. "Rick was totally supportive," remembers Marc. "He said the safety of the crew was the important thing." Fortunately, the boat was insured.

Rick had previously been in touch

Below: The unseen attacker snapped a 10-ft section off the starboard ama. Left: The cabin top was crunched in and ports were broken.

with the Coast Guard to apprise them of the situation. He passed on their instructions to Marc to activate the EPIRB in order to get the rescue process started.

Several hours later a Coast Guard C-130 was overhead, hailing the stricken sailboat on VHF. Turned out there was a naval vessel as well as three cargo ships in the area, the closest of which — only 15 miles away — was the 738-ft bulk carrier *Golden Heiwa*, which was steaming from China to Panama. About an hour later she arrived from the west, and on the second attempt pulled alongside the tri to windward. After the sailors' gear bags were hoisted aboard, they jumped overboard, swam the short distance to the cargo nets and clambered aboard without incident. The first shower



LESLIE RICHTER / WWW.ROCKSKIPPER.COM

Seen here on her approach to Hawaii, 'Transit of Venus' was in her glory — one of the first two multihulls to ever race in the Pac Cup.

the men had taken since leaving Hawaii did a lot to elevate their moods.

Meanwhile, *Transit of Venus* was left to drift with a jib up and both her running lights and a strobe light shining — it would have been difficult to scuttle such a boat, even if the Coast Guard had asked them to. At this writing, nearly a month after the mishap, the trimaran's Yellowbrick tracker is still pinging out her position — roughly in the same spot — and it's likely to do so for a long time to come. The boat's batteries were dry and intact, as were the solar panels that charge them. Who knows, perhaps the battered tri will eventually make it back to the West Coast after all. Although the hull is effectively totaled, there's all sorts of valuable gear aboard, including the jib, main, screecher, code zero, two asymmetrical spinnakers and a storm jib.

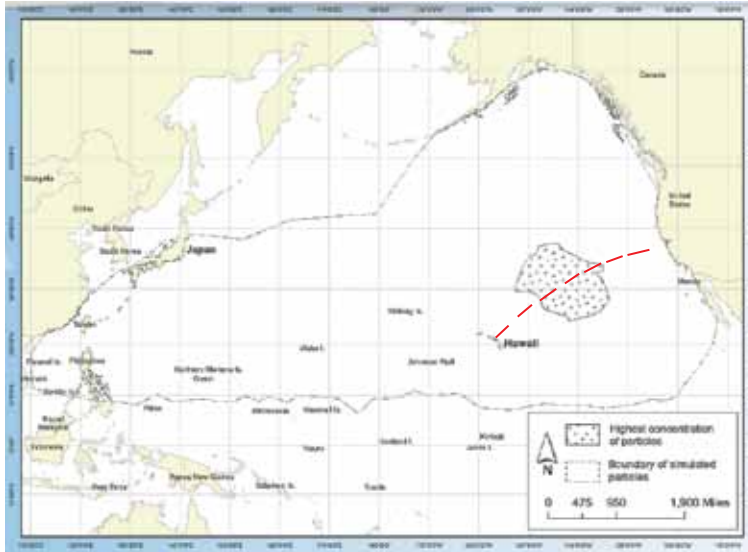
When the jib was hoisted and sails were set, the stubby ama sank below the surface and acted like a brake.



VENUS' LAST TRANSIT

Due to weather conditions at the time of the crossing, *Transit's* track was, by necessity, more of a direct Great Circle route than would normally be taken by boats returning from Hawaii races. That may have put her at greater risk of encountering dangerous debris. But lots of Pac Cup boats saw debris in other latitudes also.

Although a recent study publicized by the National Academy of Sciences states that a great deal of plastic has disappeared from the surface of the oceans — possibly having been absorbed into the food web — there is still plenty of big stuff out there, particularly debris from the 2011 Japanese tsunami. NOAA has set up a special project to monitor it (check it out at marinedebris.noaa.gov). Based on the accompanying graphic, it would appear that almost any route back from Hawaii would be like running a gauntlet of potential disaster. Recently,



Looking at this NOAA graphic showing high concentrations of tsunami debris, it's a wonder there aren't more disabling encounters either going to or coming from Hawaii.

a huge wayward dry dock came ashore in Hawaii, for example, and before their collision the *Transit* crew spotted both an overturned 40-ft fishing boat and a huge field of fishing nets and buoys.

What can you do to minimize the risk?

Hawaii-based weather router Rick Shema of *WeatherGuy.com* suggests:

- Try to pick a route around the greatest known concentrations of tsunami debris.
- Keep a bow lookout during daylight, especially when transiting known areas of debris.
- Reduce speed at night to minimize damage, should a collision occur.
- Pre-plan for potential damage and carry repair materials.

Ultimately, though, with all the debris that's out there, crossing to and from Hawaii will be a bit of a crap shoot for the foreseeable future. As other Hawaii racers consoled Rick on the loss of his boat, many admitted that hitting unseen debris was their biggest concern offshore. So, will Rick get another boat? "Absolutely."

— *latitude/andy*

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ENSENADA, BAJA CALIFORNIA

SEASON CHAMPIONS, PART I —

The flip of the calendar page from October to November is a good time take a deep breath, pause to reflect on this year's summer sailing season, and recognize the successes of the year. In this first of three installments, these local fleet champions will get us off to a good start celebrating the accomplishments in the various 2014 Bay Area racing circuits.

If you pay close attention, you may notice that some names are mentioned in more than one profile.

Let the party begin!

Vanguard 15 — #7401

Al Sargent/Maddy Eustis, StFYC

A record 51 Vanguard 15s raced out of Treasure Island Sailing Center in Clipper Cove this year. "This was due to a great charter program set up by Pete Trachy



Al Sargent

to get new sailors into the fleet," explained fleet captain Al Sargent. "It's the best deal on the Bay: The \$25 daily charter fee gets experienced dinghy racers a boat, entry fee, and dinner/drinks. You'd be hard-pressed to have dinner and drinks for two people at the price."

Because of the daily charters, a wide variety of competitors showed up, including a 2012 49er Olympian, Erik Storck, and a current Laser Radial Olympic hopeful, Claire Dennis. "We are very happy to have such good sailors come out to race with us," said Sargent.

The season started off with a boat-tuning session on the first Thursday in April to help new fleet members get up to speed. Racing began the following Thursday and continued weekly until after Labor Day. "That's 22 days of racing, with an average of six races a night, so around 132 individual races." Sargent did the math. "Given that it costs \$166, that's about \$1.25 a race – again, one of the most economical ways to race on San Francisco Bay."

Scoring works like this: Each night you get points for the number of boats you beat plus three points, so a first out of 16 boats earns 19 points. Your best 12 nights count. Nights outside your best 12 earn you three points for participation. Sargent scored the most points: 217.

"We finally figured out how to keep up with other boats downwind. This includes knowing when to jibe or bear away to make maximum use of puffs."

Sargent noted some highlights and lowlights: "Every day that's windy enough to plane upwind is a highlight. We probably had about five of those days this season."

"The lowlight was when I discovered, about four days before our first race, that my newly purchased boat had a hole in the drain tube, which meant it would sink if not repaired. Luckily, Rufus Sjoberg was able to fix the boat in time for our first race."

2) #1203, Dan Altreuter/Claire Pratt, NoYC; 3) #1629, Matthew Sessions/Avery Whitmarsh, SFYC (51 boats)

El Toro Senior — Cygnus

Art Lange, FSC/HPSC

Like Al Sargent, Art Lange will look familiar to regular readers of Season Champion features – Lange won the El Toro Senior Series previously in 2008, 2011, 2012, and 2013. This year, he locked up the season at Richmond YC's Totally Dinghy in September, with two more regattas – October's Stampede and Corkscrew Slough – left to go.

"It was an interesting series," said Lange. "Fred Paxton and I were finishing first and second in almost all the races. In the aggregate, I got more firsts. The races where Fred beat me, he was slower but went the right way."

"A season like that happens once per lifetime, when everything goes right," he concluded. "When the wind gods smile on you, you look like a genius."

2) Hippo, Fred Paxton, RYC; 3) #11815, John Pacholski, SCYC. (31 boats)



Art Lange

LATITUDE / CHRIS

El Toro Junior — #11854

Josselyn Verutti, SCYC

The Junior El Toro season is shorter than the Seniors' – it consists of five regattas as opposed to 10 – and includes the Junior North Americans at Stockton Sailing Club and the West Marine Fun Regatta in Santa Cruz.

"I was very fortunate to win each of the five regattas," said 2014 champion Josselyn Verutti. "The most prominent of the five was the Junior North Americans held in July on the last day of Stockton Sail Camp. Since I won the North Americans, I also won the top female finisher trophy. This was very exciting because I am the fourth girl to ever win the North Americans in 60 years, and the first girl to win the North Americans from Santa Cruz YC."

Verutti has been sailing El Toros since she was eight years old. "Ever since I started racing, when I was 11, I have had my heart set on winning the North Americans, and this year I was finally able to do it!" SCYC also named her El Toro Junior Yachtswoman of the Year.

El Toro sailors transition from Junior to Senior status at the age of 16. "Since I am now 15, this was my last year of sailing El Toros as a Junior, so I have been transitioning into a Laser Radial in the Advanced Program and a CFJ with the SCYC Scholastic Program, representing the newly-formed Kirby High School team."

As well as sailing the El Toro, Laser Radial and FJ, Verutti has been skippering her Moore 24 Mercedes. "In August,

Josselyn Verutti



LET'S GET THIS PARTY STARTED

ALL PHOTOS COURTESY THE WINNERS EXCEPT AS NOTED



WWW.NORCALSAILING.COM

I raced in the Moore 24 Nationals in Monterey with crew from SCYC who were all under the age of 23. Racing so many different boats has really opened my eyes to the world of sailing, and it has helped me grow as a sailor and be much more versatile."

"Josselyn was sailing with us on the Moore before she could walk and was a helm hog early on," said her mom, Tina.

Josselyn's father, Joel, died of a brain tumor in February of 2011. "Joel's greatest joy was to see her sail," said Tina, "and he made me promise to let her skipper the Moore when she was ready. That was in the 2013 Nationals during Made in Santa Cruz Race Week."

2) **Raging Bull**, Trevor Foley, SCYC; 3) **Bull Shark**, Connell Phillipps, RYC (23 boats)

Etchells Fleet #12 — Imp Dale Hoffman, NoYC

Dale Hoffman last won an Etchells season championship in Chicago – in 1977. His crewmembers for this year's success were Eric Johnson, Jeff Holder, and Billy Mastrangelo.

For *Imp*, the highlight of the 26-race season was the big breeze – and big fun – at SFYC's Elite Keel in May on the Berkeley Circle.

Kame Richards and crew on 'Golden Moon' had another stellar year of racing. This is 'GM's fifth Express 37 season championship.

Future plans for Hoffman include the Etchells 2015 PCCs, the 2016 North Americans, and the 2017 Worlds, to be hosted by San Francisco Bay's Fleet #12.



Dale Hoffman

Lifted, who placed tenth at Worlds, first at the Nationals and fifth at the North Americans.

"There's plenty of Etchells out there that can be had for a fraction of what they're worth," said Hoffman. "If you're interested in putting an E22 effort to-

The 95-boat 2014 Worlds, held in Newport, RI, attracted three entries from the Bay Area, including another notable fleet member, Jim Cunningham on

gether, we would be happy to help you find a boat. If you're sailing San Francisco Bay on an E22, you're having a good time." The self-proclaimed Etchells evangelist can be contacted through the fleet's website, www.sfetchells.org.

2) **JR**, Bill Melbostad/Steve Fentress, SFYC; 3) **AARP**, Vern Neff, RYC. (10 boats)

Melges 20 — Kuai Daniel Thielman, CYC

The Melges 20 SF Bay Season Series consisted of the Elite Keel, the Summer Keel, the PCCs and the North Americans, all hosted by SFYC.

Daniel Thielman has been racing Melges 20s for the past four years. "The Melges 20 is a very technical boat to sail, with one of the most competitive fleets on the water, which makes it the perfect training platform for my big-boat program." Thielman also campaigns the R/P 44 *Tai Kuai*.

"I treat the helm the same on both boats, always trying to keep a constant angle of heel. The Melges 20 helps me pick up on the nuances of driving a big boat that I otherwise wouldn't recognize.

"It was great to win some of the local regattas, but I was reminded how much everyone steps up their game for a major championship – several of the local teams placed ahead of us at the Audi Melges 20 North Americans.

Although *Kuai* came out on top of a lot of races this season, Thielman says they rarely led the whole way around the



Daniel Thielman

course. "The key to our success was our ability to grind teams down by sailing consistently in every aspect of our game. We sailed especially well around the leeward mark, which paid huge dividends, not only in the 20 but in every fleet we

SEASON CHAMPIONS, PART I —

competed against this season."

Crewing on *Kuai* were tactician Seadon Wijsen and Auric Horneman. "With more local regattas, more boats, and the Worlds at SFYC next year, the racing will be even tighter," said Wijsen, who is also the class rep.

2) **Flygfisk**, Tom Kassberg, SFYC; 3) **Makaira**, Skip Shapiro, RYC (8 boats)

Santana 22, Oreo **Garth Copenhaver, SSS**

The 2014 Santana 22 championship title is a repeat performance for Garth Copenhaver on *Oreo*. "I was more relaxed this season than last season," said Copenhaver, "and I focused more on getting to know the folks in our fleet. Our fleet is really quite supportive of each other. For example, Jan Grygier, owner of *Carlos*, convinced me to join forces and take *Oreo*



Garth Copenhaver

to the Nationals in Monterey. We quickly pulled together his car and Anna Alderkamp's trailer, and raced together with Kristy Lugert from *Kitten* — an example of fleet camaraderie.

"I ended up winning the tie-breaker to beat *Byte Size* for the summer season. I had to work for it. I spent the week before the final YRA race obsessively thinking about tactics in the South Bay with currents and wind shifts. Anna on *Byte Size* was two points ahead of us. We needed two bullets to defend our championship. After beating her in both races I actually felt a little sad that she didn't get to win. I'm basically a softy and want everyone to win that wants to, but you would not have known this sentiment of mine when I yelled at her, 'No way, Anna! You have no overlap!' We spent the next day cruising together and laughing about it."

Oreo's crew were Al Sargent (yes, the same Al Sargent who won the Vanguard 15 series), Ethan Sargent (age 10), Emily Shaw and Kristy Lugert. "Al and I have been racing together since we were kids, and his boy Ethan is now in the Opti Green fleet at SFYC. Emily is an ex-Tufts varsity sailor, and Kristy is the owner of the Santana 22 *Kitten*."

Despite damage from being T-boned



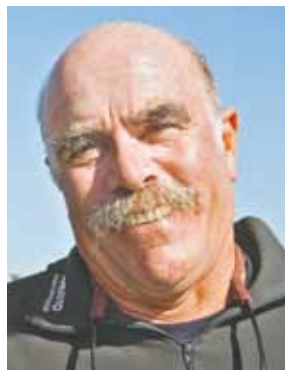
LATITUDE / CHRIS

by another *Tuna* in YRA Summer #2, Grygier's *Carlos* placed third.

2) **Byte Size**, Anna Alderkamp, TISC; 3) **Carlos**, Jan Grygier, RYC. (7 boats)

Express 37 — Golden Moon **Kame Richards, EYC**

Yet another repeat offender, *Golden Moon* has won the Express 37 Season Championship five times: in 2009, 2011, 2012, 2013, and 2014.



Kame Richards

the sails up and down, get the boat around the corners, and have fun."

For Richards, the crew on *Golden Moon* is the highlight. "Spending a day

'Chance' placed second at the 2014 Rolex Big Boat Series, but captured the local J/120 fleet's season championship.

with them is a real privilege. They are a great group of folks who work constantly to improve their skills and share their knowledge. Our learning curve is still going up!" This year's crew included boat partner Bill Bridge and his wife Michele, Kame's wife Sally and daughter Aimee Daniel, Tom and Eliza Paulling, Mike Mannix, Rebecca Hinden, Jason Westenberg, Brent Draney and his son Jeffery, Jeff Angerman, Larry Tuttle, Buzz Blackett, Dave Little, Dave McMurry, Don Teakell, Jeanette Daroosh, and many more.

Some other key factors in *GM's* success: "We trust that we have the boat speed, so we can work on different starting-line slots," said Richards. "Stated differently, we don't have to win every start, so we study starting in different locations. We probably do 10 or 12 jibes before the first race of each day. Also, we are constantly trying to be more conservative when we are doing well.

"We have had several post- (and pre-) mortems with the Express 37 class to try to help people sail smarter and faster,"

LET'S GET THIS PARTY STARTED

said Richards. "The focus is on individual races or race series. In post-mortems, we talk about the wind and sea state that we experienced on that day. This means we can talk about specific backstay settings and jib leads rather than generalizations about sail settings."

The lowlight of the season was when Eliza Paulling broke her arm during Rolex Big Boat Series. "This sort of thing is not supposed to happen in sailing," said Richards. "She is an essential part of our organization."

2) **Stewball**, Bob Harford, BYC; 3) **Expeditions**, Barz Schneider, SFYC. (11 boats)

J/105 — *Blackhawk* Ryan Simmons, SFYC

The Simmons family has been racing in the J/105 fleet for eight years now. Scooter Simmons, the J/105 champion in 2009, 2010, and 2012, turned the *Blackhawk* program over to his son and daughter-in-law, Ryan and Kristin, last year.

"It was a great year of sailing," said skipper Ryan, "and we had an absolute blast in each regatta."

The 30-year-old Ryan was the skipper for the majority of the regattas. "I missed one regatta to support my best friend as his best man in his wedding in June back in New York. Luckily my dad, Scooter, was able to step in and drive *Blackhawk* for that regatta, finishing a very respectable second place and taking a couple of bullets as well. I also missed a Saturday during one regatta to attend my



Ryan Simmons & Kristin Mayberry

brother's college graduation. Of course, my dad was at the graduation as well, so our tactician, Brent Draney, stepped in and drove that day."

Ryan tried to sail with a consistent crew from regatta to regatta. "We put a

lot of value on a steady crew. Our main crew, who sailed about half of the regattas together, consisted of Brent Draney (main trimmer/tactician), John Claude (headsail trimmer), my wife Kristin Maberly (pit), Matt Clark (mast), and Jon Rosen (bow). Each crewmember missed at least one regatta throughout the year, which really signifies just how strong and deep a program we have built. Behind the scenes, Lindsay Browne helps manage the program and makes sure that each day we leave the dock with the best possible chance to win."

Having served in all other crew positions, this was Ryan's first season at the helm. "Without a doubt the highlight of the year was how competitive we turned out to be," he said. "Our goal was to simply be competitive, continue to improve throughout the season, and give our best effort at Rolex Big Boat Series. We ended up winning the first three regattas at the beginning of the season, and, except for a single day of Big Boat, we won at least one race every day we left the dock."

"Even days that we did not perform as well as we desired, the team kept a great attitude and we always made it fun. I love sailboat racing, and the worst part about driving was that I didn't have time to look around and appreciate the incredible scenery of the San Francisco Bay."

"Another major highlight for us on a personal level was taking two weeks off work to race Big Boat Series, and then Kristin and I were married the following Saturday in Lake Tahoe. It was a really special and memorable time for us."

Simmons believes *Blackhawk's* success this season can be attributed mainly to boat speed. "We put a lot of time and effort into making sure we set ourselves up to succeed, and much of that happens well before we leave the dock. Upwind, we pride ourselves on being the hardest hiking boat in the fleet, and every photo I've ever seen, as well as the bruising and complaining from the crew, prove that to be the case. We go into every single race with the same game plan: Get a clean first-row start, go the right direction, minimize mistakes, and let the boat speed take over."

"It is such a close and competitive fleet that we get to experience a lot of boat-on-boat situations, which is without a doubt the most exciting aspect of racing in the J/105 fleet. Off the water, the camaraderie amongst the fleet is amazing as well. As competitive as we are when racing, once back on land everyone is

friendly, smiling and having a great time together, it makes the entire experience rewarding and worthwhile."

2) **Mojo**, John Case/Jeff Littfin, NoYC; 3) **Go-dot**, Phillip Laby, NoYC (26 boats)

J/120 — *Chance* Barry Lewis, StFYC

Chance has raced every year since 2002 in the J/120 One Design Class, which owner Barry Lewis calls "the best large one design class on the Bay. I say best, because we consistently have very tight racing with frequent lead changes and multiple boats finishing together. We also have Corinthian skippers who are a delight to compete against."

"The J/120 class has always been very competitive, and this year was no different, particularly in Rolex Big Boat Series, which we

were really geared up to try and win." Despite their best efforts, they placed second for the third year in a row (*Peregrine* won the J/120 class at Rolex Big Boat Series).



Barry Lewis

However, earlier in the season, *Chance* hit her stride with everything going right in the SFYC June Invitational. "We ended up with five bullets, something we had never done before," said Lewis.

The crew aboard *Chance* were Seamus Wilmot and Matthew Sessions, tactics; Scott Kozinchik, main; Michael Redmond, Christian DiCarlo and Matt Gingo, trim; Amy Clark and Anne Alward, pit; Aaron Elder, mast; Sean Ross, Wood Banthin and Bryan Murdock, mid-bow; and David Krausz, bow.

"Winning the Season Championship – even if only by a few points – for the fourth year in row was really satisfying for the entire *Chance* team," said Lewis.

2) **Peregrine**, David Halliwill, Oakcliff Sailing; 3) **Mr. Magoo**, Steve Madeira, StFYC (7 boats)

Even as you read this, we're already working on the next installment. We'll have many more tales to tell of winning ways in the December and January issues.

— **latitude**/chris

BAJA HA-HA PROFILES, PART III —

Having observed 21 Baja Ha-Ha registration cycles, some patterns of behavior have become completely predictable to us. For example, just as there will always be those who can't wait to sign up as soon as entry portal goes live on May 1, there will also be those who wait until the last minute to register for fear of not having the boat ready, not having broken away from the daily grind, or simply being procrastinators by nature.

The ralliers you'll meet in these pages fall somewhere into that latter category — in fact, we fully expect that some of them will be installing upgrades and touching up their brightwork even after the October 27 start of this San Diego-to-Cabo San Lucas pilgrimage. Nothin' wrong with that because as every veteran cruiser knows, the boat chores never end, but the changes of scenery are delightful.

Here then are the final entrants in the Baja Ha-Ha Class of 2014. (Listed in the order in which they signed up.)

Moana Makini — Baba Panda 35 Calvin & Lori Hastings, Coronado

Calvin, 50, an active government employee, and Lori, a still-active educator, "aren't going to have the fastest boat, but we're going to get there and expect to have a frolicking good time." If you don't count Calvin's 24 years in the Navy, this will be their first cruising beyond Southern California.

Distant Drum — Idylle 15.50 Harry Hazzard, San Diego

Having done the Ha-Ha for the last seven straight years, Harry, 67, retired from the tech field, might be in a rut. But it's a good rut. His Frers design has been to the Caribbean, Hawaii and the South Pacific, while Harry has "too many offshore passages to list." After the Ha-Ha, he plans to continue on to mainland Mexico and Central America. "It's all about the adventure," he says.



'Distant Drum'

***Mia Zoi — Beneteau Oceanis 411 George Papadakis, Bellevue, WA**

'Yorgy', 71, is an "investor" while his wife Christy is retired. It's going to be a family affair aboard *Mia Zoi*, as crewing for them will be son Nathaniel, 43, a musician, and daughter-in-law Cheryl, a real estate agent. Wait, there are two more! Granddaughters Mia, 10, and Zoe, 8, after whom the boat was obviously named. Yorgy has been sailing for 50

years to places such as the Bahamas, Greece, Italy, Corsica and France. "Yo no soy marinero," he proclaims, "yo soy capitan!" White sails only.

Spinnaker — Corbin 39 CC John & Jennifer Gleadle, Surrey, BC

John, 64, a retired designer, and Jennifer, a retired banker, will be assisted by Diesel the cat. The trio started sailing about 10 years ago, and have owned the boat for three. "My Irish friend keeps saying that we're doing the Ha-Ha for the craic, which is Gaelic for "news, gossip, enjoyable conversation and fun." The couple's longest passage will be getting to the Ha-Ha start from Vancouver. "We have no future plans, but may circumnavigate."

Kitehawk — Eggert 42 Dirk Sherbina, Sacramento

Dirk, 61, a retired boat captain, has entered one of the few wood ketches in this year's Ha-Ha. Lady friend Robin Leonard, a consultant, will be his crew.



'Kitehawk'

Dirk sailed to Hawaii on another boat, but has also sailed *Kitehawk* south to the Sea of Cortez and north to Fort Bragg. Having done the latter, he and Robin are looking forward to "warm skies, warm water and warm hearts."

Invictus — Chris Craft 35 Glen Miller, San Diego

When you read 'Chris Craft', you probably assumed motorboat. But Glen, 71, a retired business owner from Pahrump in the Silver State, owns a masthead sloop that was designed by the venerable S&S firm. Larry and Maria Vanrickley, business-owner friends, and Chica their black & white Chihuahua, will round out the crew. Although Glen and *Invictus* have already made it from San Diego to the Caribbean, he plans to head to the Sea of Cortez after the Ha-Ha. White sails only.

Veella — Hylas 44 Doug & Josette Schmer Stateline, NV

Doug, 50, a retired air traffic control-

ler, and his wife Josette will be assisted by fellow air traffic controller/awesome photographer Steve 'Mo' Lester and wife Carol 'Bomber' Lester, an artist. Doug and Josette started sailing in 1992. "We



'Veella'

moved onto our first boat, an Islander 32, right after we were married — even though neither one of us had sailed before. We've been waiting to do the Ha-Ha for 22 years." What's their attitude toward the Ha-Ha? "Nipples hard, nose runny, time to head where it's warm and sunny." Future plans? "Ain't coming home." No. 1 go-slow feature? "Josette's washer/dryer."

St. Claire — Brewer 44C Kevin Abbink & Daniel Maynard Cabrillo

Co-owners Kevin Abbink and cousin Daniel Maynard of Lake Forest are, at 30 and 35, two of the youngest boatowners in the fleet. Yet they'll be stylin', as St. Claire has two roller furling headsails, in-boom furling on the main, AC, television — the works. Kevin is self-employed, while his cousin Daniel is a digital strategist. "We're looking to meet new people, have new adventures, and expect to have a blast during the Ha-Ha." After going to La Paz, they plan to head to Panama.

Osprey — Pacific Seacraft 34 Jim Doty, Bellingham, WA

Jim, 62, a retired civil/hydrologic engineer, will have Dave Scherer, 54, a mechanical engineer as crew. Zona



'Osprey'

Raelson, an RN, will round out the crew. By the start of the Ha-Ha, Jim's longest passage will have been getting to the starting line, but the boat's first owner did a circumnavigation with her — and wrote a book about it. After a couple of months in the Sea of Cortez, Jim plans to cross to Hawaii on his way back to the Pacific Northwest, and is looking for folks with similar plans.

Pied-a-Mer III — Seawind 1160 Eric & Pamela Sellix, Clatskanie, OR

Eric, 70, is a retired restaurant owner, while Pam is a retired teacher and res-

LIVIN' THE DREAM



Meet Angelica, the human figurehead of Gabriel Rodriguez' Santa Barbara-based Catalina 34 which he aptly named 'Rejoice'. (See page 91.)

taurant owner. Gluttons for punishment, at one time they had three restaurants. Bob Hulegaard, 53, a programmer, and Robin Fouche, an executive, will be



'Pied-a-Mer'

their crew. Eric started sailing "as a child", while Pam started "as a senior citizen". The couple say their cat is heavy because "everything we own is aboard her." They are vets of last year's Ha-Ha, and will be continuing on to the South Pacific.

Eliare — Brewer 38

James MacDonald, Vancouver, BC

James, 58, from Edmonton, describes himself as simply "retired". He must be a nice guy, because he entered the Ha-Ha "because friends wanted me to." Friends include Jeff Lucas, 23, Terrance Rugg, 58, and Barry Tonge, 55. Eliare is one of the few steel boats in the Ha-Ha. MacDonald has owned her for five years, and has been from Vancouver to Prince Rupert, and Vancouver to Seattle with her.

Carolee — Columbia 45

Dave Hornbaker & Collen Doll

Ventura

David, 48, is a commercial fisherman from Fillmore, while his girlfriend Colleen is both a commercial fisherwoman and an online marketer. Columbia built the 45 in the early 1970s as their top-of-the-line luxury boat, but the couple now use theirs as one of the last under-sail commercial fishing vessels on the coast. "Our boat has holding tanks instead of beds," says Dave. The couple average 250 miles a week off Southern California chasing fish. Dave did the first Ha-Ha in 1994. White sails only.

No Ties — Jeanneau 49 DS

Robin and Cary Spencer

Marina del Rey

Malibu residents Cary, 63, an attorney, and Robin, a teacher, will have Ken and Linda Landis along. *No Ties* was the display boat at Pacific Sail Expo, and can be seen sailing across the Bay on the cover of Jeanneau's promotional material. "We live aboard and have made so many upgrades that when the broker came back later, he took photos for Jeanneau's designers," reports Cary. The Spencers have visited Mexico many times and "love it".



'No Ties'

They spent a month on a friend's boat in Mexico last winter, and can't wait to get south on their boat.

Patina — S&S 40

Darrell de Fabry, Dana Point

Darrell, 67, a retired chief financial officer from Encinitas, will be joined by his wife Beth, an accountant. Jim Shockey, 58, will be along as crew. "I've owned *Patina* for 16 years, and personally restored her from a painted wreck to a bright and beautiful lady," reports Darrell. Having

sailed since 1960, the couple sees the Ha-Ha as the start of a "great adventure" that will take them to the Panama Canal and on into the Caribbean.

Triton — Leopard 45 Cat

Robert Kane & AnnMarie Powers

Emeryville

Rob, 55, a retired systems engineer, and wife AnnMarie, an enrolled agent CFO, will be sailing with AnnMarie's sister, Judi Powers, a software engineer, and Marko Schmale, 55, a river rafting guide. "This time for sure!" is the group's motto. When they announced they were doing the 2013 Ha-Ha, friends started a pool as to when they would actually head south. "The closest guess was 'sometime in 2014, maybe.'" They will continue to the Caribbean — "if the money holds out."

"Our boat has holding tanks instead of beds."

***Flying Squirrel — Dehler 41 DS**

David Johnson & Amy Cooperider

San Francisco

Dave, 46, a software engineer, and Amy, an aerospace engineer and wilderness first responder, will be joined by sons Morgan, 12 and Matthew, 10. "Not only did I fall far from the tree," says David, "I was picked up and thrown into an orchard across the road." It's his way of saying that, like the Grand Poobah, he didn't grow up in a sailing family. Amy's attitude toward the Ha-Ha is: "Here's our chance to get away from it all." The four plan to continue on to Central America, but will return to San Francisco by July of 2015.

Arctic Tern — Nordic 40

Graham Wilson, Whitehorse, YT

Graham, 52, a writer, will have hotel owner Carson Schiffkorn along as crew. Graham started sailing as a child, but has only owned the *Tern* for six months — which was shortly after she returned from a two-year circumnavigation with former owner John Garteiz. But don't expect him to go around or travel from pole to pole as real arctic terns do. "I'm not in a rush to get anywhere because wherever I am is usually just fine." The 'wherever' he plans to be for the next two winters is the Sea.

BAJA HA-HA PROFILES, PART III —

Reprieve — Horstman 38 Tri Star **Nathan & Cindy Walter** **Channel Islands**

Cindy, the captain, is the mom to two-year-old Grace, hit of the Ta-Ta, while husband Nathan, 32, is the dad and a programmer.

"We heard about the Ha-Ha from our friends on the cat *Lil' Explorers*, who did the Puddle Jump this year, and decided that leaving the country with 120+ other boats is a great way to start our cruising life. After the Ha-Ha, we'll slowly



'Reprieve'

cruise the world as a family to enjoy our beautiful planet one ocean at a time. We don't plan to come back to the U.S. for at least 10 years."

Gypsy Wind — Hunter 40.5 **Jim and Liz Lee, San Diego**

Jim, 60, a retired engineer, and Elizabeth, a retired audio engineer, are hoping the third time is a charm. "If nothing breaks or falls apart, this will be the year that we actually go all the way." The two have been sailing since the 1980s, but primarily in local Southern California. "We entered the Ha-Ha for the fun, but beyond that our plans are written in the sand at low tide."

***Lorien — Ta Shing Panda 38** **Ed Starinchak & Melinda Lewis** **Bellingham, WA**

Ed, 49, an organizational psychologist, and partner Melinda Lewis, in human resources, will be sailing with Ed's sons J.D. Andrews, 19, and Jacob Andrews, 10, both students. Ed has owned the boat for 17 years, and has decided the Ha-Ha will be a great way to introduce his crew to the many joys of sailing and connecting them to the special breed of people in the cruising community." They will be continuing on to the Marquesas, driven by the words of Jimmy Buffett: "Oh, yesterdays are over my shoulder, so I can't look back too long. There's just too much to see, in front of me, and I know that I just can't go wrong."

Serenity — Ranger 33 **Al Mason, San Diego**

Al, 48, who is in real estate management, will be sailing south with friends Dan Best, 61, a programmer, and Chuck Reynolds, 46, a nurse. "I started sailing five years ago, have owned my boat for three years, but to date have only sailed her between San Diego and Catalina. This year will be the first step in my plan to cruise the oceans of the world. I even got new bottom paint."



'Al of Serenity'

WindRover — Whitby 42 **David Dowling, Lake Oswego, OR**

David, 69, a retired business owner and farmer, will be sailing with retired marina manager Joel Arthur, 60. David started sailing 61 years ago, and has owned his Whitby for three years. He's taken her as far south as San Diego and as far north as Port Townsend. "Common sense is not as common as it once was," he notes. "No kidding. He will spend the winter cruising in Mexico."

"We're not planning to come home any time soon."

Scarlet Fever — Jeanneau SO 509 **Paul Hofer, Wilmington, DE**

Paul, 51, a retired dentist from Studio City, has only been sailing for three years, but *Scarlet Fever* is his fourth boat already, and she has all the bells and whistles. He's only owned her for nine months, and has only sailed locally, but is "excited to make friends, learn more about sailing and cruising, and begin the adventure of sailing the world." Sailing instructor Geza Sinkovics, 59, will be his crew. After a winter in La Paz, he'll return home.

Rapture — Beneteau Oceanis 40 **Michael & Jan Powers, Anacortes, WA**

Michael, 54, a retired network consultant, and his wife Jan, are from Seattle and will have Katherine Blades along as crew. They've owned their boat for six years. "Friends had a great time on last year's Ha-Ha, so we decided to join. We're not planning to come home anytime soon."

***Grinn II — Hunter 49** **Brad & Aline McDougall** **Edmonton, AB**

Brad, 59, retired IT ops manager, and his wife 'AB', a court reporter, will be joined by their 17-year-old son Jake. They've been sailing for seven years, but have only owned the hotrod for two months. "We're jumping in with both feet," they admit. So far their longest passage on any boat was from Nova Scotia to Bermuda. After the Ha-Ha, "we're staying south and going farther south."

Rhumba — Catalina 36 **Thomas DeMott, Vallejo**

Thomas, 62, a property manager, will be doing the Ha-Ha with friends Grady Wills, 67, a veterinarian, and Jack Smith, a real estate agent. Thomas says he's "dreamed of doing this all my life". He only bought the boat three months ago, and hopes to sell her in Mexico and fly home. He did the Baja Bash in 2012, which may explain his thinking.

Spirit of Constellation — Cat. 36 **Tom Hammons, San Diego**

Tom, 65, a retired naval officer, banker and consultant, will be sailing south with Tony VanHouweling, 65, a retired naval officer and defense contractor, who did the Ha-Ha in 2010 on his own boat. "My boat is featured in a promotional photo for the new Bay Front Hilton Hotel in San Diego," says Tom, "as they used the photo in a flyer for a charity auction. My wife and I didn't recognize our boat until months later when we redeemed our stay at the hotel." Tom is doing the Ha-Ha based on the recommendation of friends who have done it as skippers and crew.

Astraea — Hallberg-Rassy 41 **Lee & Shelli Scifers, Olympia, WA**

Lee, 50, a retired Air Force pilot, and his wife, Shelli have been sailing since they were teenagers, and working toward cruising for 26 years. They see the Ha-Ha as "a great way to begin a clockwise loop around the Pacific." *Astraea* has been around the world at least three times with the previous owner as *Ludus Amoris*, including to Patagonia and Greenland. The couple expect to be gone a few years.

Thistle — Alden 44 **Malcolm & Laura Fortune, Inverness**

Malcolm, 60, and his wife Laura live in Stockton, and are retired owners of a



'Thistle'

commitment the couple needed to sail south. After Mexico, they may go as far as the East Coast and Europe.

Sail La Vie — Spindrift 43
William and Barbara Giltner
Newport Beach

Bill, 70, and 'Bee', a retired caterer, are from San Pedro. Pete Scott, 62, a mechanic, and John Sillers will be along as crew. The Giltners have owned the boat, which has been to Mexico three times, for seven years. "On the ocean she's like riding in an old Cadillac," says Bill. The couple are looking to meet other cruisers who share their dream, and intend to continue on to Central America.

Scout — Jeanneau SO 52.2
Greg Himes, Whitefish, MT

Greg, 70, has spent the summer teaching sailing in SoCal, but the three-time Ha-Ha vet on his own boats can't wait to get south again. "Scout has been cruising Mexico since 2009 with the previous owner and with me," he says. "I enjoy introducing friends to the wonders of the Sea of Cortez and the west coast of Mexico. My first Ha-Ha was 2006 with *Detente*, a boat I kept in Mexico for five years." He'll have five crew, including several over 70 — 'the new 49' — and "an obscene amount of Oreo cookies."

Unwinder — Catalina 36
Bob & Sandi Watson, San Diego

Bob, 70, a retired real estate broker, and his wife Sandi, a math teacher, live in Encinitas. "We bought the boat for easy cruising in Southern California, but found we liked going farther," they say. "Having read about the Ha-Ha, we had to find out if people were lying about it. We did it on another boat in 2012, and found out people had been telling the

sign company. The couple's boat, which is a vet of the Med, will be slowed by "three cases of Scotch, numerous pairs of 'cheater' glasses, and lots of hearing aid batteries". The Ha-Ha is the com-

truth, as it was lots of laughs with new and interesting people. A little trip to Baja will put our life back in balance. After two weeks, we'll bash back."

Seadra — DownEast 41 PH
Ed Chroromanski
Vancouver, B.C.

Ed, 68, an ichthyologist (fish scientist), will be sailing with Brian Short, 60, yet another engineer in the fleet. Ed has sailed for 29 years and owned *Seadra* for four years. "I love to sail in warm wind," he says. "My boat loves roller-coaster swells, and the large pilothouse windows let in a delectable amount of light." Ed did a circumnavigation of Vancouver Island in 2010, and has sailed from Vancouver to San Francisco and back.

Motu — Cross 40
Adrian Morgan
St. Thomas, US Virgins

Adrian, 62, a systems engineer from Sebastopol, will be sailing with Capt. Rory Kremer, a Ha-Ha vet. Adrian learned to sail at age 14 at the Lake Sequoia YMCA camp. *Motu*, a design from the 1960s, was built in the 1990s by Bob Dixon of *Stars 'n Stripes* cat and *Water World* trimaran fame. The tri has sailed from SoCal to the Virgins and back, as well as in the Sea of Cortez.

Itasca — Valiant 39

John & Becki Quinn, Anacortes

John, 62, is retired from real estate, while wife Rebecca is a clinical psychologist — who will not be setting up a couch on the beach at Turtle Bay to listen to your troubles. Ward Helvenston, 57, a stockbroker, will round out the crew. "How can a boat that is so tough be so pretty?" John and Becki wonder. It's already been from San Francisco to New Zealand, New Zealand to Hawaii, and Hawaii to Alaska. The couple are headed to Florida and the Caribbean,



'Itasca'

Adante — TransWorld Fantail 50
Kevin Rhone, Seattle, WA

Kevin, 47, a retired fireman with 30 years as a paramedic, girlfriend Susan Peacey, a counselor, and son Zach Rhone, 24, a woodworker, hadn't planned to head south for another eight years. "I've been sailing for 35 years and

we're sailors," says Kevin, "but we happened to have found an economical and seaworthy powerboat, so it didn't make sense to switch to a sailboat. All of our friends are sailors, and they love us for our ice machine. We're taking time out from life to find Chapter 2. We are in no hurry, so safety and less stress are paramount to getting anywhere."

***Intrepid — Islander 36**
Timothy Brill & Sons
San Francisco

Tim, 55, a pilot from Reno, will be doing the Ha-Ha with sons Alexander, 17, and Cody, 14, both of whom are students. "Adventure is an inconvenience rightly considered," says Tim. *Intrepid* was the Islander 36 Zac Sunderland used to solo around the world in 2008. "It's going to be great sailing with my two boys," says Tim, "but I'll have to sail back ASAP."

Carola — Young Sun 35
Cliff Smith & Mary Ann Paulazzo
Point San Pablo YC

"Paco", 59, is a retired pesticide enforcement officer for the state, and his wife Mary Ann is an occupational therapist. They live in Davis. Helen, Mary Ann's sister, an electrical engineer, and Michael Zeiss, 55, a senior worker health scientist, will round out the crew. "So far," Paco says, "the boat has had three rules:



Meet the 'Carola' crew.

1) The owner had to marry someone whose sister is an electrical engineer; 2) We need to get to marinas before the last restaurant closes; and 3) Accept the fact that we will be making repairs during ocean passages." The couple plan to spend six months in the Sea of Cortez.

***Velvet Sky — Island Packet 35**
Scott & Cindy Smith, Boise, ID

Scott, 56, is a retired sales manager, while Cindy is a retired letter carrier. Zaden, 4, will keep them entertained and busy. "When I started sailing three years ago," says Scott, "I promised my wife warm water and sunny skies." The boat is now their home, and they plan to continue south after the Ha-Ha.

BAJA HA-HA PROFILES, PART III —

Paladino — Mao Ta Navigator 41 **Harland Harris, Napa**

Harland, 67, is a product safety consultant who has been sailing for almost 60 years. His crew will be Kat Gandas, "a walkabout pro", and Michael Mount, 46, who is in public relations. *Paladino* is "a combo of tradition and hi-tech additions." After the Ha-Ha, Harland plans to continue to the South Pacific, New Zealand, Australia, Thailand and Japan.

Dreamtime — Island Packet 45 **Phillip McManus, Chicago, IL**

Phillip, 73, a retired VP of marketing, says his group of experienced sailors are "looking forward to a downwind sail in blue waters and Mexican culture." He notes that "maturity comes with eccentric sailors." Or maybe vice-versa. His crew are Fergie Ferguson, 67, a retired iron worker and business manager; Andrea Ferguson, a critical care RN; and Margaret 'Mouse' Tanner, an interior designer. McManus has owned the boat for 18 years, and she's a South Pacific vet.

Solimar — Bristol Channel Cutter **Kenny Banks, Santa Barbara**

Kenny, 55, is a semi-retired print production manager from Mammoth Lakes, while girlfriend Keri Bouska owns a home care business. "I've owned my boat for six years, and it's possibly the smallest — only 26 feet on deck — and most beautiful in the fleet," says Kendal. He did the rally before in 2010. After the rally, the duo's plans are open. "We might do the Pacific Puddle Jump."

Wandering Star — Sea Mist 32 **Tim Jacobson, Boise, ID**

Tim, 56, an environmental consultant, says his "beautiful little boat is often mistaken for being made of fiberglass, but is actually a professionally built ferro boat." He thinks the Ha-Ha will be a nice change, and give Tom Penney, his crew, a good start on his longtime dream. Tom is 84. While *Wandering Star* has yet to have gone far, Tim sailed her 80 days in the last nine months. "I'm going west until I return to my starting point," he says.

Blue Mist — Pearson Vanguard 32 **David Nichols & Joan Fish, Alameda**

David, 70, and his partner, Joan, are both retired. The couple's boat is taking the longest path to the Ha-Ha start — to the San Diego via the Pacific Cup Race to Kauai. "It's more fun to sail with other people," the two say, and they'll be sailing to Cabo with about 500 others. The two are 'all in', as they are headed to Panama

and then Europe.

New School — Chris-Craft Connie **Brian Biggott, Los Angeles**

Brian, 32, a mechanical engineer who is also in private equity, is a brave young man. We know because he bought a 45-year-old, 61-ft wood motoryacht as his first boat. His 'pop-up party' crew will consist of girlfriend Marianela Pereyra, who is in television, computer programmer Bryan Johnson, 32, and 'Jibo' Sabnini, 32, who is in real estate. "We've spent a year restoring and upgrading this boat to cruise the Sea of Cortez, and our time has come," says Brian. "Yes, she's wood. Yes, she's old. And yes, she's big. But she's beautiful and has a great history." After a winter in Mexico, he may ship her to the East Coast.

"Yes, she's wood. Yes, she's old. And yes, she's big. But she's beautiful."

Belle — Beneteau 50 **Jack & Sylvia McDermott** **San Francisco**

Jack, 59, a retired vice president, and Sylvia aka 'My Love', say "The more you know, the less you need." That



'Belle'

despite the fact that their Beneteau 50 is a big and luxurious boat. Jack has sailed the West Coast, the East Coast and Banderas Bay, and both have sailed to Mexico before. "We're going to the Caribbean and beyond!"

Sierra — Beneteau 423 **Hal & Laurie Lynam, Alameda**

Hal, 63, a retired account manager, and Laurie, still active as a surgery room nurse, did the Baja Ha-Ha in 2007, 2009 and 2010. "Having had an incredible time on three Ha-Ha's as crew, we're looking forward to doing it on our own boat this year. Hal sailed halfway across the Atlantic, did an aborted Pacific Cup return trip, and has done two Baja Bashes. After a month in La Paz, they'll return home.

Sea Level — Schionning 49 **Jim & Kent Milski** **Lake City, CO**

Jim, 67, a conceptual artist, and Kent, a galley wench, both did the 2008 Ha-Ha, sailed around the world, then did the 2013 Ha-Ha. "The Ha-Ha is a great opportunity to meet like-minded people, and catamaran sailing — especially off the wind — is fantastic," they say. Jim built the cat from a kit. "Our home is where our boat is."

Comet — Morgan 36 **Don Currie, Marina del Rey**

Don, 66, retired from contractor sales, and his friend Kathy Smith, in sales, ask themselves: "Will we really be ready in time?" Although Don has owned the boat for 22 years, it's only in the last six years that he's been converting her from a liveaboard racer to a liveaboard cruiser. If Don, who has done one sail to Hawaii and done the coast of Mexico twice, likes cruising, he may keep the boat in mañanaland for more than six months.

Haul Pass II — Hunter Passage 420 **Michael Mann, Sun Valley, NV**

Michael, a retired high-voltage lineman, will be cruising south with Nikki 'Queen' Schultz, a "retired real estate mogul." The two say they've "known about the Ha-Ha for years, but were too busy to do it. "I like the idea of doing new things with folks who have done them before," says Michael. "I learn from others, but don't always follow in lockstep." After a winter in La Paz, they'll take the offshore route to the Pacific Northwest.

Deborah Rae — Pacific Seacraft 40 **Richard & Armi Johnson, San Pedro**

Richard, 66, is a hardware store owner from La Habra Heights, while his wife Armi is a bookkeeper. Both did the 2006 Ha-Ha. "This will be our boat's third time in Mexico," they say, "once with the previous owner and twice with us." They like seeing old friends and making new ones — "and the dance party at Baja Santa Maria." Having done Newport to Nuku Hiva on *Alaska Eagle* and Newport to Mazatlan on their boat, after the Ha-Ha they'll be 'commuter cruising'.

Jobsite II — Ocean Alexander 49 **Jack & Patti Balch, Hayward**

Jack, 67, will be going south with Dan Cunniffe, 65, and others as crew. He hopes. "I've owned the boat for four months, and was cursed when my wife Patti and I purchased it. Everything got

better after we had her blessed while she was sitting on the transport truck in Madras, Oregon, and as we soon got permission to bring her to Portland the next day. We hope we make it to San Diego in time for the start of the Ha-Ha." Jack and friends plan to spend the winter in Mexico before returning to the States.

**Imagine — Beneteau 49
Terry Moore, San Diego**

"Captain T", 57, a venture capitalist from Coronado, named his boat after the John Lennon song. His crew will be Dan

Friedman, 55, who is in technology business development. 'Capt T' has only owned *Imagine* for four months, but



'Imagine'

she's loaded: all roller furling, all electric winches, A/C and heating, satellite television, and more. He's a vet of California to Hawaii and to P.V. The boat will winter on Banderas Bay.

**Dirigo II — Alden 72 Schooner
Arthur Lohrey, Friday Harbor, WA**

Art, 66, is a charter skipper who has owned the "really pretty, 1939, traditional gaff rigged tops'l schooner" for four years. Crew will include Joe Woodard, 19, and Ian Allaway, 18. While the schooner has been around the world, and Art has sailed from France to Washington, the near-term plan is to cruise the Sea until about March "to connect with all the great cruisers", then head back to SoCal for chartering.

**Dispenser — Valeo 65
Michael Wolf, Coos Bay, OR**

Wolf, 46, is a philosopher and sailor, who reports he's owned the ketch for two years — even though he's only been sailing for one. "This will be my first real vacation, my first real voyage, my first time going to Mexico on my own. I feel like a virgin." His boat will be his home in Mexico, where he plans to stay for two years before circumnavigating. He thinks he might later "make an attempt on the North Pole."

**Nightwind — Cal 35
John DeWorken & Lori Wade
Santa Cruz**

John, 56, is "a retired crash test dummy," while Lori is an HR director. George

'Impact' Isometsa will crew for them. Although John has sailed to Mexico five times already, the couple only bought their boat in February of this year. "By land or sea, we will R.V.," they say. The couple say they've been dreaming about the Ha-Ha for years, but will have to Bash after it's over.

**Lily Rowan — Ericson 35 Mk II
Jim Parker, Berkeley**

Jim, 51, a builder who did the 2007 and 2008 Ha-Has as crew, will have friend Emily Zugnoni, a sailing instructor, along as his crew. Having owned the boat for seven years, Jim is looking for "one beautiful hot day at a time." The most interesting thing about his boat is that she had "an electric propulsion pod from 2009 to August 14" — which means it's been removed. They like the Ha-Ha because it commits them. Plans for future? "No."

**Seahorse V — Wauquiez 43
Steve Thornton & Tina Toppazzini
Sidney, BC**

Steve, 59, a retired tug captain, and Tina a dental hygienist, will be going south with son Billy, 7, and daughter Grace. Fortunately, *Seahorse*, "which we've owned for five years, is roomy for a small boat." Steve has sailed to Mexico, Mexico to Hawaii, and Hawaii to Canada. "Our plans are open, so let the good times roll."

*"If we waited until
we were ready,
we would never go."*

**Whimsea — Hunter 44
Jerome Morgan, Richmond**

Although 76, Jerry is still a practicing urologist. Neil Calvert, 67, retired from marine electronics, will be his crew. "The Ha-Ha is a great rally," says Jerry, who did the 2002 and 2005 editions as skipper. Jerry has 25,000 blue water miles to his credit, but will have to bash back after the event.

**Go For Broke — Hawaii Steel 63
Stephen Arnold, Port San Luis**

'The Beeman', 48, is a honeybee rescue specialist who did the 2011 Ha-Ha as captain and the 2012 Ha-Ha as crew. Mark Hawes, 53, will crew for him. Arnold, whose boat has a "rust red bootstripe," echoes the sentiment of ac-

tor Sterling Hayden: "If you're not ready to go for broke, you should probably stay on the couch." He marvels "at how much fun people have on *Go For Broke*, which did a circumnavigation from 1994 to 1997. Arnold has sailed from Hawaii to California and done two bashes.

**Rejoice — Catalina 34
Gabriel Rodriguez, Santa Barbara**

Gabriel, 33, a marine biologist, will have fellow marine biologist Angelica Zavala Lopez, as crew. "We will not be ready to go, but we are going anyway," report the couple. "If we waited until we were ready, we would never go." Why did they enter the Ha-Ha? "It's good training for a zombie apocalypse." What's more, they report their radio operator "is a toucan". After lots of sailing in just the Santa Barbara area, this will be their first long trip. After the Ha-Ha, they have to return home.

**Valhalla — Ericson 34
John Berg, Oxnard**

John, 53, who is legally blind and did the 2013 Ha-Ha, lost his boat on the Big Island earlier this year. "I'm eager to go again on my new-to-me boat, which I bought just a month ago," he reports. Crewing for him will be John Harold, 65, a business consultant who did the 2006, 2007, 2009 and 2013 Ha-Has; Dani Peter, a retired math tutor; and Jim Mauldin, 69, a construction company owner. After the Ha-Ha, Berg will continue cruising in Mexico.

**Triton — Hylas 44
S. Cournard & K. Owen
Eugene, Oregon 2013**

Stephen, 60, a retired civil engineer, and his wife Kathryn, a university administrator, have owned their Hylas "for six months and have spent five months outfitting her." So they are now anxious to set sail and make friends. Their boat did the Ha-Ha in 2003. After wintering in La Paz, they may do the South Pacific in the spring.



'Triton'

**Antoinette — Cal 34
Frankie & Gail Connors, Sausalito**

Frankie, 66, a builder, and Gail, a teacher, both retired recently, allowing them to finally enter their new cruising lifestyle — and it's been a long time com-

BAJA HA-HA PROFILES, PART III



ing. "I was denied a leave to go 10 years ago," says Gail. That fact was particularly cruel since Frankie got to go and "had a blast." Their post-rally plans are open.

Profligate — Surfin' 63 Cat The Grand Poobah Riviera Nayarit, Mexico

This will be the 18th straight Ha-Ha for *Profligate*, which is owned by *Latitude 38*. The founding boat and mothership of numerous rallies in California and Mexico, she was based on a Kurt Hughes 60, but was stretched, had the bridgedeck raised, and was given a new profile.

When you pass this famous arch, you'll know you've arrived at the bitter end of the Baja Peninsula — time to celebrate.

Although relatively slow like most cruising cats in light air, she hit just under 24 knots with white sails in one Ha-Ha. Coming back from the Caribbean, Doña de Mallorca and crew delivered her the 3,000 miles, under power, from Panama to San Francisco in 19 days.

With that final introduction, we'll cool off our keyboards until next month, when we'll bring you a complete recap of

this year's event.

As you read this, the fleet is already en route to Cabo San Lucas, so look for occasional news from the fleet in *'Lectronic Latitude* (www.latitude38.com).

— **latitude/richard**

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

This month we'll run the last of
three installments of mini-profiles
of all registered crews. Also,
you'll find frequent event updates
in 'Lectronic Latitude'. Go to:
www.latitude38.com.

If you're new to the event, let
us explain that the Ha-Ha is a
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IMPORTANT DATES

Although it's too late to join Baja Ha-Ha #21, there's always next year. The 2015 event will follow a similar timeline.

Oct. 18 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 p.m. Ha-Ha entrants only.

Oct. 25 — Pacific Puddle Jump seminar, West Marine, San Diego, 5 p.m.

Oct. 26, 11 a.m. — Skipper's meeting, West Marine, San Diego. Skippers only please.

Oct. 26, 1 p.m. — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.

Oct. 27, 10 a.m. — San Diego Harbor Ha-Ha Parade.

Oct. 27, 11 a.m. — Start of Leg 1

Nov. 1, 8 a.m. — Start of Leg 2

Nov. 5, 7 a.m. — Start of Leg 3

Nov. 7 — Cabo Beach Party

Nov. 8 — Awards presentation hosted by the Cabo Marina.

Nov. 20, 4-7 p.m. — La Paz Beach Party. Mexican folk dancing, live music and more.

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PLEASE NOTE:

Correspondence relating to the event can be emailed to andy@baja-haha.com.

Please don't call *Latitude 38* with questions. The Ha-Ha is a separate operation.



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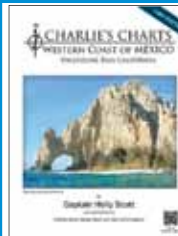
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My yacht club has a 72-hour limit at the guest dock. It's not hard to get that time limit extended, but the cruisers who had been tied up there for more than a week were headed south for the winter, and I expected them to be moving on by now. So I decided to divert from my trip down to my boat to see what they were up to.

"Our chartplotter backlight is out," explained the cruiser whom I took to be the owner and skipper, "and we're waiting for parts."

"Do you really need a chartplotter to go down the coast?" I asked. "You still have a depth sounder and a GPS, right?"

"The chartplotter is also our radar screen," he added. "It just doesn't seem prudent to sail in shipping lanes without it."

"Well, in my day," I taunted, "all we had was a chart and a compass. Maybe an RDF too, if we were high-tech. That's really all you need, if you keep your wits about you."

"We're just playing it safe," he replied. "Come aboard for a drink?"

He may not have been much of a navigator, but he certainly knew how to stay on good terms with the locals. He poured some very excellent wine, while another member of the crew brought up to the cockpit a generous assortment of fancy cheeses, crackers and chocolate.

Whether it was the sound of the wine

glugging out of the bottle or the trace of chocolate aroma wafting across the harbor, within a few seconds there was a bump on the outboard side of the hull. It was Lee Helm, a starving graduate student in a plastic kayak. She can always home in on a free snack.

"Having a party?" She hailed.

"Tie that thing up and climb aboard," I answered, taking the liberty of inviting another mouth to partake in someone else's goodies. "They put out a nice spread."

"Free food!" she exclaimed as she hove herself up over the rail and into the cockpit. Within seconds her glass was full and she was sampling the snacks.

"It's a sad story," I related to Lee with transparent irony, shaking my head in despair. "No chartplotter and no radar, so they're stuck here at our guest dock waiting for repairs when they should be anchored out in a cove in the Channel Islands by now."

"Tough break," Lee mumbled around a mouthful of truffle. "But like, you could just get a dog instead of the radar. Teach it to bark when you're near shore, and you'll hear an echo if you're too close to the cliffs."

"Do you get the impression," remarked the skipper to his crew, an older gentleman who turned out to be the co-owner, "that these folks aren't taking our equipment problems seriously?"

"*Au contraire!*" insisted Lee. "I think you should spend the rest of the month at the yacht club guest dock and serve a yummy appetizer assortment every afternoon. These truffles are, like, awesome!"

"Radar really is nice when you're close to shore," I suggested, feeling that our guests did deserve at least a little serious advice. "But for ship traffic, AIS is at least as useful, maybe more so. If I were you I'd pick up an AIS receiver with an integral display, and get the heck out of Dodge without bothering with the chartplotter. As long as you have a working GPS you can plot your position on a chart by hand when you need to."

Meanwhile a third crew member, a woman who had been busy in the galley, passed up a large plate of assorted berries and melon slices.

"We would be relying solely on our handheld GPS, without any charts in its database, if we left now," said the skipper.

"And your compass," Lee was quick to point out.

"And we have the sextant," added the woman from the galley.

"Cool!" exclaimed Lee. "You could keep the GPS turned off and do this old-school."

"I could if I knew how to use the sextant," said the skipper. "It's a really good one, has a scale that reads to a tenth of

GETTING A HANDLE ON CELESTIAL NAV

To practice celestial navigation you can download everything you need (except the sextant) for free.

- First, you need a source for the Nautical Almanac daily pages, giving GHA and declination for any hour of the year: www.tecepe.com.br/scripts/AlmanacPagesISAPI.dll/

- Next you need the Increments and corrections table, also found in the back of the Nautical Almanac, to find the GHA of the sun for any second of the year:

www.nauticalalmanac.it/en/pd-eng-ast-nautical-almanac/file/2-increments-and-corrections-tables.html

- Then there are the tables for dip and refraction correction, from the inside

front cover of the Almanac:

http://navsoft.com/Sight_Corrections.pdf

Curiously, there's no online source for the table combining the sun's semi-diameter correction with the refraction correction, which is how it works in the paper Nautical Almanac. You have to know that the sun's semi-diameter is 16.3 minutes in January and 15.7 minutes in June, and add that to the lower limb altitude measured with the sextant. Or, if you can dig up an old edition of the Nautical Almanac, you can use the Increments and Corrections, refraction, dip and semidiameter corrections, for any year.



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These tables don't change.

Finally, HO 249 has the all-important pre-computed solutions to the navigational triangle. It's a little tricky to use because it takes advantage of north/south and east/west symmetry:

http://msi.nga.mil/NGAPortal/MSI.portal?_nfpb=true&_st=&_pageLabel=msi_pub_detail&CCD_itemID=2&pubConstant=SRTAN

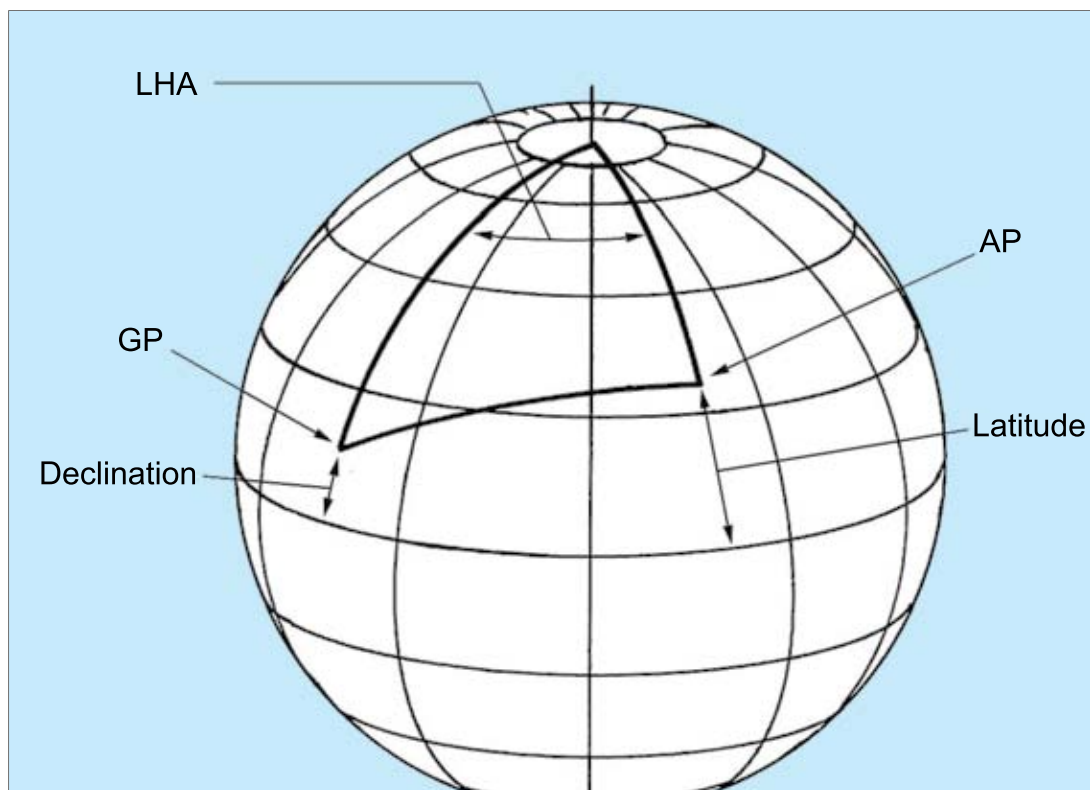
You'll need the table for the range of latitudes you'll be sailing in, plus the "Back Tables" for the interpolation table. (Tip: You can avoid typing the long URL by doing a Google search on "ho 249 download.")

There's one more useful download: the classic celestial navigation plotting sheets. These are blank charts of the ocean - but designed to make it easy to fill in your latitude and longitude grid and plot several lines of position on an appropriately small scale:

http://remare.nl/astro/images/plot_sheet.jpg

— max

OLD SCHOOL NAVIGATION



and seconds since the last hour. But just to keep things sorted out, the longitude of the GP is called the Greenwich Hour Angle or GHA. And just to keep things confusing, it goes west from Greenwich, zero to 360 degrees, instead of west to 180 and east to 180 like longitude. But fortunately we're in the western hemisphere so longitude and GHA are the same when GHA is less than 180. Remember that the sun's GP moves east to west, around the world every day, so GHA is always increasing 'til it passes 360 and goes back to zero."

"What about the latitude of the GP?" I asked.

"That's called declination, but it's exactly the same as saying latitude of the GP. It doesn't change nearly as fast, going from about 23° north at the summer solstice to about 23° south at the winter solstice. It takes a whole year for the latitude of the GP to move north to south and back again."

Using HO 249 is the only tricky part of celestial navigation without a computer. Go in with the latitude and longitude of the GP, and your latitude and longitude, and come out with the distance between the GP and AP (expressed as a sextant angle) and the bearing of the body. Step-by-step: 1) Adjust your position to a whole degree of latitude. 2) Adjust your position so that LHA, the difference between your longitude and the longitude of the GP, is a whole degree. The adjusted latitude and longitude is your Assumed Position or AP. 3) Look up the calculated altitude, or Hc, for the declination of the GP, rounded to the nearest whole degree. 4) Interpolate so that Hc is corrected for the actual exact declination of the GP. 5) Compare your observed altitude (Ho), which is your sextant reading after various corrections, to the calculated altitude (Hc) from HO 249, and draw the line of position at right angles to the direction to the GP with the appropriate offset toward or away from the body. Watch out for north-south and east-west ambiguity.

Lee now had the honeydew melon and the marking pen in her hands. She drew a ring around the melon, moving clockwise around the sphere at constant north latitude, explaining that this was how the sun's GP moved in the summer. Then another ring at a south latitude to represent the sun's GP movement in winter.

"What if you, like, measure the angle of the sun above the horizon, and you

a mile."

"A sextant is just a fancy protractor," Lee tried to explain. "All it does is measure the angle of something above the horizon."

"Well I know that much," said the skipper defensively.

"Then, like, the rest is easy," asserted Lee. "Is there another honeydew melon down there?" she called down into the cabin. "I'll also need a marking pen."

The teaching materials were passed up to the cockpit as Lee began the crash course.

"**N**avigational cosmology," she began, "is, like, the earth is in the center of the universe and the sun revolves around the earth an infinite distance away. And to keep it simple I'll only talk about the sun."

"Okay," I said. "That sets us back a few centuries, but I'm with you."

"Concept one: At any given time, there's one and only one point on earth

that's directly underneath the sun. Call it the Geographic Position or Ground Position of the sun. Abbreviated GP. If you're standing at the GP, the sun is directly overhead. What would your sextant read if you were at the GP?"

She didn't wait for anyone to answer. "Ninety degrees, obviously," she answered for us. "All the sextant does is measure the angle of the sun above the horizon. But actually it measures to the edge of the sun, not the middle, so there's a correction for the sun's size and a correction for refraction and some other small corrections I won't get into now."

"Concept two: There's a book called the Nautical Almanac, with tables that make it easy to find the GP of the sun for any second of the year. The GP point goes around the earth once every day, so it moves at about 15 degrees of longitude per hour. The tables in the almanac give the longitude of this point for every hour of the year, with an interpolation table to get the additional motion for minutes

"At any given time, there's one and only one point on earth that's directly underneath the sun."

find it's 90 degrees, or directly overhead?"

No one wanted to volunteer a guess right away, but Lee refused to explain anything until we figured it out.

"You'd have to be standing at the GP," I finally suggested.

"Now let's not always see the same hands," Lee sighed. "You're right, you'd be at the GP, and if you also knew the time, you could look up exactly where that was for that precise time in the Nautical Almanac."

"That's kind of a special case, isn't it?" asked the skipper.

MAX EBB —

"Now the good part: Concept three. What if you measure the angle of the sun above the horizon with the sextant, and it's 80°, not 90°? Where are you?"

"Ten degrees away from the GP, I guess," ventured the skipper. "But that doesn't tell us where we are."

"Right," confirmed Lee. "All you get is a circle around the GP. But if you, like wait an hour or two, and take another sight, and you get 60 degrees, now you're 30° away from the new GP, then you can draw two circles, and your position is where they cross."

"But don't two circles usually intersect at two points?" asked the woman from the galley, now auditing the class from the companionway.

"For sure," confirmed Lee. "But in general, one of those crossings will be somewhere near where you might be, and other will be thousands of miles away where you couldn't possibly be. So your position is determined."

"It couldn't really be that simple," said the co-owner. "Why is celestial

navigation a four-credit course at the community college?"

"Well, it's not really that simple, because you have a flat chart table instead of a big globe on the boat. The hard part is drawing a straight line on your chart that represents a small part of that huge circle around the GP."

"That's where all the math comes in, right?" asked the skipper.


"No, not even. You just have to look up some numbers. There's a book of pre-computed solutions, but first you have to imagine that your boat is in a place that fits one of the pre-computed solutions. This is not as hard as it sounds. You assume you are at a whole degree of latitude, and you assume that your longitude is exactly a whole number of degrees away from the GHA of the GP. Then you assume that the declination of the sun, which we recall is just the latitude of the GP, is a whole degree of latitude. With these three inputs, you have two sides and an angle for the classic navigational triangle. All you have to do is look up the length of the third side.

But it's tricky because on the surface of a sphere you can express a length as an angle. And you also have to interpolate to get the answer for the actual declination of the sun. That's because you can assume your boat's position is anything you want to make the tables work, and correct for it after. But, like, you can't really assume the GP into someplace where it isn't. So the latitude is a whole number, the difference between your longitude and the GHA is a whole number, but the declination has to be the actual declination."

"Now this is getting confusing," admitted the skipper. "How does that interpolation part work?"

"Have no fear, there's a little number in the book of pre-computed solutions that makes the interpolation very easy. It's also just a look-up table. When you get the solution to the navigational triangle, you find out what your sextant would have read if you were really at that assumed position or AP."

"Okay, but that's not really where you are," I noted.



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OLD SCHOOL NAVIGATION

"Concept four," continued Lee. "If the sextant angle reads higher, you must be a little closer to the GP than the AP you chose. If the sextant reads a little lower, you must be farther away. Oh, and the precomputed solutions also give the direction or bearing to the GP, and the line you draw on the chart is at a right angle to that direction because it's really just a piece of the circle that goes around the GP."

"Couldn't I just use a computer to draw the line on the chart, once I have the sextant reading and the time?"

"Well duh!" Lee responded. "You could also just look at the GPS. But, like, that's way too easy and not really practicing the art. This is like, totally old-school. No computers and no calculators allowed."

Lee wanted to announce that she had successfully taught celestial navigation in less than ten minutes, but in fact she had to explain the navigational triangle and the role of the assumed position a few more times, all the while

drawing new lines and angles on the melon and then passing it around for low-altitude eyeball inspection. This was interrupted when the co-owner brought

"Now this is getting confusing," admitted the skipper. "How does that interpolation part work?"

the ship's sextant up on deck, for show-and-tell.

"Cool!" exclaimed Lee. "Let's take a sight right now and get a line of position."

"But we can't see a horizon from here," I pointed out.

"Use that brick building across the channel, the one right under the sun," Lee instructed. "Just pick the row of bricks that's about the same height as your eyes, and use that as the horizon. You'll be, like, amazed how close you can guess the horizontal."

The crew was having fun taking turns with the sextant while Lee downloaded the required tables on the ship's laptop computer. The cook was the only one who actually had the motivation to work them out and draw the line of position on the chart. Eventually she produced an LOP that was only five miles off.

"Not bad at all for using a row of bricks for a horizon," the skipper complimented. "Now let me try that again, I'm sure I can get closer."

But his attempt was cut short by a fourth crew member running up the dock with a large package.

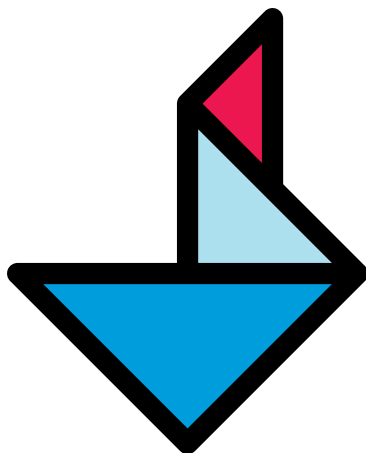
"It's here!" he shouted. "The new chartplotter display!"

"Great!" said the co-owner. "Let's blow this pop stand! Dock lines off!"

"Uh, hang on," cautioned the cook. "Shouldn't we see if it even works before we head offshore?"

"Why?" he asked. "We have a sextant, and you just downloaded all the tables you need. And I know you can get us within five miles. Visiting hours are over, dock lines off!"

— max ebb



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THE RACING

The Farr 40 Worlds returned to San Francisco Bay after a 10-year absence; the **Melges 20 North Americans** closely followed their **PCCs**; the sailors in the **Little Ensenada Race** enjoyed a daylight sail down the coast; Californians traveled to Canada for the **J/105 North Americans**; the **YRA** closed their season at the Corinthian; Berkeley YC hosted the **Express 37 Nationals**; and **Vanguard 15s** encountered heavy air on Tomales Bay. Plus **Box Scores** from the Beer Can season and more.

Rolex Farr 40 Worlds

"They're very, very good sailors," said competitor Jim Richardson about the new Farr 40 world champions on *Plenty*. Richardson should know – some of the crew, particularly tactician Terry Hutchinson, helped him win the Worlds in 2004 and 2009 on *Barking Mad*. "Terry Hutchinson is one of the best sailors in the world, if not *the* best," said Richardson of the 2008 Rolex Yachtsman of the Year and former America's Cup sailor. "Alex Roepers, the owner of the boat, is a really great sailor too. He steers the boat really well – and they've had a terrific season. They've won most of the regattas that they've been in."

St. Francis Yacht Club hosted 19 Farr 40s for their Worlds on October 15-18, with sailing on the Berkeley Circle. Although the wind blew at 8-16 knots for three races each on Wednesday and Thursday, it failed the fleet entirely on Friday, and was adequate for only one race on Saturday. Conditions on San Francisco Bay in October are usually more suited to amateur fun races than grand-prix championships.

The New York-based *Plenty* went into the final race with four wins, and even their 10th-place finish left them with 10 points to spare over second-place *Estate Master* out of Oz. Last year's world champion, the Italian *Enfant Terrible*, came in third.

"We were plenty nervous coming into the regatta," said Roepers. "It is such a strong competition. My hat's off to all of the other owners and the teams. It's a very close battle, and it has been all season. We've been lucky to get on top through our process and determination. It was incredible to have the score line we had on the first two days, which gave us such a leg up."



Alex Roepers (front left) and Terry Hutchinson (front right) shake up the champers in celebration of 'Plenty's' victory in the Rolex Farr 40 Worlds.

"This has been a long season. It's a great win for Alex and a great win for *Plenty*," enthused Hutchinson.

As for Jim Richardson, he had decided to take a year off from sailing. But then he got a call from Lang Walker, who owns the Farr 40 *Kokomo*. "Lang was set to do the regatta, the boat was here, and the crew was anxious to go, but he had a big business deal back in Brisbane, Australia. He couldn't come and asked if I would step in and steer his boat. I said yes because he's a really good friend of mine and he has a bunch of really good guys on his boat that I've known for a long time. It's been great fun. I've enjoyed it immensely."

— latitude/chris

ROLEX FARR 40 WORLDS, STFYC, 10/15-18 (7r, 0t)

1) **Plenty**, Alex Roepers, USA, 24 points; 2) **Estate Master**, Lisa & Martin Hill, AUS, 34; 3) **Enfant Terrible**, Alberto Rossi, ITA, 39; 4) **Struntje Light**, Wolfgang Schaefer, GER, 41; 5) **Voodoo Chile**, Andrew Hunn, AUS, 45. (19 boats)

CORINTHIAN — 1) **Asterisk**, Hasip Gencer, TUR, 79 points; 2) **Honour**, Alek Krstajic, CAN, 88; 3) **Twisted**, Tony Pohl, USA, 95. (8 boats)



INSET LATITUDE / CHRIS

Melges 20 PCCs & NAs

Rather than separate two major regattas on San Francisco Bay by a month or more, San Francisco YC hosted the Audi Melges 20 North Americans on October 3-5, less than a week after the Pacific Coast Championship on September 27-28. Both events were held on the Berkeley Circle.

The racers we spoke to called the conditions for the PCCs "perfect."

Daniel Thielman, who campaigns *Kuai* out of Corinthian YC, said, "The competitors were referring to their time on the race course as 'glam race conditions' because it was as good as San Francisco gets, starting with 10 knots of breeze for the first race of the day in the early afternoon and building its way up to 18 knots by the final race each day."

Courses were tight windward/leeward. "The racers are very particular about getting the squarest course possible," said Thielman.

"The fleet was very well behaved in the PCCs. A lot of tight maneuvers were mostly executed without swapping any paint, which is not always the case for this super-aggressive fleet where most of the owners would rather buy their

DANIEL FORSTER / ROLEX

Spread: 'Plenty', 'Kokomo' and 'Groovederci' follow 'Struntje Light' at a leeward rounding in the Rolex Farr 40 Worlds on San Francisco Bay. Inset: 'Plenty's skipper, Alex Roepers, originally from the Netherlands, is now based in New York.



DANIEL FORSTER / ROLEX

competition a new boat than leave them a spare inch in a crossing situation."

Despite being small, the boats are technical, with lots of possible adjustments. "The Melges 20 fleet is relentless in their pursuit of speed gains through flawless sailing, rig tune, and sail design," said Dan. "For the past couple of months the *Portobello* team, led by Brazilian skipper Cesar Gomes, has found a new gear that no other team has. The Melges 20 fleet champion is changing every couple of regattas, and *Portobello's* recent success will certainly inspire others to continue to ramp up their training and tuning."

John Kilroy, his tactician Paul Goodison, and crew Jeff Reynolds on *Samba Pa Ti* did just that in a week's time to move from second place in the PCCs to first in the NAs.

Going into the final day of racing, only *Portobello* and Michael Kiss' *Bacio* had a shot at preventing *Samba Pa Ti* from winning the regatta, but Kilroy squashed their hopes by finishing second in the first race, sealing the win with a race to spare. A second-place finish never felt so good, as the bullet went to Kilroy's 11-year-old son Liam on *Wildman* who

won a Melges 20 race for the first time.

The wind wasn't quite as perfect for the NAs. "A fall heat wave settled over the region for the entire event, causing some postponements," said SFYC's director of sailing, Forrest Gay, "but the scheduled eight races were completed in 6-14 knots of wind."

Seadon Wijzen, tactician on *Kuai* and the local class rep, called it "a great event with fantastic weather." He explained, "It doesn't take a lot of wind to make the Melges 20 a fun boat to sail, so the fall conditions we had were ideal. Being competitive in all conditions is what sets the top guys ahead of the rest."

SFYC will host the Melges 20 Worlds next year.

— latitude/chris

MELGES 20 PCC, 9/27-28 (6r, 1t)

1) **Portobello**, Cesar Gomes Neto, ICSC, 9 points; 2) **Samba Pa Ti**, John Kilroy, SFYC, 12; 3) **Bacio**, Michael Kiss, Macatawa Bay/Coconut Grove SC, 18; 4) **Funner**, Sid Gorham, SFYC, 26; 5) **Oleander**, James Wilson, American YC, 29. (19 boats)

AUDI MELGES 20 NAC, 10/3-5 (8r, 1t)

1) **Samba Pa Ti**, 10 points; 2) **Bacio**, 25; 3) **Portobello**, 25; 4) **Oleander**, 32; 5) **Wildman**, Liam Kilroy, SFYC, 38. (20 boats)

San Diego to Ensenada Race

Southwestern YC's Little Ensenada is always one of my favorite races of the year. You get the chance to sail along the northern Baja coast during the day (something you don't get to do during the Newport to Ensenada Race) and experience the joy of coming into Ensenada Bay at a relatively decent hour.

Viggo Torbensen's J/125 *Timeshaver* was my ride for this one on October 3, and I was looking forward to getting out and stretching the boat's legs. Unfortunately, people were not as keen this year as they have been in the past. I'm not sure what is causing the huge decrease in people wanting to go south of the border. Ensenada is really a beautiful place, safe, with a lot to offer.

The forecast was light for the 30 boats that chose to partake. We started under Code Zero and were looking to get some leverage on the fleet. The ghost-like conditions were favorable to the grand ORMA 60 trimaran *Mighty Merloe*, as she passed us with ease.

Our game plan was looking good as we switched to our trusty 3A spinnaker. Eventually we drifted a little farther outside the rhumbline than I liked, and we were forced to try to soak a little with our monster 2A. The wind was decent, in the mid-teens, and we were scooting down the course with relative ease. The flat water was a blessing!

I was keeping a close eye on the competitors, and our distance away from the land was unnerving since the forecast showed more wind on the beach as the day progressed. The wind shifted to around 320° and we threw in a jibe heading for Salsipuedes.

This is where we had the most fun. The wind continually built until we were in a steady 23 knots of breeze doing a

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October's racing stories included:

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THE RACING

ERIK SIMONSON / WWW.H2OSHOTS.COM



JOY DUNIGAN



JOY DUNIGAN



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Melges 20 PCCs and NAs, clockwise from top left: the fleet meets on opposite jibes in the PCCs, with Sid Gorham's 'Funner' in the foreground; a start at the NAs; 'Samba Pa Ti' leads the way at a mark rounding; Andrea Pozzi's Italian 'Bombarda Racing'; the repeat North American champions; PCC champ 'Portobello' leads the parade off a windward mark; a spinnny hoist on Tom Kassberg's SFYC-based 'Flygfisk'; Liam Kilroy, Steve Hunt, Erik Shampain and Stephanie Roble placed fifth in the NAs with 'Wildman'.

constant 14+ knots of boat speed. The R/P 50 *Blue Blazes* was just ahead, with another R/P 50, *Staghound*, and Dennis Conner's Farr 60 *Stars & Stripes* in front of them.

Our excited team was greeted by a wall of no wind. After a big shift and another jibe, 20 minutes later we were back moving along in the westerly. This stop was enough to see a J/120 and Columbia 30 come roaring up from behind. That 20 minutes really decided the race, as we did not have enough room left to regain our advantage.

We ended up tacking into the finish around 8:00 p.m. – good enough to beat *Staghound* and *Blue Blazes*, but that was about it! Kudos to the smaller boats for taking this one.

— Keith Magnussen

Full results at www.southwesternyc.org

J/105 North Americans

The Royal Canadian Yacht Club in Toronto, Ontario, hosted the J/105 North

Americans on September 24-28. Due to lack of wind, the 27-boat fleet made it out on the water for only two out of four days and completed just five races out of the 12 scheduled. "The locals said it was abnormally warm for this time of the year," said Bruce Stone of *Arbitrage*, "and a high pressure stayed stationary overhead, leaving no gradient." The San Francisco-based *Arbitrage* finished seventh. "The top three or four boats were extremely well sailed in those conditions, and we were off the pace."

One of those top boats was the San Diego-based *Sanity*, which placed second. "We started planning early in 2014 and finalizing the crew," said skipper Rick Goebel. "Key was the addition of Greg Tawaststjerna (*Twister*) to the team, as he was a native of Toronto."

The *Sanity* crew didn't think they'd have a shot at the top in a chartered boat, so they trucked their own J/105 to Toronto. "The delivery from San Diego to Toronto was full of events such

as flat tires, truck transmission issues, permit process, and issues with moving the boat in and out of Canada." They ended up putting the boat in the water in Youngstown, NY, and delivering her on her own bottom the 24 miles across Lake Ontario to Toronto.

The crew got in a lot of practice and tuning on the days leading up to the regatta. "We did the Pre-NA tuning race, Bart's Bash, and the Tuesday Beer Can after practicing all that day," said Goebel.

"Unfortunately, we used up all the good breeze on the days leading up to the regatta. We could only get in the minimum five races as required for the regatta. There was absolutely no room for error, as four boats had a clear shot at winning. *Sanity* was the only team to win two races in the regatta and just needed another race or two to finish the job."

Sanity's crew consisted of sailors from all corners of the U.S.: Alden Winder on bow, Shawn Burke on kite, Steve Natvig on mast and downwind tactics, Alan Nakanishi on jib, and Tawaststjerna on main and upwind tactics.

"The facilities are amazing at RCYC,"



ERIK SIMONSON



PHOTOS THIS PAGE LESLIE RICHTER / WWW.ROCKSKIPPER.COM EXCEPT AS NOTED

said Goebel, "as you are on your own island with all amenities such as Travelift, crane, workshops, chandlery, etc. This really makes the logistics easy when participating in an event like this."

The out-of-townners also enjoyed the hospitality. "We took the shoreside postponements as an opportunity to get to know the local fleet," said Stone, "as well as those who brought their boats from the U.S. I'm the incoming national fleet president, and I was able to solicit thoughts from people about how to keep our momentum among each group around the country. We showed a special video of J/105 highlights from the recent Rolex Big Boat Series as our invitation for them to come out to San Francisco in September 2015 for the J/105 North Americans being held in conjunction with RBBS, and, as a result, many owners said they would try to come."

The *Sanity* crew is looking forward to the 2015 North Americans. "We have to redeem our Blossom Rock rounding from Big Boat Series a few years back," quipped Goebel.

— latitude / chris

J/105 NORTH AMERICANS, RCYC, 9/24-28 (5r, 0t)

1) **Mandate**, Rod Wilmer/Terry McLaughlin, RCYC, 10 points; 2) **Sanity**, Rick Goebel, SDYC, 12; 3) **Jamaica Me Crazy**, Peter Hall, RCYC, 13; 4) **Hey Jude**, James Rathbun, RCYC, 21; 5) **The Usual Suspects**, Suspect Syndicate, RCYC, 40; 6) **Live Edge**, Michael Mountford, RCYC, 45. (27 boats)

Full results at www.rcyc.ca

YRA Season Closer

The YRA's Party Circuit wrapped up on the sunny, warm weekend of September 27-28. Like many races in the past few weeks, the Season Closer, hosted by Corinthian YC and run from their decks, started with a postponement to wait for breeze. "We'll wait until we have enough wind to get the boats away," announced the PRO over the radio. A weak easterly turned into a more robust southerly, and the fleet was off on a romp to the Cityfront. Due to a strong flood, the boats short-tacked their way up the Belvedere coastline. Many racers then continued on straight to the Sausalito shore, but one last tack into Horseshoe Cove before heading to Blackaller didn't pay off due to dead air and ruffling currents there.

The race committee didn't need to

throw in a postponement on Sunday, and about half the divisions were sent out to Point Bonita. Nathan Bossett of the Express 27 *Elise* describes the jaunt out to the ocean:

"We had enough breeze to feel like we were sailing the whole way; it was definitely not a drifter. The current in the main channel was significantly stronger than it had been on Saturday and was something to be careful of. It was a classic exit along the north shore, diving into each little bit of current relief. The air was light and puffy enough that we needed to continually move weight to adjust the heel.

"Out at Point Bonita, the cross-current was strong so it was a tough layline to call. On the way back in, the leaders crossed the channel for the south shore.

"We were in displacement mode at 7 or 8 knots rather than planing, but it was a pleasant downwind leg with a firm kite."

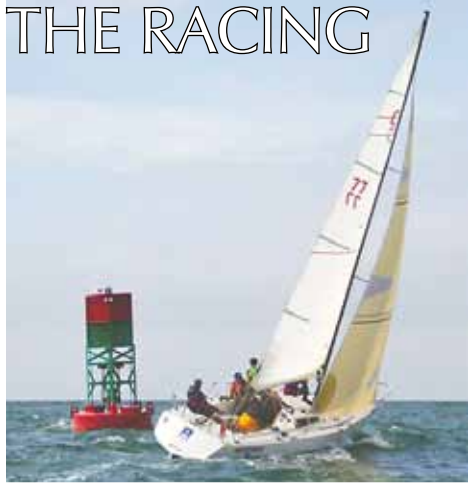
— latitude / chris

YRA SEASON CLOSER, CYC, 9/27

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton; 2) **Abigail Morgan**, Oliver Kell; 3) **Tequila Mockingbird**, Matt Krogstad. (5 boats)

THE RACING

NATHAN BOSSETT



LATITUDE / CHRIS

The end-of-September YRA Season Closer, left to right: The Express 27 'Levitation II' approaches the weather mark of the Point Bonita course; Saturday's post-race 'party' was mostly confined to this small raft-up; the Beneteau First 10R 'Split Water' and the J/35 'Jarlen' at the start on Saturday.

SPORTBOATS — 1) **JetStream**, JS9000, Dan Alvarez; 2) **Ragtime**, J/90, Trig Liljestrand; 3) **Family Hour**, Henderson 30, Bilafer Family. (5 boats)
 PHRF 1 — 1) **Bodacious+**, 1D48, John Clauser; 2) **Zamazaan**, Farr 52, Greg Mullins; 3) **Jeannette**, Frers 40, Henry King. (6 boats)
 PHRF 2 — 1) **Jarlen**, J/35, Bob Bloom; 2) **Split Water**, Beneteau First 10R, David Britt; 3) **Dare Dare**, Jeanneau Sun Fast 3200, Nicolas Popp. (6 boats)
 PHRF 3 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash; 2) **Shameless**, Schumacher 30, George Ellison; 3) **Elusive**, Olson 911S, Charles Pick. (9 boats)
 PHRF 4 — 1) **Raccoon**, Cal 20, Jim Snow; 2) **Shadowfax**, Olson 25, Mark Simpson; 3) **Syn-**

chronicity, Olson 25, Steve Smith. (11 boats)
YRA SEASON CLOSER, CYC, 9/28
 EXPRESS 27 — 1) **Motorcycle Irene**; 2) **Tequila Mockingbird**; 3) **Abigail Morgan**. (5 boats)
 SPORTBOATS — 1) **JetStream**; 2) **Ragtime**. (2 boats)
 PHRF 1 — 1) **Bodacious+**; 2) **Q**, Schumacher 40, Glenn Isaacson; 3) **Zamazaan**. (4 boats)
 PHRF 2 — 1) **Jarlen** 2) **Sea Star**; 3) **Ahi**. (6 boats)
 PHRF 3 — 1) **Shameless**; 2) **Luna Sea**, Islander 36, Dan Knox; 3) **Stink Eye**, Laser 28, Jonathan Guttoff. (5 boats)
 PHRF 4 — 1) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook; 2) **Raccoon**; 3) **Coyote**,

Cal 20, David Gardner. (6 boats)
 Full results at www.jibeset.net

Express 37 Nationals

Berkeley YC hosted the Express 37 Nationals on September 26-28, and the conditions were superb. Good sunshine accompanied a 12- to 20-knot breeze the entire weekend. Seven races were completed, and the final results were not decided until the final leg of the final race! **Golden Moon** – with regular crew Mike Mannix taking Kame Richards' place as skipper – came out on top by winning Race 7. It was a fight to the finish for all competitors.

INTER CLUB SERIES FINAL, 4/12-9/13 (6r, 1t)

CATALINA 34 — 1) **Queimada**, David Sanner, 9 points; 2) **Mottley**, Chris Owen, 11; 3) **Crew's Nest**, Ray Irvine, 15. (7 boats)
 SPINNAKER <111 — 1) **Vitesse Too**, Hobie 33, Grant Hayes, 8 points; 2) **Tesa**, Catalina 42, Steve Haas, 12; 3) **Traveler**, Express 34, David Ross, 13. (5 boats)
 SPINNAKER >110 — 1) **Crinan II**, Wyliecat 30, Bill West, 6 points; 2) **Choices**, Schock 34 PC, Doug Perry, 15; 3) **Double Agent**, Merit 25, Robin Ollivier, 16. (7 boats)
 NON-SPINNAKER — 1) **Scrimshaw**, Alerion Express 28, Michael Maurier, 5 points; 2) **Spindrift**, Cal 39 MkII, Deborah Stern, 9; 3) **Simplicity**, Sabre 34, Tammy Mercado, 16. (5 boats)
 Full results at www.jibeset.net

SUMMER SERIES FINAL, SEQYC, 4/5-9/27 (4r, 1t)

SPINNAKER — 1) **DareDevil**, Melges 24, Tim Anto, 5 points; 2) **Frequent Flyer**, Farr 30, Stan Phillips, 7; 3) **Melilani**, J/105, Richard Butts, 14; 4) **Pizote**, Santana 30, Noel Bird, 16. (15 boats)
 NON-SPINNAKER — 1) **Ohana**, Catalina 36 MkII, Dan Lockwood, 4 points; 2) **Iowa**, Hunter 380, Rick Dalton, 7; 3) **Linda Carol**, Catalina 320, Ray Collier, 18. (6 boats)
 Full results at www.sequoiayc.org

CATALINA 34 FLEET 1 SAN FRANCISCO CUP, SBYC, 9/27-28 (3r, 0t)

RACING — 1) **Crew's Nest**, Ray Irvine, 6 points; 2) **Queimada**, David Sanner, 7; 3) **Allegr**, Shane Palmer, 9. (8 boats)

THE BOX SCORES

CRUISING — 1) **Painkiller**, Rick Allen, 3 points; 2) **Aquavite**, Stu Jackson, 7; 3) **Irish Whiskey**, Duane Quick, 8. (3 boats)
 Full results at www.jibeset.net

RED BRA REGATTA, SBYC, 10/5

SPINNAKER — 1) **Heart of Gold**, Olson 911S, Joan Byrne; 2) **Big Bang Theory**, Express 27, Maryann Hinden; 3) **Tupelo Honey**, Elan 40, Andrea Nelson. (3 boats)
 NON-SPINNAKER — 1) **Meliki**, Santana 22, Deb Fehr; 2) **Liquid Kitty**, Santana 525, Yvette Yong; 3) **Lochan Ora**, Catalina 30, Marcia Bever. (10 boats)
 Full results at www.southbeachyachtclub.org

VALLEJO 1-2, SSS, 10/11-12 (2r, 0t)

MULTIHULL — 1) **Roshambo**, Corsair 31R, Darren & Dan Doud, 7 points; 2) **Raven**, Truls Myklebust, 7; 3) **Ma's Rover**, F-31, Mark Eastham/Dave Leech, 8. (4 boats)
 EXPRESS 27 — 1) **Dianne**, Steve Katzman/Jeff Fellicetti, 7 points; 2) **Elise**, Nathalie Criou/Nathan Bossett, 7; 3) **Wetsu**, Phil Krasner/Stam Morris, 8. (3 boats)
 SPORTBOAT — 1) **Insolent Minx**, Melges 24, Zhenya Kirueshkin-Stepanoff/Greg Zuzmischev, 4 points; 2) **Outsider**, Azzura 310, Greg Nelsen/Karl Crawford, 8; 3) **Legs**, Moore 24, Lester & Mary Robertson, 11. (9 boats)
 PHRF 109< — 1) **Loya**, Olson 34, Stephan

Sonnenschein/Mike Dvorak, 10 points; 2) **Temerity**, Olson 34, David Nabors, 10; 3) **Freedom**, Worth 40, Jib & Will Martens, 11. (6 boats)
 PHRF 111-150 — 1) **Whirlwind**, Wyliecat 30, Dan & Carol Benjamin, 3 points; 2) **Wind Speed**, J/30, Tony Castruccio/Konstantin Andreyev, 16; 3) **Arcadia**, Mod. Santana 27, Gordie Nash & Ruth Suzuki, 16. (8 boats)
 PHRF >152 — 1) **Oreo**, Santana 22, Garth Copenhaver, 14 points; 2) **Capo Gatto**, Nonsuch 30, Sal & Mary Balistreri, 15; 3) **Egret**, Tartan 30, Tom Boussie, 16. (8 boats)
 NON-SPINNAKER — 1) **Zingaro**, Santana 22, Jennifer McKenna/Suzanne Lee, 15 points; 2) **Knot Studying**, Hunter Cherubini 33, Mike Dvorak, 16; 3) **Sobrante**, Alerion Express 28, Paul Descalso, 17. (9 boats)
 Full results at www.sfbaysss.org

Most weeknight beer can series wrap up by or in October. We've included series results for some here; we ran others in the October issue.

MONDAY NIGHT MADNESS FALL, BVBC, 7/21-9/15 (5r, 1t)

1) **Capo Gatto**, Nonsuch 30, Sal Balistreri, 6 points; 2) **Synergizer**, Ericson 28-2, John Riley, 8; 3) **Breakout**, Santana 35, Lloyd Ritchey, 10. (8 boats)
 Full results at www.bvbc.org

FRIDAY NIGHT SERIES, BENICIA VANGUARD 15 FLEET #76, 6/27-9/5 (23r, 4t)

1) **Moe**, Dean Fulton, 68 points; 2) **Side Ef-**

The racers themselves were very pleased with how closely bunched the fleet was each day. Equally pleasing activities on shore included very large trays of Dark 'n' Stormies being circulated, and a paella feast.

— patrick hind-smith

EXPRESS 37 NATIONALS, BYC, 9/26-28 (7r, 1t)

1) **Golden Moon**, Mike Mannix, 11 points; 2) **Expeditious**, Bartz Schneider, 13; 3) **Elan**, Jack Peurach, 17. (9 boats)

Full results at www.berkeleyyc.org

Vanguard 15 Fleet Champs

Saturday, September 27, was a real honker of a day on Tomales Bay for the Vanguard 15 fleet. The breeze built to around 20, with puffs possibly as high as 30. We had cranked off 11 races when a few competitors told me their legs were about to fall off, and it looked like Pete Trachy was suffering from hypothermia. I took pity and called it a day.

Dinner on Saturday night was pleasant and civilized, but the after-party at the campsite got a little crazy. I put all the wood that Matthew Sessions had brought onto the fire, creating a flaming



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Zhenya Kirueshkin-Stepanoff's Melges 24 'Insolet Minx' creeps toward the Richmond YC finish line of the SSS Vallejo 2 on October 12.

inferno of death. A crew, Drew, freestyled to guitars played by Adam Rothschild, Kevin Richards and some random dude from another campsite. Drew, new to the world of sailing, took a single word, such as "downwind," and created an ad-lib song around it. He had the campsite in stitches.

Sunday presented the usual Inverness mystery breeze that challenges and indeed conquers race committees of smaller stature. Significant oscillations confounded some. An extraordinarily long anchor line off the race committee boat snagged others. The Purdys kicked ass (how do they do that each year?), but the day belonged to Sally and Adam and Matt and Jack, who competed until the very last race.

Kevin and Ben conducted the three-minute justice for the regatta's one and only protest, and threw both parties out.

Boat loading was made easier by pitchers of margaritas supplied by none other than the ass-kickers themselves (Melissa and Tom Purdy). Real awards, kinda like the ones you used to get as a kid, were given to the victors.

— steve kleha

VANGUARD 15 FLEET 53 CHAMPS, INVYC, 9/27-28 (18r, 0t)

1) Sally Madsen/Adam Rothschild, 63 points; 2) Matthew & Nicholas Sessions/Jack Barton, 64; 3) Avery Whitmarsh/Maddy Eustis, 88; 4) Sarah Deeds/John McBride, 88. (13 boats)

Full results at www.vanguard15.org

facts, Chris Klein, 76; 3) **Lunatic Fringe**, Marcel Sloane, 82; 4) **MacAttack**, Joel McMinn, 85. (10 boats)

Full results at www.beniclav15.org

FRIDAY NIGHT RACES, BYC, 4/4-9/26 (19r)

DIV. 1 — 1) **Mad Max**, Santana 22, Megan Dwyer, 9 wins; 2T) **Amici**, Catalina 30, Greg O'Toole, 3 wins; 2T) **Snow Bird**, Yankee 30, Amod Chopra, 3; 3) **Bravada**, Cal 29, Lisa & Bill Xenakis, 2. (11 boats)

DIV. 2 — 1) **Fly by Night**, J/24, Alex Schultink, 7 wins; 2T) **Twilight Zone**, Merit 25, Paul Kamen, 3; 2T) **Mission Impossible**, Merit 25, Dave Hamilton, 3; 3) **Upstart**, Santa Cruz 27, Richard Page, 2. (11 boats)

DIV. 3 — 1) **Yellowfin**, J/105, Kurt Olsen, 5 wins; 2T) **Mojo**, Ranger 33, Paul Weisman, 3; 2T) **Nirvana**, J/105, David Gross, 3; 3T) **JGPC**, J/105, Jim Guseth, 2; 3T) **Sea Star**, Cal 39, Bob Walden, 2. (16 boats)

Full results at www.berkeleyyc.org

ISLAND NIGHTS SUMMER, IYC, 7/15-8/22 (5r, 1t)

SPINNAKER I — 1) **Spirit of Freedom**, J/124, Bill Mohr, 5 points; 2) **Crinan II**, Wyliecat 30, Don Martin, 7; 3) **Run Wild**, Wylie 24, Andrew Dura, 16. (3 boats)

168 RATERS — 1) **Phantom**, J/24, John Gulliford, 4 points; 2) **Bewitched**, Merit 25, Laraine Salmon, 8; 3) **Faster Faster!**, Merit 25, David Ross, 11. (5 boats)

SPINNAKER II — 1) **Proverbs 21:21**, Ideal 18, Steve Ritz, 4 points; 2) **Lelo Too**, Tartan 30, Emile Carles, 8; 3) **Boogie Woogie**, Ranger 33,

THE BOX SCORES

John Ratto, 11. (4 boats)

NON-SPINNAKER — 1) **Loco 2**, Mercury, Paul Mueller, 5 points; 2) **Ghost**, Tartan Ten, Glen Krawiec, 10; 3) **Meliki**, Santana 22, Deb Fehr, 13. (3 boats)

Full results at www.iyc.org

SUMMER EVENING SERIES, LWSC, 5/8-9/18 (88r, 22t)

LASERS — 1) Mike Gillum, 107.5 points; 2) Dan Clark, 186; 3) Steve Willett, 261; 4) John Doval, 300; 5) Dave Suder, 393. (19 boats)

Full results at www.lwsailing.org

WEDNESDAY NIGHT SERIES, SEQYC, 4/16-10/8 (26r, 5t)

MERIT 25 — 1) **Dropbears**, Andrew Cole, 42 points; 2) **Thurber**, Mark Thurber, 60; 3) **Klein**, Randolph Klein, 61. (5 boats)

PHRF — 1) **Metridium**, Catalina 42, John Graves, 77 points; 2) **Mirth**, Catalina 34, Rick & Petra Gilmore, 111; 3) **L20**, J/29, Alex Huang, 118; 4) **Magic**, Express 27, Reed Phillips, 120; 5) **Primordial Sloop**, Express 37, Henry Kleinberg, 127; 6) **Melilani**, Express 27, Richard Butts, 135; 7) **Slipstream**, Catalina 42, Mark Millet, 137; 8) **Pizote**, Santana 30, Noel Bird, 168. (32 boats)

MULTIHULL — 1) **This Side Up**, Nacra Infusion F18, Cherie Sogsti, 5 points; 2) **Aurora**, Formula 18, Phillip Meredith, 5. (2 boats)

Full results at www.sequoiayc.org

SUNSET SERIES, MPYC, 3/26-10/1 (27r, 0t)

PHRF A — 1) **BustinLoose**, Sydney 38, Jeff Pulford, 17 wins; 2) **Calphurnia**, Schumacher 28, Sarah & David Duncan, 4; 3T) **Pearl**, J/80, David Blaskovich, 2; 3T) **Encore**, J/105, David Potter, 2. (8 boats)

PHRF B — 1) **U20**, Ultimate 20, Rick Smith, 9 wins; 2) **Ecaroh**, Santana 22, Patrick Tregenza, 7; 3) **Moore Please**, Moore 24, Daniel Emerson, 5. (11 boats)

SHIELDS 30 — 1) **Rolly**, Pakhtun Shah, 10 wins; 2) **Stillwater**, Ashley Hobson, 8; 3) **Meritage**, Jerry Stratton, 4. (12 boats)

Full results at www.mpyc.org

SUMMER SUNSET SERIES, SYC, 7/22-9/16 (6r, 1t)

SPINNAKER A — 1) **Streaker**, J/105, Ron Anderson, 6 points; 2) **Hazardous Waste**, J/105, Chuck Cihak, 18; 3) **Kilo**, Synergy 1000, Paul Beamer, 18. (8 boats)

SPINNAKER C — 1) **Gammon**, Tartan Ten, Jeff Hutter, 8 points; 2) **Nancy**, Wyliecat 30, Pat Broderick, 13; 3) **Grey Ghost**, Hanse 342, R. Douglas Grant, 15. (4 boats)

NON-SPINNAKER D — 1) **Jarlen**, J/35, Bob Bloom, 5 points; 2) **Cattitude**, Tartan Ten, Deana Maggard, 14; 3) **Mimicat**, Hinckley 38, Robert Long, 16. (6 boats)

NON-SPINNAKER E — 1) **Tackful**, Santana 22, Frank Lawler, 5 points; 2) **Inshallah**, Santana 22, Shirley Bates, 15; 3) **Blue Ribbon**, Catalina 27, Kevin Moore, 20. (5 boats)

Full results at www.sausalitoyachtclub.org

WORLD

*We depart from our normal format here, to test your knowledge of **The World's Finest Chartering Destinations.***

Are You a Chartering Know-It-All? Try Our Worldwide Sailing Quiz

Just for fun, we thought we'd break out of our usual routine this month and give you a little stimulation for the gray matter that resides between your ears.

If you're a well-traveled sailor, you ought to score high on the quiz that follows, because most answers are common knowledge within the sailing venues that they relate to. On the other hand, if the listings on your travel résumé don't extend beyond the California coast, perhaps these brain teasers will inspire you to get out and explore the world a bit — under sail, of course.

To our way of thinking, international travel is a life-enhancing pastime that will likely expand your grasp of history while giving you a deeper understanding of the cultures you visit. Depending on where you travel, you may also gain a greater appreciation for the complexity of the international issues of the day. Not only that, but travel — especially on a sailboat — is physically exhilarating and a whole lot of fun. Just the tonic you need to combat the ills of the workaday world.

So take a crack at our quiz and see just how worldly you are. Who knows? You may be encouraged to step out of your normal routine and book a sailing trip to a place you'd never considered before. (You'll find the answers on the last page of this *World of Chartering* section.)

The Chesapeake is America's largest estuary, and the sailing destinations there include towns that date back to pre-revolutionary times.

1) Which South Pacific charter venue was never colonized by a European power?

- a) New Zealand
- b) Tahiti
- c) New Caledonia
- d) Tonga

2) In what country will you find a popular chartering area called the Turquoise Coast?

- a) New Caledonia
- b) The Seychelles
- c) Antigua
- d) Turkey

3) Which Caribbean charter venue is said (by marketers) to have a beautiful beach for every day of the year?

- a) Anguilla
- b) Tobago Cays
- c) Antigua
- d) Dominica

4) All waters of this charter venue are part of a protected marine preserve:

- a) Greece
- b) Turkey
- c) New Zealand
- d) British Virgin Islands

5) Adjacent to which Caribbean island did the Cousteau family establish a marine preserve?

- a) St. Thomas
- b) Guadeloupe
- c) Dominica
- d) Bequia



6) In which charter venue will you find a spectacular white sand beach called Whitehaven?

- a) The Leeward Islands of Tahiti
- b) Australia's Whitsundays
- c) Spain's Balearic Islands
- d) The San Juan Islands

7) Which Greek island in the Cyclades is said to have been the birthplace of Apollo, son of Zeus?

- a) Mykonos
- b) Rhodes
- c) Delos
- d) Lesbos

8) At which island does the Caribbean's largest annual regatta take place?

- a) St. John
- b) St. Barth
- c) Montserrat
- d) Antigua

9) In 1784, the French gave which Caribbean island to Sweden in exchange for freeport rights in Europe?

- a) St. Martin
- b) Marie Galante
- c) Martinique
- d) St. Barth



OF CHARTERING



tabloid celebs, including Mick Jagger, David Bowie, and Tommy Hilfiger.

- a) Nevis
- b) Mustique
- c) Grenada
- d) Saba

15) Grenada earned the nickname "Island of Spice" due to its prolific cultivation of which spices?

- a) cardamon and sage
- b) nutmeg and mace
- c) rosemary and thyme
- d) salt and pepper

16) The local residents of this area are referred to as Conchs, after the edible mollusks that are abundant in near-shore waters.

- a) The San Juan Islands
- b) The Canary Islands
- c) The Florida Keys
- d) The Channel Islands

17) Christopher Columbus took his first steps in the New World on one of these islands, which comprise a British Crown Colony. Much of its population is descended from slaves who were freed in 1834 when Britain abolished slavery.

- a) Grenada
- b) Cuba
- c) Anguilla
- d) The Bahamas

18) Roughly two thirds of this Caribbean Island was purchased by members of the Rockefeller family, who built a swank resort on a piece of it, and gave

Along the Turquoise Coast of Turkey, it's normal to lie stern-to a waterside village, and go ashore for a festive dinner complete with 'ouzo'.

You would never guess today that the popular British Virgin Islands charter base called Soper's Hole was once a pirate haven.

- 10) This chartering venue is the largest estuary in the U.S.
- a) Sacramento Delta
 - b) Mississippi Delta
 - c) Chesapeake Bay
 - d) Penobscot Bay

11) This popular European chartering destination is now an independent nation. It was once part of the Austro-Hungarian Empire, and later part of a communist state of the Soviet Union.

- a) Malta
- b) Croatia
- c) Corsica
- d) Denmark

12) This popular tropical chartering destination was once part of the Mayan civilization. After a long turf war between the Spanish and British, it became a British colony in 1854.

- a) Belize
- b) Jamaica
- c) Panama
- d) St. Croix

13) After 162 years as a British terri-

tory, this dramatically beautiful cluster of islands in the Indian Ocean gained its independence in 1976.

- a) Madagascar
- b) Chagos
- c) Kiribati
- d) The Seychelles

14) This 2.2-square-mile island is unique within the Eastern Caribbean chain, as it has long been the vacation home of many rock stars, royals and



LATITUDE / ANDY

TURKISH TOURISM

WORLD

the rest to the U.S. government with the understanding that it be turned into a National Park.

- a) Dominica
- b) Puerto Rico
- c) Aruba
- d) St. John

19) Which island off the West Coast of North America contains the famous Painted Cave, which, at 1,227 feet long, is the world's second longest sea cave? It is large enough to take a 40-ft boat inside, with an entrance that is 130 feet high.

- a) Cocos Island
- b) Santa Cruz Island
- c) Coronado Island
- d) Vancouver Island

20) On which island, now a popular charter destination, did the Pig War take place in 1859? The conflict, which had

- a) Apostle Island



With its many unspoiled anchorages and abundant sea life, Mexico's Sea of Cortez is a perfect place to unwind and relax.

to do with a dispute over the boundary between the U.S. and British North America, began when an American farmer shot a British pig that was rooting in his garden.

- b) Catalina
- c) San Juan Island
- d) Ellis Island

21) Under American law, U.S. citizens are allowed to travel to this tropical destination, but they aren't allowed to spend money there.

- a) Anguilla
- b) Cuba
- c) St. Maarten
- d) Haiti

22) While sailing among these islands you'll have a good chance of spotting orca whales.

- a) St. Kitts and Nevis
- b) The Gulf and San Juan Islands
- c) St. Thomas and St. John
- d) Tahiti and Moorea

British Virgin Islands Belize The Grenadines

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23) At what charter venue could you expect to be served lobster baked in a hole in the ground, under a pile of seaweed?

- a) Tortola, BVI
- b) Downeast Maine
- c) Mexico's Sea of Cortez
- d) Guadeloupe's Pigeon Island

24) This charter base is ideal for those in search of solitude and marine life, as most anchorages and nearby islands are uninhabited.

- a) France's St. Tropez
- b) The Bahamas
- c) St. Kitts and Nevis
- d) Mexico's Sea of Cortez

25) Nearly 300 years before Christ, a 110-ft-high statue of the god Helios straddled the mouth of this island's harbor. At the time it was considered to be one of the "seven wonders of the ancient



While you're exploring the Greek islands, you'll find whitewashed villages that date back centuries.

world."

- a) New York
- b) Bali
- c) San Salvador

d) Rhodes

We'll give your gray matter a rest here. But we encourage you to follow up with your research on the world's top chartering venues. The more you know before you go, the richer your experience will be.

— latitude/andy

Answers: 1) d, Tonga; 2) d, Turkey; 3) c, Antigua; 4) d, British Virgin Islands; 5) b, Guadeloupe; 6) b, Australia's Whitsundays; 7) c, Delos; 8) d, Antigua; 9) d, St. Barth; 10) c, Chesapeake Bay; 11) b, Croatia; 12) a, Belize; 13) d, The Seychelles; 14) b, Mustique; 15) b, nutmeg and mace; 16) c, The Florida Keys; 17) d, The Bahamas; 18) d, St. John; 19) b, Santa Cruz Island; 20) c, San Juan Island; 21) b, Cuba; 22) b, The Gulf and San Juan Islands; 23) b, Downeast Maine; 24) d, Mexico's Sea of Cortez; 25) d, Rhodes.

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CHANGES

With reports from **Irie** on problems with their mooring breaking free at Taina Marina in Tahiti; from **La Paz** and **Baja** on the aftermath of Odile; from **Kiapa** on the pleasures of Musket Cove Resort in Fiji; from **St. Barth** and **St. Martin** on the destruction they suffered from hurricane Gonzalo; from **Destarte** on work and play in Fiji; and **Cruise Notes**.

Irie — Tobago 35 Cat Mark & Liesbet Colleart Trouble In Tahiti (Ex-Bay Area)

After Mark was diagnosed with cancer, we had to fly to the United States so he could have surgery and get further treatment. Before we left *Irie* on mooring ball A19 at Taina Marina in Tahiti for an indefinite period, we made sure everything was as well-prepared as possible. When we heard that A19 was a newly serviced mooring because it had broken loose not long before, we thought it was a positive thing. Since our cat is lighter and shorter than the monohulls for which the mooring was designed, we figured there was no way she could break loose.

We attached three mooring lines through the loop of the mooring ball: one off each bow and a back-up line in the middle. This setup served three purposes: 1) It kept the mooring ball between the two hulls; 2) It kept the lines from touching the bottom of the hulls and rubbing the new bottom paint off, and, 3) It eliminated chafe. If one of the lines chafed through somehow, the other two would still keep our cat attached.

We also arranged for friends to check on *Irie* frequently in case something looked suspicious, and made sure the marina staff knew how to contact us.

Little 'Irie' on buoy A19 at Taina Marina, Tahiti. The buoy failed in Mark and Liesbet's absence. The lovely island in the background is Moorea.

When Mark and I returned to *Irie* on August 15, eager to settle back into life on the water, we were surprised to see that she was lying slack against the mooring ball. Upon further investigation, we found a pile of our mooring lines on the front deck, and only a single line from one bow to the other via the loop of the mooring ball! If our boat moved at all, the sawing movement caused chafe on the line and the loop, with the potential for the line's eventually failing and our boat getting loose. Furthermore, the way the single line was tied outside the bows meant that it was rubbing off the expensive new bottom paint.

Needless to say, we weren't happy.

Our friends denied all responsibility, and our neighbors in the mooring field said they hadn't seen anything. When we paid our bill — which was higher than expected because while we were gone the marina raised the weekly rate without informing us — manager Philippe Olite took our money without comment.

(For the record, cats pay double the rate of monohulls, despite the fact that we were awake many nights worried that oversized monohulls on neighboring mooring balls were coming within inches of our boat during windshifts and changes in the tide. We were charged \$6/ft/month.)

How *Irie's* mooring lines had come off remained a mystery until we got to the anchorage at Arue. When the catamaran *Paradocs* entered the anchorage, Nicholas, one of the crew, yelled: "Hey, I saved your boat two weeks ago in Taina Marina! She was just floating away."

What!?

As soon as *Paradocs* got settled, we dinghied over to learn more. Nicholas explained that he was dinghying home about midnight on August 8 after playing ukulele ashore when he noticed *Irie* dragging through the mooring field — with the mooring ball and three lines still attached! He said he banged on the hull of our cat but nobody was home. Since *Irie* was about to crash into another catamaran, he urged the owners of the second cat to wake up. Together they fended our cat off just in time to prevent any damage.

Nicholas contacted the marina staff, who — begrudg-

PHOTOS COURTESY VIVACIA



ingly because of the late hour — towed our boat to another mooring. She stayed on that ball until A19 was fixed. Philippe and crew later put *Irie* back on that ball — with only one line attached and without bothering to tell us!

We realize that shit does happen and sometimes mooring balls break free. What we don't understand is why Marina Taina didn't take any responsibility for what happened, and how Philippe, who told us "Mooring balls break all the time", felt fine about not saying anything to us even though we could have lost our home. "That's why you have insurance," he explained. If the wind had come from the other direction, *Irie* would have ended up on the reefs.

That being said, we are very grateful that Nicholas saved our boat and that no serious damage was done. Discovering that you almost lost your home and

COURTESY IRIE



Mark and Liesbet have been cruising one of the smaller cats in the Pacific for years.

COURTESY IRIE





The carnage created by Odile on the water and ashore at La Paz. Heroic efforts by a core group of determined cruisers, assisted by the power vessels 'Sea Witch' and 'Oso Negro', were able to save many of them. Some owners were extremely grateful. A few didn't seem to care.

way of life is scary. We think our karma, from having saved at least three other cruising boats during our seven years on the water, has been put to the test!

— liesbet 10/01/14

The Aftermath of Hurricane Odile La Paz, Baja California Sur

A month after Odile, the most deadly hurricane ever to hit the cruising community of La Paz, we spoke with Elizabeth and Alan Baggs of the Annapolis-based Caliber 40 *Vivacia* to a get better understanding of the preparations, impact and aftermath. The Baggses have had *Vivacia* in Mexico for the better part of two years. Although they've been to the mainland, up into the Sea, and across to French Polynesia with Lionel

and Irene Bass aboard the M&M 52 cat *Kiapa*, they've spent most of their time in La Paz. They were aboard their boat at Marina de La Paz when Odile struck with 85 knots of wind — maybe more.

Odile did not take anyone in La Paz by surprise, but some people were lulled into complacency by the fact that Odile was originally projected to follow exactly the same path as hurricane Norbert a week before. And Norbert ended up passing far enough to the west to have no effect.

"Even a couple of days before Odile came through, weather forecasters were saying there was only a 50/50 chance we would get hit," says Elizabeth. Everything changed at about 6:30 a.m. on the 14th, when Tom

of Baja Insider got on the VHF before the cruisers' net and announced: "Time to get busy, we're going to get hit!"

Most boatowners responded by spending the day getting their boats and friends' boats ready. Those with boats in *Elizabeth Baggs' diagram of where the boats sank or went ashore. Almost all of them ended up on the mogote across from Marina de La Paz.*



ELIZABETH BAGGS

CHANGES

Marina del La Paz — and presumably the other marinas — were required to strike furling sails and remove canvas. If the owners weren't around, the marina staff prepared the boats — as they had done before, even in cases of false alarms. Many extra lines and fenders were deployed.



While some sails didn't unfurl, most of them did.

In the end, boats in the marinas came through with very little damage. They were helped enormously by the fact that the wind blew offshore rather than onshore. Nobody wants to think what would have happened if the 8-ft chop had blown toward the marinas — especially the piling-free Marina Cortez — instead of away from them.

Before Odile hit, there were 44 boats anchored in the bay. One of them, Carlos Slim's 95-ft *Tully*, made a run for it to the north. She made it to Bahia Concepcion, where she and her crew rode out 50 knots without a problem. Nine other boatowners brought their boats into marinas, and there was room for more.

Guenter Trebbow, 77, the much-loved German aboard the Fisher 30 ketch *Princess*, refused the offer of a free slip despite the fact he was in poor health. He would die of a heart attack during the height of the storm. "We feel guilty that we didn't go out, tie him up, and force him to bring his boat into a marina," says Elizabeth.

Paul Whitehouse and Simone Wood, Brits on the ketch *Tabasco II*, were the other two cruisers who died because of Odile. Apparently they also could have taken a berth. Their boat sank in the **There was damage up at the old marina at Santa Rosalia, too. This is Ron Strathman's beautiful wooden schooner 'Golden Eagle'.**



COURTESY VIVIACIA

middle of the night. Simone's body, clad in a survival suit, was found several days later in the thick mangroves. Given the restricted movement when in the suit, she was apparently pinned against the mangroves by 100 mph winds and eight-foot chop. The body of Paul, a dive instructor, was found on a nearby beach.

Of the 34 boats that started the storm at anchor or on a mooring buoy, some were extensively prepared, with things like triple anchors set and with as much windage stripped as possible. Others got no special preparation because nobody was on them. "It's hard to believe," says Alan, "but some people think they can leave their boat unattended on the hook in a hurricane zone for one or two years, with furling sails and canvas still on."

All but one of these anchored boats was on the far side of the sandbar that divides the bay, meaning they ended up on a windward shore in hurricane-force winds. Small wonder that there were only five boats left at dawn the next morning when the wind was down to 35 knots. The one boat just to the leeward of Marina de La Paz still had a dinghy trailing behind — albeit upside down.

As of the middle of October, a month after Odile hit, 22 of the boats had been refloated, six had been sunk or destroyed, and one was lifted out by a crane. As for the rest, Elizabeth, who has been keeping close track, reports they "either need professional dredging equipment or the owners have simply walked away."

People are funny. The owner of *Steel Breeze*, whose boat didn't get off for nearly a month, couldn't have been more delighted and grateful to get his boat back. "Others almost didn't seem to care," said Elizabeth. "The owner of one reasonably nice boat that could easily be pulled off is still aground because the owner doesn't want to pay for a new anchor."

"The vast majority of the refloatings were done by completely volunteer efforts," continues Elizabeth, "with the indispensable help of two motor vessels: Jordan Shishmanov's Cheoy Lee Sea Master 47 *Sea Witch* and Al Winn's Hatteras 46 *Oso Negro*. The former pulled nine boats off; the latter pulled five off.



"The cruising community, in addition to the help of the two powerboats, did a phenomenal, selfless job of coming together and taking care of its own," says Elizabeth. "There was a core group that worked for days on end."

We'd have gladly published the names, but some don't want the publicity and it's feared others might be left out by mistake. But you know who you are.

Nonetheless, Elizabeth wants to give special recognition to Rosie of the Red Shack Restaurant. While the Mexican government did dispatch a helicopter to 'search' for the three missing cruis-



Spread; With cruising season about to begin, we think it's bad form to show nothing but photos of cruiser misery and not offset them with a photo of what cruising in Mexico is normally like. The two cats are 'Profligate' and 'Rotkat', anchored in the Sea of Cortez about 20 miles from La Paz.

ers, their search was described as being "brief, at high altitude, not in a grid pattern and more like a sightseeing flight". For three or four days after Odile, Rosie would be taken by Al of *Tuna Tamer* to the *mogote*, where she tirelessly searched the mangroves for the bodies of Paul and Simone. It was Rosie who found Simone's body, which quickly led to the discovery of Paul's body.

Luck plays a role in surviving hurricanes. Autumn (last name unknown),

who is believed to have been alone on the sloop *Rascal*, which would go up on the beach, was literally blown off the bow of her boat during the storm. The wind and waves drove her onto the beach, where she was able to take shelter beneath a dinghy for the duration of the storm.

Shelley Rothery Ward, commodore of the Club Cruceros of de La Paz, was described as "our strength, our CEO, and our contact with authorities," says Elizabeth. To date the club has raised over \$20,000 to help cruisers out.

Puerto Escondido: Jake Howard of the

Hunter 45 *Jake* offered this 'month after' report from Hidden Harbor:

"A total of 15 boats were damaged at Escondido. Four were sunk and 11 were driven ashore. Of the four sunk, two have been refloated but are total losses. The others were salvaged 'as is', cut up and hauled away. Of the 11 boats driven ashore, three are total losses, while eight are questionable. If the owners are willing to pour in a lot of money, they can probably be saved. Those are big 'ifs'.

"I can also report that a singlehander named Mary (last name unknown) on the 35-ft sloop *Ivor* had left San Francisquito on Saturday before the storm hoping to make Santa Rosalia. She didn't make

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it and her boat was driven aground at Punta Trinidad, which is about 45 miles north of Santa Rosalia. *Ivor* was also dismasted. Mary was spotted several days after the storm, and initially didn't want to leave her boat. Several cruisers finally convinced her to take what she could and leave the boat. She is expected to arrive soon in Puerto Escondido, where she has a temporary place to stay while she looks for another boat."

Santa Rosalia: "My husband Alan and Jordan Shishmanov made the seven-hour trip up to Santa Rosalia because they were under the impression that a sunken boat needed a pump to be refloated," reports Elizabeth. "It turned out to be a waste of time because somebody else had the necessary pump. Alan found that Odile's winds had totally destroyed the old marina at Santa Rosalia, which was in terrible shape to begin with. It was a shame, because it resulted in the loss of the 50-ft Peterson schooner *Golden Eagle*, an absolutely gorgeous boat."

Ron Strathman, who had worked many years to save the dying schooner, and since then has sailed the Sea for six years, reportedly fled Mexico in the aftermath of Odile. Apparently the owner of the dilapidated marina took legal action to try to hold Strathman and the owners of several other boats liable for destroying his marina, rather than vice versa. Fearing arrest, Strathman headed for the States for legal representation and to let things settle. Settle they did, as API, the local port authority, ruled against the owner of the marina. A fundraiser has been established in the hope of raising \$100,000 so Strathman can save the schooner once again.

It's believed that the other two boats blamed for the marina's coming apart are the 50-ft motoryacht *Sea Hunter* and an unnamed 40-ft sailboat.

A Learning Experience: What did Alan Baggs take this photo of the sloop 'Aspara' on top of 'Dorikam' at Santa Rosalia. He was salvaging gear before "the local vermin" did.

and Elizabeth Baggs learn from their experience aboard at the dock? "First, that even a boat in a marina can heel over," says Elizabeth. "We were knocked down as much as 45 degrees by some gusts, at which point our big worry was that we might get a rail hooked under the dock — something that did happen and cause damage to another boat. Second, until you've been through a hurricane, you have no concept of how powerful the wind can be. The difference between 25 knots and 50 knots, for example, is not double, but four times as much. Had we known, we wouldn't have left our bimini and solar panels up — although they did survive."

— *latitude/rs 10/15/2014*

Kiapa — M&M 52 Cat Lionel & Irene Bass Kiapa's Cruising 'Comes to an End' (Perth, Australia)

Yes, we know we haven't updated our blog in months, but that's because we've been having too much fun. Some friends keep trying to convince us to 'get with it' and to 'do Facebook'. Maybe one day.

About two months ago we arrived at Malolo Lailai Island, more specifically at Musket Cove Marina & Resort — and we haven't moved very far since. Hence the 'Cruising Comes To an End' title. But picture what we have here:

— A safe, comfortable and protected anchorage.

— A cruiser-friendly resort a very short dinghy ride away, where yachties are made to feel most welcome. We can use all the resort facilities for free.

— Excellent — and we mean excellent! — surf and kiteboarding just a short distance away, both easy to reach with our 'car' — aka dinghy.

— No need to ever lock up the boat or hide stuff away. We all leave all our cameras, iPads, toys such as kayaks and SUPs, and diving gear out in the open on deck.

— Terrific snorkeling nearby.

— A great social scene. Every night the Island Bar cranks with cruisers dinghying in to BBQ a snag or steak, and then share a salad or two with others in true potluck style.

— Yoga six mornings a week, and if you want, volleyball in the late afternoon.

— A grocery with all the necessities.



As one cruiser said, it's a bit like being at permanent summer camp! Yoga first thing, then a coffee at Vina's Coffee Shack, followed by a boat project/housekeeping job or two — such as clean the bottom or wash the 'Fiji snow' (ash from burning sugar cane) off the deck, have lunch, surf or kiteboard depending on the wind and tide, do some laps in the resort pool, followed by a shower in their fabulous facilities. We haven't had to make much water since we got here. Then off to the Island Bar for BYO dinner, where not only are there BBQs but they even provide and wash up plates and cutlery! Why would we cook onboard or go anywhere else?

We actually have upped anchor to explore some of the nearby islands. We've been fortunate in that we've had three lots of friends come and visit: the Marot family from Sydney, Charl from Noosa,



IN LATITUDES



PHOTOS COURTESY IRENE BASS



Clockwise from above: There is great surf in Fiji. 'Kiapa' on the hook. Irene passing out glasses to most appreciative locals. The restaurant at Musket Cove. Local transportation. Party time! A difficult-to-distinguish plant fish. The lap pool at Musket Cove. Morning yoga. Two of the bartenders.

and Ray, Youngie and Bea from Perth. Fiji is so easily reachable from Oz, we've loved having visitors. I'll let the photos do the talking!

The main reason we have 'stopped cruising' in the true sense of the expression is because of the surfing and kiteboarding opportunities that are in such close proximity to Musket Cove. Just around the corner there are five world famous surf breaks: Cloudbreak, Restaurants, Namotu Left, Wilkes and Swimming Pools. Maybe you've heard of Cloudbreak? Depending on the weather forecast, we either take the mothership *Kiapa* out and anchor off tiny Namotu Island for the day, then dinghy to the surf break, or alternatively Lionel and I head out in the dinghy - that's if we

just want to have a 'quick surf', rather than making a whole day of it. Namotu Island has a small, exclusive, private resort on it, mainly catering to surfers and kiteboarders - no cruiser plebs are allowed ashore! Luckily, we have been given the okay by the resort owners to pump our kites up on their beach. Phew! Imagine not being able to kite a world class break because we can't pump our kites up! And because of its exclusivity, it's never crowded! Aahhhh, heaven!

Something else that has been keeping me occupied is some small-scale volunteer work. Back in New Zealand we loaded *Kiapa* up with many boxes of spectacles, kindly donated by the Papakura Lions Club. And each time we've been near a different village or community, we have held, what I can only loosely call a 'clinic', for those who need reading glasses. For me this has been a wonderful opportunity to meet Fijians. In the beginning Lionel helped me, but more recently it's been our friends who have visited and/or cruising girlfriends who have helped me. Again, I'll let the photos do the talking. Needless to say this has made me feel my life is not totally self-indulgent and decadent, and that in a small way I'm helping others.

Another reason my cruising life is temporarily 'coming to an end' in 10 days' time is that I am returning to Perth for a couple of months. An opportunity to teach back at my old school came up. I put my hand up and was lucky enough to get it. My motivation for going back to work is for a combination of reasons: from topping up the cruising kitty to keeping my teaching registration up-to-date, but most importantly to see all my friends. Lionel will stay here in Fiji for a couple of months more, and at the end of November will look for a weather window to sail our beloved *Kiapa* back to New Zealand. I'll meet him there in mid-December.

The main thing to know is that we've been having so much fun here in Fiji that we plan to come back next season!

— irene 09/15/2014

Hurricane Gonzalo St. Barth and St. Martin

The Lesser Antilles Islands of St. Martin and St. Barth were sucker-punched ***Now you see her, now you don't. Even boats tied up to docks weren't safe when Gonzalo hit St. Martin with hurricane force.***



CHANGES

by hurricane Gonzalo for five hours on the evening of Monday October 13. The storm had surprised forecasters with both a quick turn to the north and a rapid building of strength to hurricane



A boat smashed against the dock at St. Barth's inner harbor.

force. Marine interests on the two islands were hit particularly hard, as were small aircraft.

The body of one 87-year-old sailor — who had lost his previous boat to ferocious hurricane Luis 19 years before — was found at Boca Marina inside St. Martin's Simpson Bay Lagoon. While one source said nobody was still missing, others were saying a number are, including three in a dinghy off St. Martin and three on a boat off St. Barth.

Thirty-seven boats were said to have been destroyed on St. Martin, most of them sunk. Many were in Simpson Bay Lagoon or at Sandy Ground, Marigot Bay and Grand Case on the northwest coast. Authorities said there had been seas to 18 feet in those locations. In addition, five boats were reportedly washed up in relatively protected Oyster Pond, and the resort bars and restaurants at Orient Beach were said to be devastated.

There was an unknown amount of damage to boats in the boatyards. For example, St. Martin Shipyard, next to the airport on the Dutch side, reported significant damage to boats at their cement docks. *La Gamelle*, the Wanderer's scruffy but beloved Olson 30, was also in that yard, but was undamaged. The Coast Guard pier on the Dutch side of St. Martin was damaged when a boat

Gonzalo was a tragic hurricane for the owner of this cat that ended up on the beach near Marigot, St. Martin. What a sad sight.



slammed into it, and a Coast Guard vessel on a lift was damaged.

Although she wasn't on the island, St. Barth fountain-of-information Melanie Smith reports that her sources say "at least 50 boats sank or were driven ashore at different parts of the island. This storm grew so quickly while on the doorstep of the island that most people were caught totally unprepared, which is pretty rare for St. Barth."

According to Smith's sources, three days after the storm a number of people, including three on one boat, were still unaccounted for.

When hurricanes approach, most St. Barth boats run for the lagoon in St. Martin. But that's 20+ miles away, the bridge opens only a couple of times a day, and the trip would have been to windward. So to our knowledge few if any skippers attempted it with so little advance warning.

Authorities at the Prefecture at St. Martin's Grand Case report that Gonzalo's winds peaked at a relatively modest 86 knots, about a third of the force of mega-hurricane Luis, which some will remember destroyed more than 700 boats in the lagoon alone.

Surprise was Gonzalo's big weapon. Most Caribbean hurricanes start far to the east and give plenty of warning of their approach. Gonzalo started as a relatively benign system 700 miles east of Antigua, and on the Friday afternoon three days before she hit, forecasters said it only had a 10% chance of becoming a tropical storm in 48 hours, and only 30 percent in five days. That lulled a lot of islanders, most of whom have been through storms before, into complacency.

By Sunday afternoon, Gonzalo had jumped to a depression and then a tropical storm, so at 1:30 p.m. authorities issued their first Tropical Storm Watch. But at that point, Gonzalo was supposed to pass to the south of St. Mar-

tin. When a huge rainstorm came through on Monday, many residents assumed that it was Gonzalo coming and going. It wasn't. In fact, the real thing had turned and was headed straight for the two islands.

The Sea Res-



cue Service reported they were overwhelmed with calls for help, and that many flares were fired from boats in the night. Early in the storm Lifeboat 129 went to rescue a boat with two adults and a baby aboard off Marigot Bay's Beach Plaza Hotel. "When we got the tow line to the skipper, it took the man forever to attach it, as he was busy trying to save his anchor," said one of the crew. "We were shouting that we needed to go forward, and the wind was gusting to 60-65 knots. But we ended up with the line getting caught in our props, which killed both engines. Within 10 seconds we were on the rocks."

Laura Greces of BVI Yacht Charters reports that Gonzalo was originally headed right for their base on Tortola, British Virgin Islands, so they made all preparations. "In line for a direct hit at hurricane force, we ran all our boats over to our hurricane hole at Paraquita and to Village Cay, and had a few on charter go to the marina at Virgin Gorda. I had all the hurricane shutters up at my home, and not wanting to hear the roar, went

IN LATITUDES



THESE UNATTRIBUTED PHOTOS WERE MAKING THE ROUNDS OF THE INTERNET.



Gonzalo took most boatowners in St. Barth and St. Martin by surprise, as it was supposed to continue west toward the British Virgins. At the last minute, it both swung north and greatly increased in strength. Very few boatowners on either island had time to prepare for it properly.

— latitude/rs 10/16/2014

to sleep at 8:30 p.m. I slept through the night without hearing anything, so I don't think we even had tropical-force winds. None of our boats, including *Latitude's* catamaran 'ti Profligate, were damaged. We were very lucky."

Compared to the 1990s, hurricanes in the last 15 years have been easy on marine interests in the Eastern Caribbean, particularly the Virgin Islands / St. Martin / St. Barth / Antigua area of the Lesser Antilles. In just four hours, Gonzalo changed all that. Because the hurricane wasn't that strong and didn't last that long, most of the damage to the islands was cosmetic. Most electrical, phone and transportation services, including airports, were restored in a day or two. The islands will be fine for the winter, with only a few masts sticking up through the water to remind people of the most recent hurricane. Indeed, Greces said that winter bookings were "very strong".

Destarte — Bristol Cutter 28 Jerry Murphy and Brendan Work and Fun in Fiji (San Diego)

The predawn sky was pink this morning, and the light showers of last night have ended, promising a nice day. My Bristol Channel Cutter, a vet of the 2006 Ha-Ha, bobbed gently at a dock at Vuda Point Marina, Viti Levu Island, Fiji. Her crew — myself and my nephew Brendan — had just completed six weeks of hard work bringing *Destarte's* systems back up, renewing her varnish, and provisioning her for a month of cruising among the islands of Fiji. Our plan for the day was a sortie to Malolo Lailai Island, home of the famed Musket Cove YC. Cruisers from all over the western Pacific congregate at Musket Cove because they are made to feel so welcome. So we'll visit and use the passage as our seasonal sea trial.

Brendan has done a fine job of working hard in the tropical sun, learning to

varnish, paint, and 'keep house' on my 28-footer. Others in the marina have taken note of his positive attitude. But most remarkable is his ability to play guitar and sing. He and I have played together and sung on *Destarte*, but several times he's been called onto the stage at the Boatshed Bar and Restaurant by the band, and has done solos of folk music and some of his own compositions. All conversation at the bar ceased when he played those nights, and he was given resounding rounds of applause.

We haven't started sailing yet, but I've already had some trials. *Destarte's* dinghy, for example, was stolen from right next to my boat on the grounds of the marina. Despite a police investigation, a newspaper notice and reward posters, there has been no sign of it. So I've purchased another cruiser's hand-me-down inflatable, which leaks air and is too big for my boat. But it will likely get us through this short season.

I also had my camera stolen, so I don't really have any photos to share. Brendan, who also appears to be a skilled photographer, has been taking photos with his iPhone. Once we figure out how to download these to the ship's computer, we may be able to pass some along.

Virtually every ship's system has required at least some work this year. I started cruising with the 2006 Ha-Ha, so I guess that's to be expected. Fortunately, I brought most of the parts with me in my luggage, and they are now all installed. *Destarte* is looking really good.

Although the captain has worked from sunrise to sunset most days, and the crew nearly as much, it hasn't been all work. Yesterday was Fiji's Independence Day, and we walked the 50 minutes to the neighboring village where we drank kava with a local family. The countryside

Having returned to Fiji and spent months getting his boat ready, Jerry Murphy was eager to head to the less-visited islands of Fiji.



DESTARTE

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here in Fiji is lovely, with lush, tropical vegetation over rough hewn volcanic mountains.

Our plan is to leave Vuda Pt today to begin exploring the Mamanutha and

Yasawa Islands, which are on the west and northwest sides of Viti Levu. The Yasawas may be remembered as the area where Robin Lee Graham of the 24-ft *Dove* fell in love with his future wife Patti. It's also where the movie *Blue Lagoon* was filmed. Captain Bligh and the *Bounty*

Brendan was a great worker and popular singer.

loyalists were chased by cannibals in the Yasawas, but we're not too concerned, as that was many years ago. We hope to do the *sevu sevu* ceremony with the local chiefs and drink kava in peace and fellowship.

At present, we are thinking of returning to Vuda Point at the end of October, at which point we'll have to decide whether to make the 1,000+ mile passage to New Zealand this year.

(Update: Good news, as my camera was found! It hadn't been stolen after all, but turned up in a hidden cubby of the boat. Having had my dinghy stolen put me in a negative mindset, so I assumed that the camera had fallen out of my pocket and had been taken home by someone.)

—jerry 09/21/2014

Cruise Notes:

"Hurricanes aren't the only strong winds that hit Mexico," report Mike and Melissa Wilson of the Mazatlan-

Cerro del Creston seems to have been keeping hurricanes away from Mazatlan for many years.

based S&S 44 **Tortue**. "Here in Mazatlan we get hit with fierce stuff locally known locally as *torritos* or 'little bulls'. They are the equivalent of *chubascos* and *elephantos* farther up in the Sea of Cortez, and feature winds to 60 knots and torrential rain. Normally the extreme wind and rain lasts between 40 minutes and two hours, after which it's followed by a softer 'Irish style' rain. But one time we had 17 inches of rain in 24 hours, which left the whole of the city awash. Thank God our *Tortue*, fully welded aluminium, doesn't leak a drop."

And thanks to what the couple facetiously describe as "incredible foresight", they and their 16-year old black cat Tao missed getting hit by Odile on the Baja side of the Sea of Cortez. "We didn't go over to that side of the Sea this summer," says Mike, "but I've called the cruising grounds of the eastern shore of Baja home for 15 summers, and Melissa has been with me for the last four of them. We feel for our friends who got hit so hard over there."

"Cruisers who had left their boats in Mazatlan for the summer were starting to return by mid-October," Wilson continued. "The VHF radio, quiet for the summer, has started to crackle to life and the morning net is growing on a daily basis. We're all looking forward to a great season here in Mazatlan."

"The presence of Fonatur at **Puerto Escondido** has significantly reduced the safety of the place as a 'hurricane hole'," contends a Puerto Escondido-based reader who says his name can't appear in print for fear of reprisals. "I was here in 2002 and was able to lay out 360 feet of chain in Puerto Escondido for hurricane **Marty**. Then Fonatur, the Mexican tourism development agency, came in and put moorings almost everywhere in Puerto Escondido, leaving very little room to anchor. So when **Odile** came through in September, I could only put out 260 feet of chain, despite being anchored in 46 feet of water. That's only six to one. It also put me closer to moored boats than I wanted."

"Why did I anchor instead of taking one of the Fonatur moorings?" the reader asks rhetorically. "Because the Fonatur staff that runs the moorings advised me that 'none of the moorings are any good'. They were the ones who suggested that I anchor. At least three of the Fonatur moorings did fail during Odile, and the larger



motor vessels on moorings continuously used their engines to reduce the load.

"I'm writing because I believe the presence of Fonatur has significantly reduced the safety of Escondido as a hurricane hole, and I doubt that many of the new cruisers coming down this year are aware of it. My complaints to Fonatur are useless, and their general attitude is that nothing can be done. Perhaps *Latitude* could evaluate the situation?"

Latitude's evaluation is simple: we wouldn't want to have to use any of the Fonatur moorings in anything like hurricane conditions. And we'd hate to have to battle with other boats for what little room is left outside the mooring area in order to anchor properly. Has the presence of questionable moorings made Puerto Escondido less safe as a hurricane hole? We believe so.

It seems to us the Fonatur operation in Puerto Escondido has been a well-intentioned mistake from the beginning

DEBATE



Brendan was a great worker and popular singer.

loyalists were chased by cannibals in the Yasawas, but we're not too concerned, as that was many years ago. We hope to do the *sevu sevu* ceremony with the local chiefs and drink kava in peace and fellowship.

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Cerro del Creston seems to have been keeping hurricanes away from Mazatlan for many years.





Earlier we ran a photo to offset the false impression that might be derived from all the wrecked boats in the Sea of Cortez after Odile. Well, here are two shots from Fiji by Kurt 'drone photographer' Roll of San Diego to balance the photos of the damage done to St. Barth and St. Martin by Gonzalo.

— which was back in the late 1970s. The moorings, which are quite expensive for what you get, seem to have been a factor in breaking up what had once been a thriving cruiser-based community. Faced with having to pay lots of money for a dubious mooring or have to live with inadequate room to anchor, many cruisers simply move on.

We doubt it's going to happen, but we think it would be in the best interest of cruisers and the community — and maybe even Fonatur — if they eliminated most of the moorings and allowed an anchor-out-based community to revive.

How can Mexicans charged with installing safe moorings not be able to do something so simple? It's easy. Just ask the Americans in **Redondo Beach**. After months of research and great expense, about 25 moorings were installed behind

the Redondo breakwater. As soon as the job was completed, the Harbor Patrol said they weren't safe for use, and the mooring area couldn't be used for anchoring. Just as with Puerto Escondido, we don't think the huge sheltered space Redondo Beach has behind the massive breakwater is being used intelligently.

As for anchoring in 46 feet of water when hurricane-force winds are coming, we can only conclude that the reader was either very ballsy or desperate.

From the files of the Parsimonious Cruiser: "After years of cruising between San Francisco and Mexico aboard my Castro Valley-based Tayana 37 **Shamwari**, I finally decided to put a hookah aboard," writes Charles Lane. "While a hookah is nice for cleaning the bottom and stuff, I mainly wanted it to

be able to spend more time underwater if I get snagged on a fishing net on the outside of Baja. I just turned 70 and I can't hold my breath as long as I used to. I found some good systems out there in the \$1,000 range, but being frugal, I made my own for just a few bucks north

Charles Lane of 'Shamwari' demonstrates his homebuilt hookah system. He put it together for a tenth of the price of commercial ones.



CHARLES LANE

CHANGES

of \$100.

"Harbor Freight has oil-less 3-gal 100 psi compressors on sale for \$40. A brand-new regulator (eBay) was about \$60. I got 50 feet of PVC hose for \$12. I heated the hose in warm water and soaked it with a mild solution of Simple Green and flushed it well to get rid of the plastic taste. And I got the 3/8-inch fittings from Home Depot. I field-tested mine in a Bay Area marina wearing a 3/4-inch wetsuit. It worked awesome!"

For the record, we at *Latitude* are not recommending that you build your own hookah, just reporting that Lane has.

"Our website is updated and we are now accepting entries for the 2015 **El Salvador Rally**," report Bill Yeargen and Jean Strain of the Honolulu-based Irwin 37 **Mita Kuuluu**. This popular event for cruisers heading down the coast of Central America doesn't really have a starting date, but everyone is encouraged to reach the **Bahia del Sol Hotel** base by March 16 to enjoy over a month of social and educational opportunities. Yes, they will assist everyone in getting safely over the bar, and yes, the good folks at the



EL SALVADOR RALLY

If you spend time in the tropics, you soon learn that ice is nice in your pool as well as in your sundowners. Big blocks are best.

Bahia del Sol Hotel will put big blocks of ice in the pool when the water gets a little warm. The entry fee is \$76 and the website is elsalvadorrally.com.

Bill and Jean like to point out how

easy doing the **paperwork** is for El Salvador compared to doing it for Mexico:

"1) After crossing the bar, go to the Bahia del Sol hotel dock, where you'll be greeted by the Port Captain and an Immigration officer. 2) Walk up to the on-site offices with your welcome drink, and pay \$10 for a 90-day visa, and \$30 for a temporary use permit. That's it, you're done. No declaring dinghies, engines, or listing of serial numbers. No need to have insurance or a fishing license. If the process takes you an hour, it's because you spent so much time chatting with the officials."

God knows that we'd all like the paperwork process for Mexico to be less screwed up, but we actually think by next year they'll pretty much have it down. Remember, too, while El Salvador charges you \$40 for 90 days, it only costs \$55 dollars for a 10-Year Temporary Import Permit for multiple entries to Mexico, which we understand can be renewed for another 10 years at no cost. And to be fair, Mexico is a big country with much bigger visiting boat and fish-

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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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ing issues than tiny El Salvador has.

Latitude readers who have enjoyed photos of lovely European ladies taken by San Francisco's Andrew Vik during his annual Mediterranean cruising adventures aboard his Islander 36 **Geja** might be worried that he missed a year. There is nothing to be concerned about, as Vik did another voyage this summer in pursuit of furthering international relations. Although it sounds as if the trip had some ups and downs. "I had seven weeks on the water this summer with **Geja**," writes Vik. "Among the highlights were persistent bad weather, a return to Venice, and a threesome." Can't wait for the details in next month's issue, can you?

"Four more years! Four more years!" It's not just a chant for fans of incumbent presidents. Other Northern California cruisers in the same general part of the world as Vik are Jim and Debbie Gregory of the Pt. Richmond-based Schumacher 50 **Morpheus**. Writing from the Porto Cervo Marina on chic Sardinia, Jim had the following review of the couples' cruis-

ing: "Four years ago today, Debbie and I sailed out under the Golden Gate and turned left. Having cruised the South Pacific for quite some time after having had the boat built in New Zealand, we had a reasonably good idea of what was in store for us. This trip, however, has exceeded all our expectations. Here's to another four years!"

Panamanians claim the name of their country means "an abundance of fish, trees and butterflies". It would be more accurate if it were named Humiditara. Mike and Robin Stout of the Redondo Beach-based Aleutian 51 **Mermaid** have been kicking around Panama for awhile, and are currently in Boca del Toro on the Caribbean side. But Robin flew back to L.A. for a week in early October and made two observations: 1) She missed avocados, and 2) "California weather is



Dynamic Panama City is the capital of Panama, a country that occupies the isthmus between the Pacific Ocean and the Caribbean Sea.

the best."

While we think the second claim is questionable for a state with a coast afflicted with a near-constant marine layer, we understand how California weather might seem like a pleasant change after fall weather in Panama. Consider the fact that Panama's average year-round humidity is 95% in the morning, and during the June-to- November rainy season — it rains 263 days a year! — it



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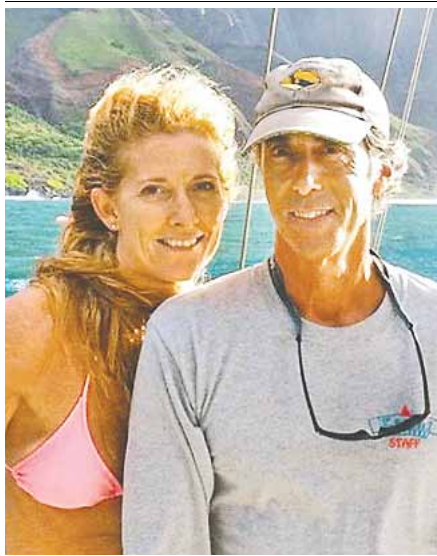


CHANGES

only drops to the low 80s at night. We can remember banging on our computer aboard **Profligate** off Panama City one morning, sweat literally pouring off our face onto the keyboard. While Panama can get excessively humid, there is something to be said for a country where the average low nightly temperature is a near constant 77 degrees. And if you ever get sick of the heat and humidity, you can quickly freeze your buns off by heading to the nearby highlands.

Let's talk music. Over the years a number of cruisers have tried to figure out some kind of connection between the lyrics of the iconic Van Halen song **Panama!** and the southernmost country in Central America. There is none. David Lee Roth explained that critics complained that the group's songs were all about partying, sex and cars. When he realized they'd actually never written a song about cars, he came up with **Panama!**, inspired by a car named 'Panama Express' that he saw in Vegas.

If someone told you they'd sailed the equivalent of two circumnavigations in the last four years, you'd assume that



COURTESY BRIAN FURY

Brian has had a lot of first mates during his 1,100 catamaran tours off Kauai, but the lovely lady in this photo is his "Real First Mate".

they'd seen a lot of world. In the case of **Brian Fury**, that wouldn't be true, as he did it all in the course of driving and narrating 1,100 catamaran tours along Kauai's Na Pali Coast. As spectacular as

the Na Pali Coast is, variety is good for the mind and spirit. So no wonder he writes, "It's time for a change. I'm going to the Ft. Lauderdale Boat Show in a few weeks to jump on — and hopefully drive — something bigger. Preferably with sails. Fury previously drove some great sailing yachts, such as the 65-ft **Alaska Eagle** and the 79-ft **Kialoa III** for the Sailing & Seamanship School at Orange Coast College."

Once your fiberglass boat is lying on her side on coral in the South Pacific, it's usually curtains. Thanks to a lot of luck and great help from the folks of the Toberua Island Resort in Fiji and their two powerful boats, Brett and Stacey Hoopes' Seattle-based Hylas 45.5 **Bella Vita** lives to cruise on. Despite being heeled far over on her side for a low-tide cycle, and for a long while looking as if she couldn't be pulled off, **Bella Vita** suffered very little damage. The Hoopes must have some good karma.

"It was *Latitude* that fueled the cruising dream of a guy teaching school in Prince George, B.C., a place that makes



Baker side view of the Golden Gate Bridge

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Kansas look like a sailing paradise," reports Jay Bigland of the Nanaimo-based Spencer 35 **Karina**, a vet of the 2010 Ha-Ha. "I will be thankful for the rest of my life for taking on the adventure. In fact, my wife Anita and I later did a presentation at the Nanaimo chapter of the Bluewater Cruising Association, and I told the audience that the best shot at a successful cruise to Mexico is to join the Ha-Ha and read *Latitude 38*.

"But I've since learned that **retirement** comes in three stages: 1) You get old. 2) You get sick. And 3) You die. Stage 1 for me has been short and very sweet. I have no regrets. A recent diagnosis of low-grade cancer is my Stage 2. I need to be closer to Canadian health care than a five-month winter cruise each year would allow, so we'll be returning to Canada. Once we get *Karina* back to Canada, we will continue cruising the Gulf Islands and Inside Passage."

We greatly appreciate Jay's kind words and wish him the best of health. We note that he's also become very concerned about the Mexican bureaucracy.

"Is diving gear considered fishing gear in Mexico? Bigland asks. "I've been getting by without a license as I don't fish and would only use my dive gear for freeing the anchor in ugly situations. This hasn't happened, so if I had to get a fishing license, I would be disposed to leave the gear in my truck.

"Another thing. After we leave Mexico in the spring, I may have some advice on what Mexico can do with their Temporary Import Permits (TIPs). We were going to sail *Karina* home on her own bottom, but my health suggested a tamer plan. However, what I lack in strength, I make up for in just plain old mean. If *Karina* got 'impounded', we'd hang for a bit, water up, then make a run for B.C. via the offshore Clipper Route. Hell will freeze over before I buy



If you're catching fish like this off Mexico, you darn well better have a fishing license for everybody who is on the boat.

another TIP. The Mexican government just doesn't have a clue, so I expect that future Ha-Ha Kick-Off parties could be held in a phone booth."

We completely understand Jay's frustration, as last November's impounding nonsense was an epic blunder on the part of the Mexico government. When we asked if AGACE might conduct similar raids this winter, honchos from Immi-

"Have you started your holiday shopping yet? Mine's done!" says Crissy Fields.

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CHANGES

gration, SAT (their IRS), and Pesca at the 'paperwork meeting' in Huntington Beach all but shuddered when they said, "No, no, no, that's not going to happen again!"

It's true that so far Mexico has made a mess of online pre-clearance procedures, too, but their intention really has been to make things better and easier for foreign visitors. They aren't there yet, but they told us they are not in a "prosecutorial" frame of mind. So we're optimistic.

If you don't have a bunch of hooks and spearguns on your boat, we wouldn't worry about having dive tanks and not having a fishing license. The fishing Mexico really hates is when private boats fish semi-commercially in their waters. "That's abuse and must stop," we were told. And we agree with them.

If you're going to leave Mexico by next spring, Jay, we doubt you're going to need a new TIP. But if you did need one, remember they only cost \$55. You'd perhaps strain your health to save a mere \$55? That may be mean, but it wouldn't be smart. Lastly, despite last year's debacle, over 170 boats signed up

for this year's Ha-Ha, more than in the last couple of years. Go figure. Indeed, we just got a note from a couple whose very large and very expensive boat was unfairly impounded for four months in Ensenada last year, a couple who swore they would never spend money in or ever go to Mexico again. Even they have changed their mind.

Our prediction is that while there will be minor issues with paperwork, there won't be any major problems this year. We really believe that. We'll take a lie detector test to prove we believe it.

While at Downwind Marine's Mexico Cruiser Kick-Off Party in October, we bumped into Bob and Gail French of 29 Palms, who were hawking their book **18 Endless Summers of Sailing**. Their book recalls the cruise they did from 1989 to 2007 with their San Diego-based Peterson 44 **Tulum III**. "We didn't really want to stop," Gail told us, "but our kids told us they needed grandparents around." The book hardly mentions the

fact that the couple did a four-year cruise from San Diego to Florida aboard their Garden 41 ketch **Tulum II** from 1975 to 1979. How did they afford it? "We had two rental units, and we did all the work on our boat ourselves," says Gail. The couple, now in their 70s, relentlessly travel around the States and the world, but no longer by cruising boat.

Dates in Mexico to remember:

November 15 — the **La Paz Welcome Party** for Ha-Ha boats. See their ad in this issue.

December 12-16 — The **Banderas Bay Blast / Opening of the Punta Mita Yacht & Surf Club / Pirates for Pupils Spinnaker Run for Charity** out of La Cruz and Paradise Marina. This is days of Ha-Ha style sailing and other fun on Banderas Bay. Watch out for the whales!

Early January — The **Tenacatita to Barra Cruisers Sailing Festival** with a feeder from Banderas Bay via Chemela. Details to come.

February 2-8 — The **Zihua Sailing Fest**, the most successful cruiser fundraiser for education on the planet. Have fun while doing good. Real good.

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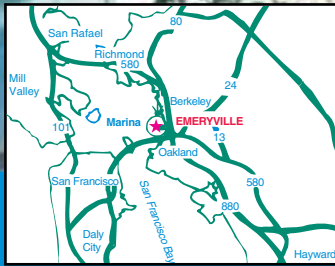
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20-FT HARBOR, 2015. Corona, CA. \$35,000. I have four (4) 2015 Harbor 20's, three are being built right now. One is ready to be delivered anywhere. Great class and great class association. If interested please call and I can send you more information. They are priced to sell fast. Please only serious inquiries! (415) 724-8566 or (415) 944-8028 or contact alfonso94970@gmail.com.

24-FT J/24, 1978. Alameda Marina. \$4,400/Asking. Two sets of sails, 5hp Nissan, teak sole, Porta-Potti, marine CD, all electronics set up, needs battery. Single-axle trailer. NADA lists low retail at \$5,500. (916) 873-5473.



14-FT WEST WIGHT POTTER, 1976. Santa Cruz. \$2,500. Good condition, mainsail and two jibs, electric Minn Kota Endura 45 outboard motor, marine battery in plastic battery box in cabin mounted forward of mast, battery terminals in cockpit, fiberglass oars with oarlocks and sockets in gunwales, serviceable trailer with good tires. Current registration boat and trailer. New LED submersible trailer tail lights. Contact (831) 427-2611 or bugmenow@sbcglobal.net.



27-FT HILLYARD WOODEN SLOOP. 1937. Treasure Island. \$15,000. *Lady Sarnia* was built by Hillyard Boat Yard in England in 1938. A classic 3/4 rigged sloop. Yanmar diesel. Multiple surveys over the years find her in great shape. Lovingly cared for. Reconditioned by Spaulding Boat Works in Sausalito in 2012. Hauled at SF Boat Works August, 2014 for engine check, bottom paint, and topsides paint. Great day sailing and overnighting boat for the Bay. Have to sell as I now live inland for most of the year and can't give her the use she deserves. A sweet boat. Contact (415) 407-8772 or stausch@gmail.com.

26-FT PEARSON COMMANDER, 1965. Richmond Yacht Club. \$12,000. Classic beauty, excellent condition, fiberglass hull, gleaming teak brightwork, new Pineapple main and jib, new Harken roller furler/forestay, some new shrouds, new bottom. More at www.sailboatlistings.com/view/42374. Contact Fabrizio at (415) 686-4686 or natale@gmail.com.

24 FEET & UNDER



19-FT O'DAY RHODES, 1961. Chico. \$4,600/obo. *P-NUT*, Classic. Family friendly, fits 4-6. Fixed keel, great condition. Refinished: mahogany floor, paint, new ropes/sails, electric motor, seat cushions, cockpit cover. Trailer, extension, registered. Contact (530) 864-5110 or jonstallman@comcast.net.



24-FT STONE HORSE, BY EDIE & DUFF. 1976. Alameda Marina, CA. \$14,000. 2005 new Beta Marine 14, Awlgrip hull and mast. New 2014: standing and running rigging, staysail, two Harken 00 furlers, berth cushions. (510) 703-7050 or flickasf@aol.com.

25 TO 28 FEET

25-FT S2 7.9, \$14,000. Hull #168. Freshwater sailed. Epoxy bottom. Quantum sail inventory. Easily trailered and launched. New standing and running rigging. Contact (541) 690-8153 or email S27.9forsale@gmail.com.



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25-FT NORDIC FOLKBOAT, 1961. San Francisco. \$40,000. Complete professional restoration. New full cover and racing sails. SF West Harbor berth. *Filur* is a fully varnished show piece, actively racing on the Bay. Photos at website: <http://folkboatsforsale.com> or (415) 577-1148.



25-FT NORDIC FOLKBOAT, 1991. SF Marina-East. \$21,500. Nordic Folkboat US 115, built in 1991 at Classic Boatworks in Richmond. Fiberglass hull, wooden cabin house and fiberglass-covered deck. Aesthetic charm of a wooden boat, but the maintenance benefits of a glass boat. New mainsail. Very good condition. New bottom paint, refinished mast (from bare wood) in April. Actively raced in fleet. Includes 4hp Johnson outboard, full boat cover. Possible berth transfer. (415) 271-6267 or rhietter@myastound.net.

25-FT CATALINA 250WK, 2004. Tracy, CA. \$22,500. She took our family on many adventures, but now it's time to move on and find her a great new home. Trailer, 9hp Honda, VHF, remote VHF. 120VAC. Radio/CD, depth, log. Porta-Potti, stove, bottom paint. Memory foam mattress. (209) 836-2552 or cat250@sonic.net.



25-FT CAPE FOULWEATHER BAHAMA. 1973. Alameda, CA. \$2,500/obo. Epoxy bottom, all lines led aft, electronic outboard. Custom interior needs completion. Good main, jib and genoa. Sails well. More information at www.bastress.com/bahama25. Contact (510) 457-8982 or woodshop@bastress.com.



27-FT CHEOY LEE OFFSHORE, 1965. Alameda. \$11,000. Teak deck, cabin and interior, fiberglass hull, Yanmar diesel, bottom painted 2011, VHF, 2 sets of sails, pressure and pump water, stove, head, new upholstery, boat cover. In great shape. Contact (408) 267-9262 or cptjohn@pacbell.net.



25-FT CATALINA 250 WATER BALLAST. 1996. Whiskeytown Lake, CA. \$10,750. Excellent condition! Tandem-axle Trail-Rite trailer, surge brakes. Moored exclusively in freshwater. Sails: mainsail in good condition. CDI Flex Furler, 110% jib, reacher sail. Electronics: VHF marine radio, 12v marine battery, solar charger, Autohelm Tridata. Deck: cockpit cushions, new covers, Edson steering, backlit compass, "pull-pull" steering upgrade. Spinlock clutches. Anchor well, Danforth anchor, 2002 Yamaha 8hp 4-stroke (fresh 100 hour/2-year service), self-tailing winches. Cabin: 6 berths, galley, propane stove, stainless sink, dining table. Radio/CD player, iPod jack, head, portable toilet, sink. Includes many extras listed on website: <http://catalina250sail.shutterfly.com>. (916) 207-1480 or (916) 415-0525 or waterpainterforsale@gmail.com.



30-FT CAPE DORY KETCH, 1976. Oyster Point. \$18,800. Famous go-anywhere pocket cruiser. Hard dodger, Yanmar engine, radar, quick-release rig to lower both masts, furling jib, VHF, windlass, bronze fittings, newer canvas and bright work. Information at (650) 245-0025 or waynepshen@yahoo.com.

30-FT FREEDOM, 1986. Clipper in Sausalito. \$25,000. Solid build by Tillotson-Pearson, with carbon fiber through-hull mast, lines handled in cockpit. Excellent condition. 15hp Yanmar diesel 650 hours. Beautiful spacious wood-paneled cabin. All accessories go with boat. Contact (415) 381-1817 or mjhor@comcast.net.

30-FT WYLIECAT, 1998. Oxford, MD. \$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 email: hallpalmer@hotmail.com.



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30-FT CAPO, 1984. SFYC. \$15,000. A Carl Schumacher-designed racer/cruiser with standing headroom. Boat is in great shape, but the mast has a crack and needs to be replaced. Great value for project-minded buyer. (415) 488-3317 or pjcampfield@yahoo.com.



29-FT COLUMBIA 8.7, 1977. Cathlamet, WA. \$10,000/obo. Full masthead sloop with a Volvo diesel. Super good 10hp inboard-shaft that always starts. Everything works. The inside of the cabin needs work, (have parts). The yacht was sailed and tested all summer on the Snake and Columbia Rivers. Slip is transferable at \$3/ft. Cheap to own and a bargain. Help my son go to college and buy my boat. See <http://columbia87.webs.com>. Contact (361) 563-4736 or (541) 961-3733 or c.collins@ymail.com.

30-FT ALBIN BALLARD, 1978. Downtown Sausalito berth. \$19,750. Clean, solid Swedish cruiser/racer. All lines led aft for easy singlehanding and over \$30,000 spent on professional upgrades including new rigging and Yanmar diesel with about 120 hours. Dodger, GPS, radar, etc., etc. (415) 425-9474.

30-FT CATALINA, 1984. Oyster Point. \$19,000. Autopilot, dodger, wheel. Very clean. Well maintained. Universal 21hp diesel engine, 4 batteries, roller furling jib, self-tailing winches, 2-burner stove, oven, Force 10 heater, LED lighting, sails, cushions, plus extras. (415) 753-0234.

31-FT GANLEY SNOWBIRD, 1980. Eureka, CA. \$6,000/obo. 31-ft Ganley Snowbird (NZ), steel hull, high quality fabrication, no corrosion issues, indoors, '97-'14, professionally refinished hull, interior 30% refitted, no engine, project, trailer, see Craigslist/Humboldt, CA. Contact ironmachine.com@gmail.com or (707) 499-1144.

32 TO 35 FEET



33-FT ERICSON, 1982. Richmond. \$24,000. Ron Holland design, light, fast and fun. Rigging replaced, diesel, electric head, LPG stove, Espar heater, pressure hot/cold water, Raymarine instruments, autopilot, Icom VHF, cushions recovered, 2 coats Trinidad, SR July 2013. Call (925) 354-3017.

33-FT CAL, 1972. Emery Cove Yacht Harbor. \$15,500. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. (626) 410-5918 or ngolifeart@gmail.com.



35-FT BABA, 1979. King Harbor Marina, Redondo Beach. \$49,000/obo. 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.

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35-FT CHEOY LEE. Robert Perry design, 1981. Already in Barra de Navidad, Mexico. \$32,250. Actively cruised and upgraded. This boat's ready to use as a condo, or step aboard and start cruising IN Mexico: aluminum mast, fiberglass decks, broadband radar, GPS, sonar, EPIRB, inflatable PFD's, dinghy, outboard, refrigerator/freezer, tools and spares. So much we can't list everything here. Call Pat. Can take trailerable boat or RV as part trade. Further details at <http://integratedmarketings.com/sailboat-4-sale/>. Contact (916) 458-1882 or email espiritu430@yahoo.com.



34-FT HANS CHRISTIAN, 1976. Morro Bay. \$12,000. Restoration about halfway. Decks removed to repair dry rot and mold. Decks need reinstallation. The Yanmar 3GMF removed and professionally rebuilt with 1hr. Needs reinstallation. A solid bluewater cruiser. (805) 434-2135 or twaltnelson@charter.net.



32-FT CELESTIAL, 1990. Monterey, CA. \$39,000. Yanmar 2GM20F rebuilt, roller furler, 2 jibs, spinnaker, Autohelm, GPS, radar, inverter, Racor fuel filters, grill, range, head, holding tank, fenders, boat hook, cockpit table, shore power cord, tiller extension, backup engine parts. (831) 372-7245 or dutch@montereysailing.com.

35-FT J/105, 1998. Berkeley Marina. \$67,000. #181, *Wianno*. Top 10 Fleet #1 finisher 2011 and 2012. Excellent condition. Two full sets racing sails, 1 set cruising sails. Race ready. More at <http://picasaweb.google.com/Gnuggat/J105181WiannoForSale#> or contact gnuggat@gmail.com.



32-FT CHESAPEAKE. Rhodes-Design CYM, Cabrillo San Pedro, CA. \$19,000/obo. Owner lives in northwest, must sell. World class sailboat, *Oly Rose*. Hull is hand laid F/G, redwood/FG deck/house. 2012 extensive restoration/refit: rebuilt Beta diesel 3-cyl 20hp, new shaft/prop, Simrad Tillerpilot, down below completely refinished. Sailed down from Olympia, WA 9/2012. 2012 survey and documented vessel. Tough, proven sailing vessel and ready to go again. Must see to appreciate! Can also be seen at <http://www.rhodes32.com/Welcome.html>. Call (360) 481-1219.



34-FT DEHLER, 1986. Alameda. \$23,000. Sails: main '13, Kevlar 155% '11: #3, #4, storm jib, 3/4, and 1/2 oz. spinnakers. Spin and whisker poles. House battery replaced '14. Simrad Tillerpilot, VHF, speed, depth, MOB pole, Lifesling. SS frames for dodger and bimini. Sheet winches self-tailing. Replaced thru-hulls 2011. All lines led aft, great boat for singlehanded and the family! Yanmar diesel. Sleeps 6, 2-burner propane stove, PHRF 129. Contact Chris. (925) 250-9541 or ccase@aeieng.com.

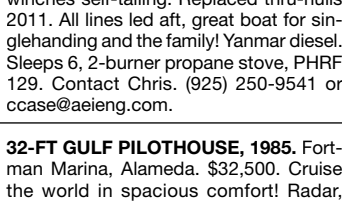


35-FT J/105, 1999. SF Yacht Club. \$65,000. *Danae*. Fast. Meticulously maintained. If you have ever thought about a J/105 you must see this boat. Beer cans and light cruising only with current owner. Email steve@supersteve.org.



34-FT O'DAY, 1982. Alameda. \$25,000/obo. North sails, jib furler, spinnaker. 24hp Universal diesel. Gori folding prop. (7) 2-speed self-tailing winches, Autohelm, 3-burner stove and oven. Refrigeration. New batteries and inverter. Excellent Bay, Delta and club racer. (510) 581-4720.

33-FT WAUQUIEZ GLADIATEUR, 1983. Sausalito, CA. \$39,999. Great coastal and offshore sloop. Ready to sail. Please contact if questions. Pictures and details on website: <http://www.quest33.info>. Contact (707) 832-3734 or (707) 725-2028 or krs1147@aol.com.



32-FT GULF PILOTHOUSE, 1985. Fortman Marina, Alameda. \$32,500. Cruise the world in spacious comfort! Radar, GPS, davits, fridge, microwave, hot water. Includes 9-ft Achilles and 2hp motor. (510) 303-9533 or dickfolger@aol.com.



33-FT HOBIE, 1983. Healdsburg, CA. \$16,500. Hobie 33: Ballenger double spreader mast, recent high-tech running rigging as well as lifelines and standing rigging. Halyards led aft for single/double handing. Large sail inventory including new asymmetric jibs in fine condition. Many upgrades including galvanized steel trailer with new SS brake rotors, removable bowsprit, oversized rudder by Foss, Honda-powered 12hp sail drive, Raymarine instruments. The Hobie 33 is an enduring legacy of Hobie Alter, about the biggest bang for your racing buck. (707) 433-3692 or dijon1@sonic.net.



35-FT MARINA, 1974. \$22,100. Solid, roller furling jib, lazy jacks, Avon.

36 TO 39 FEET



38-FT INGRID, 1968. Astoria, OR. \$65,000. Jack Atkins design, hull #1, mahogany/oak. 37hp Kubota. Full complement of electronics. Beautiful heavy cruiser. Contact fairanne68@yahoo.com.



35-FT RM1060, 2012. Nuevo Vallarta, Mexico. Great cruising sailboat in excellent condition: high-performance sailing, stylish, comfortable and functional design. Epoxy/plywood shell, biquille, interior panoramic view. B&G instruments, Watt & Sea hydro-generator, Volvo Penta 30, freshwater 400L, fuel 130L. (521) 551-268-4306 or travesiagalicia@gmail.com.



34-FT BENETEAU FIRST CLASS 10. 1986. Santa Cruz. \$15,000. For sale or trade. French-built Finot design. This is a 7000# boat with a tall, fractional rig. Add racing sails and a young crew and you are off to the races! Good Dacron sails and strong Yanmar. Same owner for 23 years. Maintained. Contact (831) 332-7454 or nkising@pacbell.net.

39-FT CAL JENSEN. Marine hull #8, 1971. Marin. \$17,500/obo. A sweet sailing Bay boat. Needs TLC. Yanmar 30GMF diesel, recent type 27 deep-cycle batteries, good standing rigging, metal spreaders, lines led aft, decent sails, lots of extra gear included. (925) 838-8793 or gspjsimrod@sbcglobal.net.



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37-FT ERICSON, 1974. Alameda, CA. \$19,500. Sails well and ready to sail! Yanmar diesel like new - low hours regularly serviced, roller furling, wheel steering, all lines led aft, new toilet, CNG stove/oven, lazy jacks, bottom paint mid-2013, mast professionally re-stepped in 2009 by Svendsen's. Two-boat owner needs to sell. Great boat looking for new adventures! For more pictures go to (case sensitive): <http://db.tt/tjDXpd26>. (510) 253-5883 or ericson37sail@gmail.com.



36-FT ISLANDER FREEPORT. 36B, 1980. Puerto Escondido, Mexico. \$55,000. Great condition. On mooring in Puerto Escondido, MX. Main, genoa, spinnaker. New watermaker, Pathfinder 55, in good shape. New upholstery in the salon. This boat ready to cruise or live aboard. Many spares. This boat will take you anywhere. 10-ft Aqua Pro dinghy, 15hp Evinrude outboard. Forget the Ha-Ha, your boat is waiting in the Sea of Cortez! (425) 775-4381 or (206) 234-6713 or chrisede44@hotmail.com.



39-FT CAL, 1971. Oceanside, CA. \$15,000. *Knot A Clew* just repowered, Perkins 4-108 diesel. Lots of racing sails, tiller, fast, race winner. With Oceanside slip. Contact for information (949) 280-6220 or granahan@cox.net.

41-FT TA CHIAO CT, 1975. Ensenada. \$50,000. *Wastrel* was a custom order from the factory and upgraded throughout her life. Take possession in the United States or Mexico. Visit website for more details: <http://www.wastrel.org>. (702) 277-0595 or paulmayville@gmail.com.



40-FT MODIFIED SANTA CRUZ, 1983. Alameda. \$75,000. Rigged to race. Custom Antrim keel, 1600 lbs lighter, many racing and newer performance cruising sails. Lightly used asymmetric spinnakers. Low engine hours, instruments replaced 2010. Harken roller furler. (408) 807-9630 or egs@alum.berkeley.edu.



37-FT TARTAN, 1980. Marina di Ragusa, Sicily. \$60,000. Cruise the Med without an Atlantic crossing. Boat is within 600 nm of everything good from Mallorca to Aegean Greece. 2nd owner. Completely equipped for cruising/liveaboard. We sailed much of the world together. Much new/recent equipment: Yanmar 3JH4, Autohelm pilot, Balmar alternator and ARS-5 reg, main and genoa, Icom 710, Adler Barbour fridge, Force 10 stove/oven, Raritan Electro Scan, Max-Prop, Yamaha OB. Contact jcohan41@gmail.com.



37-FT TAYANA PILOTHOUSE, 1978. Sausalito, CA. \$85,000. Original owner, mechanical engineer, Perkins 4-108 2,900 hrs., heavy-duty hydraulic steering, autopilot, forward scanning sonar, 12V refrigeration, teak interior, no teak decks, excellent condition, many extras. Contact (775) 345-0170 or Altajake@aol.com.



36-FT CAPE GEORGE, 1975. Moss Landing. \$16,000. Junk rig. Solid cruising boat. Hawaii, AK, West Coast vet. North Sails, Aircraft aluminum masts, 4 anchors, Monitor vane, Taylor cookstove, 10-ft dinghy. VETUS diesel. Lots more gear. (831) 682-1620 or svhaiku@hotmail.com.



46-FT JEANNEAU SUN ODYSSEY 45.1. 1996. San Rafael, CA. \$119,900. Good cruiser/racer. Offshore gear, AIS, radar, plotter, autopilot, etc. Good North sails. Good engine. Clean interior. Pictures/details available at website: <http://www.yachts offered.com>. Or contact: (253) 377-1660 or sailingfansf@hotmail.com.



39-FT JEANNEAU SUN ODYSSEY. 2007. Pt. Richmond. \$179,000. Deck Salon model with light and airy main salon. Extra clean, only 100 engine hours. Huge cockpit, room for six adults seated comfortably, twin helms and folding cockpit table with custom radar/GPS/chartplotter on swiveling mount, as well as safety grab rails. In-mast furling mainsail easily operated by one person using 2-speed electric winch. Roller furling genoa with UV cover, additional smaller jib. Full Raymarine electronics. Extra sharp teak cockpit with cushions. Well maintained in Bay Area, never raced, nearly-new overall condition. More at www.yarboat.com/abbygale. Contact Eric. (432) 214-2387 or yarboat@msn.com.



38-FT WILDERNESS, 1983. Morro Bay. \$44,000. Designed by Gary Mull. Boat is in VERY good shape, is super fun to sail, fast and spent the first 20 years in fresh water. I purchased a larger boat and would love to get rid of this ASAP. Newer mid 90's Yanmar 3GMF with less than 400 hours, new Martec folding prop, new shaft, six bags of sails with two mains, carbon pole, sleeps 6, head with 10 gallon tank, 35 gallons of water, 35 gallons of fuel, Raymarine chartplotter and radar, solar panel, original gelcoat hull, Harken-equipped including roller furling. Please contact me with any questions, concerns or to view! Call (805) 550-1118 or email at goldconcept@sbcglobal.net.



38-FT CATALINA 380, 2001. Sausalito Yacht Harbor. \$119,000. Full electronics, new wind/speed/depth, chartplotter, autopilot, and radar. New AIS radio. New in-mast furling main and genoa with UV covers. Quantum cruising chute, Yanmar 40 with folding prop, dodger, electric windlass. Professionally maintained. Equipped for sailing and cruising: light and airy salon, 2 cabins, centerline berths, innerspring mattresses, front/top load refrigerator, microwave, flat screen HDTV/DVD, inverter, electric head and separate shower with glass door. \$4,000 of interior amenities. Includes new dinghy, outboard and new dinghy davits. Beautifully finished interior in Ultra leather and Corian. (707) 421-0366 or Randi3525@aol.com.



44-FT F&C, 1979. Ventura, CA. \$125,000 possible partial trade. One of the most gorgeous sailing yachts ever built, designed and built by German Frers, sister-ship to the late Roy Disney's famous *Shamrock*, possibly the only example of this fast and beautiful, go-anywhere, blue water cruiser on the West Coast. Strong fiberglass hull and deck with teak deck overlay. Centerboard shoal draft 5.1; go to weather board-down 7.6. Interior finished in South American hardwoods, 2 staterooms, 2 heads, sleeps 6. Only a few hours on rebuilt Perkins 4-108, large sail inventory, upgraded electrical system, newer upholstery, stainless dorades, full dodger, much more. May consider partial trade for fiberglass mid-30's sailboat. (805) 235-4046 or tackorjibe@gmail.com.

40 TO 50 FEET

45-FT HARDIN VOYAGER, 1979. Mazatlan, Mexico. \$99,000. This liveaboard is set up for cruising, just move on and go. New paint. Email for pics and list of equipment. (408) 844-4565 or (669) 127-9673 or rickhuls44@aol.com.



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45-FT HARDIN VOYAGER, 1979. Mazatlan, Mexico. \$99,000. This liveaboard is set up for cruising, just move on and go. New paint, email for pics and list of equipment. (408) 844-4565 or (669) 127-9673 or rickhuls44@aol.com.



44-FT KELLY PETERSON, 1977. San Diego. \$115,000. Major refit 2012, new Yanmar 75hp, new fuel tanks, new rigging and chain plates, dodger, bimini, pedestal, super cold machine refrigeration, Force 10 stove three burner with oven, deck and cabin Awlgrippened new nonskid, new electronics including Raymarine E 127 chart plotter, digital color radar, Standard Horizon Matrix VHF, all new batteries and Kyocera solar panels. May consider small trade. Too much to list, more info on website: <http://EndlessSummersailing.tumblr.com>. Contact (949) 291-6115 or jerrygahan@yahoo.com.



42-FT HUNTER 420, 1999. Ko Olina, Hawaii. \$133,000. Center cockpit, huge aft owner's stateroom with center mount queen and private head, separate guest cabin forward with second head. Excellent condition, well maintained with too many new things to list. In beautiful Ko Olina marina, this is a perfect winter home or waterfront condo! Sail the islands or farther. See online at website: <http://yachtworld.com>. Contact (503) 508-5784 or edwjen@msn.com.



40-FT COLUMBIA, 1965. Paradise Cay Yacht Harbor, Tiburon. \$25,000. *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. Pictures at <http://www.dropbox.com/sh/gxjif56ktnxvusa/4REqpVCvoj>. (415) 948-9801 or maliarmoseley@gmail.com.



45-FT FASTNET 45, 1974. Portland, OR. \$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 lightheart45@yahoo.com.



42-FT BAVARIA OCEAN, 1998. Portland, OR. \$165,000. The Ocean 42 is a center cockpit design with two cabins and ensuite heads, one forward and one aft, providing complete privacy for two couples or a family with two children. The interior cabinetry is finely crafted mahogany. This vessel has had three owners and is lightly used. (971) 404-6441 or dbborland@me.com.



48-FT SPARKMAN & STEPHENS, 1970. Marina del Rey, CA. \$298,000. Beautiful steel circumnavigator. Recent 18-month total refit 2010-2012! Dutch-built S&S/Koopman's design, completed by Royal Huisman. *Lola* is a beautiful, fast, seaworthy, circumnavigating machine! No expense was spared in bringing her back to "new" condition from top to bottom! Electronics, rigging, sails, mechanicals, electrical, and paint. All NEW! She is very unique, sails like a dream, and must be seen to be fully appreciated! Information at <http://www.sailinglola.com>. (707) 509-9096 or mjboucher76@hotmail.com.

40-FT VALIANT, 1978. Ventura. \$79,900. Hull #198. Outfitted over the past 18 months for cruising. She is in top condition and ready to head south. A change of wind direction has put her on the market. For information, contact (805) 754-8897 or fsmonds33@gmail.com.



47-FT VAGABOND, 1986. Redwood City. \$140,000. Great liveaboard boat that doubles as a global cruiser! Looking for an alternative to Bay Area housing prices? Thinking about someday sailing to Mexico, Hawaii, or parts unknown? This is a proven trans-ocean sailing vessel with low hours on her 100hp Yanmar engine. A comfortable cruising ketch, she can handle just about anything the Bay can throw at her - or the Pacific! Priced for quick sale, although she's worth considerably more. Contact (520) 305-0019 or salubria_bob@yahoo.com.



44-FT CATALINA MORGAN, 2007. Seattle, WA area. \$265,000/obo. Mint condition. Captain-maintained. Beautiful deck salon, light and airy. 75hp Yanmar, low hours. Batteries recently replaced. Two large solar panels, cruising spinnaker, power winches, hydronic heat, Raymarine C120, radar, autopilot, bow thruster. LLC available. Information at (408) 666-3261 or jerryfsaia@aol.com.



44-FT HUNTER 44DS, 2007. In California. \$199,000. Health conditions force us to sell our like-new 2007 Hunter 44DS, cruise-ready. Only 590 engine hours! Standard features, plus in-mast furling, gennaker, boom brake, electric winch; radar, Raymarine E-120, additional displays at nav station, autopilot with remote, AIS, EPIRB, PLB, VHF radio, 2 handholds; watermaker, 120 gal water, 50 gal fuel, 50 gal holding tank; 56hp Yanmar, upgraded 165 amp alternator, 600ah AGM starting and house batteries, 2.4KW inverter. Hard bottom dinghy, 9.9 four-stroke outboard, heavy-duty davits. Fabulous accommodations, 2 heads with separate showers, centerline queen bed, Bose surround sound system, large flat screen TV, dodger, bimini, near-totally enclosed cockpit! (602) 421-9964.



46-FT BRUCE ROBERTS SPRAY, 1995. Sausalito, CA. \$75,000/obo. Custom-built. Good liveaboard. Berth in Sausalito, CA could go with it. See website for pictures and details: <http://www.SailboatListings.com>. Contact (916) 765-0864 or timbrenda78@att.net.



42-FT CASCADE, 1972. Alameda, CA. \$40,000. New sails, watermaker, Autohelm, new rigging, ice maker, marinized Westerbeke and more. Needs work on deck. Spent a lot, asking for less. (650) 704-2302 or galaxaura@gmail.com.



42-FT WHITBY, 1982. Southwest Florida. \$89,500. Ketch with full bimini. New gear includes radar, chartplotter, VHF/antenna, batteries, charger-inverter, high output alternator, wind generator, solar, gauges, electric windlass, chain and anchors. Loaded and ready to cruise. (415) 272-8349 or flamingo480@gmail.com.



47-FT VAGABOND, 1984. San Diego. \$165,000. This Vagabond's latest upgrades: all new tankage, fuel, water, holding. Many previous upgrades. If interested contact Len at: (310) 357-9673 or lwohlsdorf@hotmail.com.



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47-FT CATALINA, \$229,500. Customized bluewater ready. Extra fuel capacity, 110 or 240v, watermaker, chartplotter, radar, AIS, coldplate fridge/freezer. Custom cabinets and workshop, dive compressor, in-boom furler, staysail, autopilot, wind vane, new hard dodger, heat-air, Auto-prop. Much more. Contact (916) 607-9026 or <http://adream2sail.publishpath.com>.

51 FEET & OVER



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CLASSIC BOATS



35-FT CHEOY LEE LION, 1965. Rio Vista. \$20,000. Beautiful 1965, 35-ft Cheoy Lee Lion. Glass hull, Yanmar 30 with around 600 hours, original roller furler boom, new mainsail from Sobstad, one 120%, one 90%. Fresh brightwork, depth sounder, Autohelm, big windlass, two anchors with hundreds of feet of chain. Fresh bottom job and rebuilt cockpit. We take her out on the weekends, so engine time may vary. Email mrmrsjacobson12@gmail.com.

38-FT HERRSHOFF CUTTER, 1936. Morro Bay, CA. \$45,000. Selling our beloved cutter and private mooring in beautiful Morro Bay, CA. Great views, easy access from dinghy beach, just hauled and inspected. Will sell separately. Email blc19533@hotmail.com.



58-FT STAYSAIL SCHOONER 1925. Port Townsend, WA. \$109,000. Price reduced! *Suva*, 1925 staysail schooner designed by Ted Geary. A gorgeous and sound classic yacht that sails wonderfully! Teak. Financing available. More information at: <http://www.schoonerforsale.com>. Please contact schoonersuva@gmail.com or (360) 643-3840.

MULTIHULLS

40-FT PIVER VICTRESS, 1981. Napa. \$10,000. Older Tri in need of new owner. Needs TLC but her bedroom tricks will amaze you (has five double bunks, aft cabin modified to spread over wings). Yanmar 3GM3F. More at <http://goo.gl/PTM3eH>. Call (707) 653-5150.



52-FT TENNANT BLADE RUNNER. Modified, 1987. Ventura, CA. \$175,000. *Afterburner*, fastest coastal sail catamaran on the West Coast, for sale to a good home. More at: <http://afterburner.gibbsCAM.com>. Contact (805) 377-1789 or afterburner@gibbsCAM.com.

57-FT CUSTOM CATAMARAN, 2014. \$62,000 obo. 57x30 custom catamaran. Marine ply w/epoxy fiberglass. Rotating mast. Hulls, deck, bridge deck and basic interior completed. Needs engines, sails, steering, finish interior. Owner can help finish. Contact orlovicr@yahoo.com or (650) 773-6327.



35-FT FONTAINE PAJOT TOBAGO. 1997. Richmond, CA. \$139,500. A good sailing cat with panoramic views in a 3 cabin layout that is rarely found on the market! Twin Yanmar diesels low hours, roller furling, lazy jacks, autopilot, windlass and super clean inside and out! All lines led aft and well suited for offshore passages. Must sell for health reasons. For more pictures and info go to: <http://db.tt/jPk023zW>. Call (510) 253-5883 or email tobago35cat@gmail.com.

55-FT HORSTMAN TRIMARAN. Half Moon Bay, CA. \$100,000. Glass over ply, 125hp Yanmar, 5000 watt generator. BIG, fat liveaboard, mooring, HMB. Sleeps 12. Big pilothouse, live almost free. <http://RockyPointRealEstateGirl.com>. (702) 448-8723 or susan_flinn@yahoo.com.

47-FT CATAMARAN HARD TOP, 2006. St. Martin. \$60,000. This is a 1/6th ownership. Price includes: Malibu II 2-person kayak Pro-XL, fishing gear, windsurfer, cockpit cushions, upgraded JVC AM/FM with CD player, Bose marine speakers, inverter, generator, fuel: diesel, number of engines: 2, hull number: RAC47063J504. Galley: 1 sink, 4-burner stove, microwave oven, refrigeration. The moorings 4700 is set up with a modern galley, 4 spacious cabins with in-suite heads. Will be launched by Nov. 15. 2014. Contact (702) 525-8520 or (702) 293-2436 or email rocko.graziano@gmail.com.

30-FT EXTREME FORMULA RACING. Catamaran, 2000. Reno, NV. \$27,500. Approximately 1,500 lbs., 18' carbon beams, 48' mast, heavy trailer. Will partner SFB, 1/3 \$10,000., with \$4,000. kitty. More at http://www.designcatamaran.com/?page_id=76. Contact (775) 827-2786 or multihuler@aol.com.



34-FT CONTOUR TRIMARAN, 2000. Ventura, CA. \$88,750. *Orange* is a speedy adventure platform in excellent condition. Beautiful interior, fresh electronics, Yanmar 20 with Sail Drive, custom dodger and bimini. Many photos and details available at: <http://www.contour34.com>. Please contact (415) 602-5880 or email Paul@PierpontPerformanceSailing.com.

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 and 30 minutes - S.B. to Fry's). Details, photos available. Contact kgarcken@pacbell.net.



50-FT CONTOUR TRIMARAN, 2002. Point Loma, CA. Vessel was a prototype for an unmanned sailing project. It has one 40hp Yanmar 4JH3E engine with 3192 hours. Sailing system is currently not functional with its replaced X-2 hulls, X-2 wing sail and rigging, X-2 stub mast assembly. Vessel is composite fiberglass built in Canada. Vessel must be removed by water. <http://www.govliquidation.com/auction/view?auctionId=8500923&convertTo=USD>. Call (602) 320-9769 or email ilsinquiries@liquiditieservices.com.



34-FT GEMINI 105 MC, 2005. San Diego. \$119,000. *Pelagic* is a custom-appointed example of a full-featured Gemini. Complete electronics, custom interior, new topside and bottom paint. You won't find a better example of a 105Mc. (619) 892-5003 or lmurphy@cox.net.

35-FT OPEN BRIDGEDECK. Cruising catamaran, 1996. Nawiliwili Harbor, Kauai. \$20,000. Made passage from Seattle. Epoxy foam construction, 46' wing mast, single daggerboard, one Yamaha 9.9 outboard in central well, tiller steering, autopilot, EPIRB. Beams need work. (206) 612-4623 or zkajia@gmail.com.

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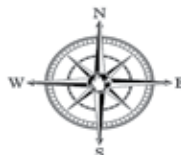
32-FT GRAND BANKS CLASSIC, 1977. Sausalito. \$62,900. With steady/staysail. 1977 fiberglass with many upgrades. Shows care by longtime owner with mostly new everything. Only FG hull in SF Bay currently for sale. Have full specs and October 2014 survey from Wedlock. Email for pics and specs. Call (415) 710-3161 or lunasea2@yahoo.com.



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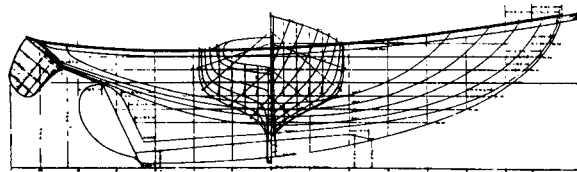
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Nice example of very successful IOR racer/cruiser. **\$29,000**

See at: www.marottayachts.com



41' SCEPTRE, 1988
Vessel to be priced substantially below market for quick sale and needed work. Call for details. **Price TBD**

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31' HUNTER, 1987
Clean and well priced. Would make a good, inexpensive, fun daysailer or weekender. **\$27,000**

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26' FRISCO FLYER, 1968
One of the last Frisco Flyers built, she has bulletproof fiberglass hull and a 1990 Yanmar diesel. **\$12,000**

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Perry's brilliant medium-sized cruiser. Diesel, full galley, wheel, enclosed head with shower. Great lines and beautiful down below. With their big keel and skeg-hung rudder, these boats sail very well. +++ Asking **\$39,950**



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



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57' CHINESE JUNK Twin Gardner dsls. Roomy, comfortable, unique & ideal for liveaboard. Just hauled & much upgrading/refit completed. 3 strms, large salon & galley, genset, wood carvings, great wheelhouse observation salon, high quality construction, ++. Asking **\$119,900**



REDUCED!
34' CATALINA Full cruise equipment. Baja Ha-Ha veteran and ready to go again. Aft and forward double staterooms, solar panels, radar and full electronics. Lots of gear. Dodger and bimini, spinnaker. Great condition and MORE! Asking **\$32,950**



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Beautiful pleasure yacht conversion. Ultimate in seaworthiness, economy & saltiness. Built for rigors of commercial use in PNW waters & all conditions. 6-71 GM dsl, 8KW dsl gen, inverter, red cedar planking, nav computer, radar, depth, 2 VHF's, AP, reefer/freezer, dsl range, +. Asking **\$39,950**



120' CHARTER/EXCURSION VESSEL. Legal for 12 paying passengers plus crew. Stand-alone high-endurance bluewater steel vessel. V-12 CAT, gensets, comfort, seaworthiness, safety and great accommodations, crane, HELICOPTER PAD and MORE! Alaska anyone? Asking **\$360,000/offers**



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SUPER NICE!
39' CAL Very nice one. Diesel rebuilt by British Marine. Rig overhauled 2013 incl. new standing/running rigging, new batteries/charger, CNG range w/oven, 6'5" hdrm, sleeps 8. New VHF, AIS, new radar, GPS, VHF, depth. Lines led aft. Cabin heater, cockpit table, wheel, dodger, MORE. Asking **\$59,950**



32' HUNTER VISION Hunter's much copied and highly successful breakthrough design in outstanding condition. Unstayed mast, lines led aft for shorthanded sailing, dodger, wheel, dsl, GPS, AP, radar on an arch. Great roomy layout & MORE. **Must see!** Asking **\$39,900**



34' PETERSON Sloop. Doug Peterson's renowned Performance Cruiser design. Great boat. Well cared for and nice above & below. Yanmar dsl, roller furling, 3 spinn, 2 mains, 5 jibs, new batteries, full galley w/reefer/freezer, 6'6" hdrm, AP, more! Asking **\$19,900**



WOW!
34' SPAULDING Sloop. Beautiful bright red performance cruiser by Sausalito's legendary Myron Spaulding. Epoxy saturated Brunzeel cold-molded construction. Excellent condition. Monel, bronze, +. Low hrs i/b Greymarine, teak decks, 2 mains, 2 genys & spinnaker. Asking **\$12,950**



IN LA PAZ
37' RAFIKI Meet the Ha-Ha in Mexico. Yanmar 50 hp dsl, radar, A/P & vane, SSB, dodger. Lines led aft. Forced air dsl heat, large enclosed head & stall shower. Cruiser keel, fridge & MORE! A comfortable cruiser w/lots of storage & amenities. Asking **\$59,500**



A SEA BOAT
38' ERICSON Sloop. Great Bruce King design. Diesel, roller furl, self-tending winches, dodger, full galley w/fridge & freezer, radar, GPS, plot, etc. with repeaters, spinnaker, wheel/pedestal, solar panel, tender w/motor, AP, liferaft, 2 dbl staterooms & MORE! Asking **\$51,500**



**OUTSTANDING
CRUISER**
39' GULF PILOTHOUSE Sloop/Motorsailer. Inside and outside helms, very clean, only 280 hours on diesel engine, RF, lines led aft, spinnaker, rod rigging, running rig new. Lots of other new equipment/gear. 2 double staterooms, +. Asking **\$96,500**



IN SO CAL
34' GEMINI 105 CAT Lovingly maintained example of this popular, affordable cruiser. GPS, VHF, depth, CD/stereo, battened mainsail, roller furling, lazy jacks, fixed dodger, wheel steering, h/c water, cockpit shower, enclosed maine head w/shower, full galley & MORE! Asking **\$94,950**



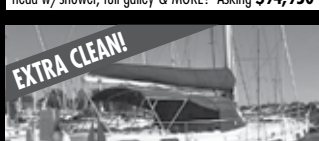
45' FUJI KETCH Cruise equipped, 60 hp dsl, genset, wind gen, radar/GPS/plotter and full elect with repeaters at pedestal/wheel steering, dodger, main, spinnaker, storm jib, roller furling, genoa, autopilot, reefer/freezer, more! Asking **\$99,500**



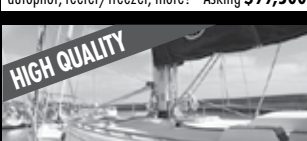
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50' HERRESHOFF CENTER COCKPIT Ketch. Aft stateroom, 115hp 6-cyl dsl, full galley, AP, radar, GPS, dinghy-ro/b, more! A big, comfortable, strongly-built, GLASS, bluewater world cruiser from a fine designer, FAITH comes with a lot of gear. Asking **\$82,500**



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133' CAR FERRY Conversion: Office/Studio. Ultra spacious. Fully operational. Set up for very comfortable living and working. Ice Class, built in Norway. Fine condition. Absolutely unique and VERY cool. Rare opportunity. Asking **\$390,000**



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EXCEPTIONAL!
46' GARDEN PORPOISE Ketch. Bill Garden's magnificent all-teak world-beater design. She's circumnavigated before & ready to do it again. Fully equipped to take on the world's oceans in safety & comfort. Try **\$79,950**

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DON'T WAIT UNTIL IT'S TOO LATE

Pictured above is a vessel that's been in the water way too long. The white gelcoat has been exposed allowing the opportunity for hard-calified growth to develop. Not only does this growth degrade the performance of the vessel but in time could also harm the hull. Is this a case of being a penny wise and pound foolish? Possibly.

KKMI offers the most competitive and complete bottom painting packages at a fixed price, so why gamble? KKMI quality and value is just what your bottom line and paint needs. Give us a call today.

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HERB CRANE



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When it comes to the smoothness of your bottom, so-to-speak, there can be quite a range. Some boat owners are happy with the antifouling paint applied with a roller and for others...nothing less than perfection will do. KKMI understands these differences and like all paint jobs...great results begin with the proper preparation. For example, all of KKMI's bottom paint packages include properly sanding the bottom to ensure adhesion and longevity. On the other end of the spectrum...if you're racing in the Farr 40 World Championships, your bottom must be absolutely flawless. It's no coincidence that KKMI's ultra-fast bottom jobs are the talk of the town...the top four positions in the Farr 40 Worlds readied their boats at KKMI. *Congratulations to the Teams!* For the best performing bottom job, leaders go to KKMI.



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