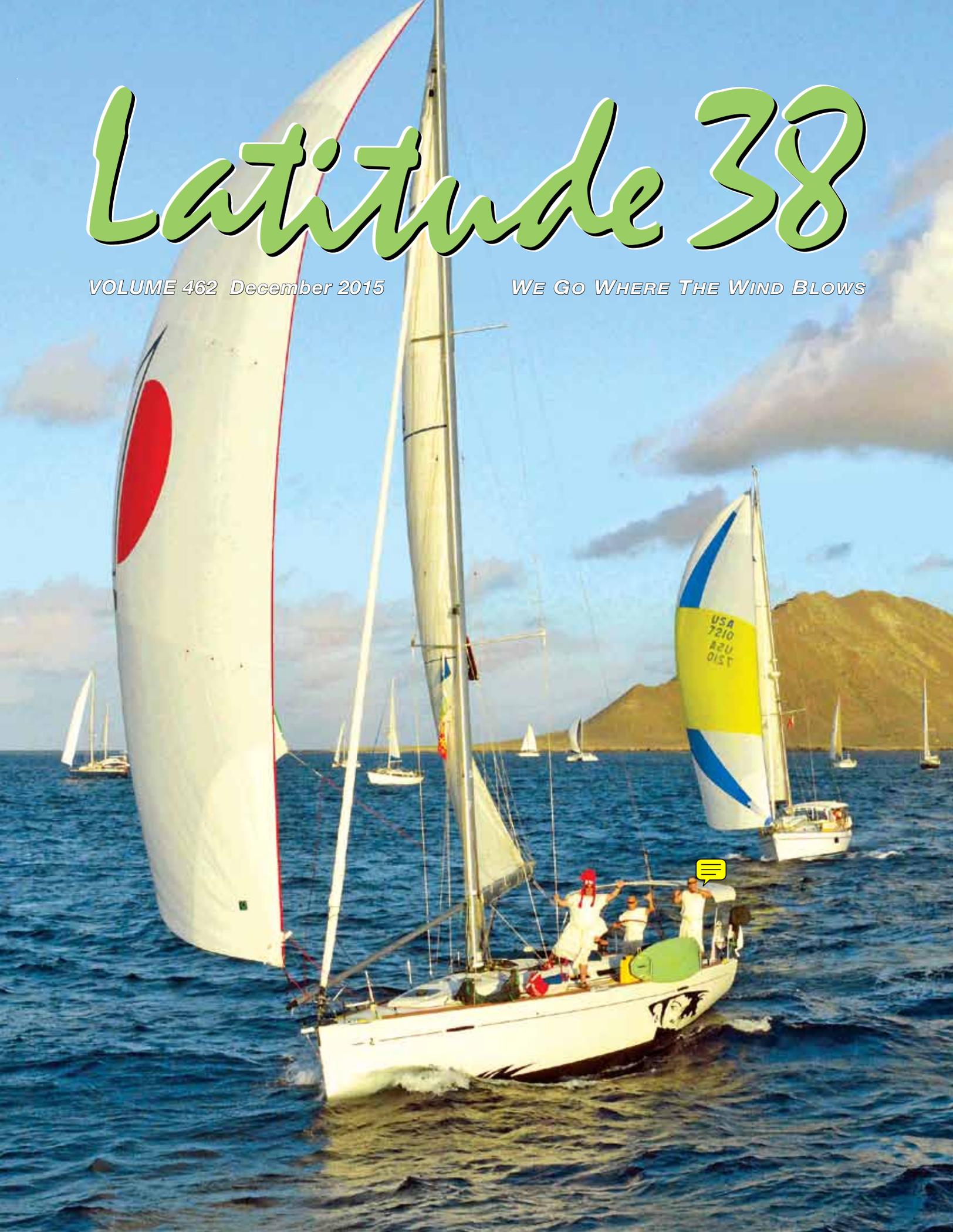


Latitude 38

VOLUME 462 December 2015

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Oceans 4

Congratulations to Jack Peurach and the crew of Express 37, *Elan*, winner of division PHRO 2 of the Ocean Yacht Racing series of the Yacht Racing Association of San Francisco Bay.

And to Jim Quanci and the crew of Cal 40, *Green Buffalo*, winner of division PHRO 3 of the OYRA series of YRA.

And to Pat Broderick, whose Wyliecat 30, *Nancy*, won the Short Handed Sailors division of the same ocean series.

Buzz Blackett's Class 40, *California Condor*, tied for first in PHRO 1, but was scored as 2nd on the tie-breaker.

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Cover: Paul Martson and Jared Brockway's Ventura-based Beneteau First 40 *Vanishing Girl* glides out of Bahia Santa Maria on a gentle morning breeze, just after the start of Leg Three of the 22nd Baja Ha-Ha Rally.

Photo: *Latitude* / Andy

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



NEW & USED BOAT SALES • CHARTER FLEET • LESSONS

December Events

December 5: Lighted Boat Parade

Hot Toddy Party at
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**December 2: Seminar -
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OCEANIS 31	2016	\$145,000
OCEANIS 31	2009	\$84,000
FIRST 25	2013	\$69,000

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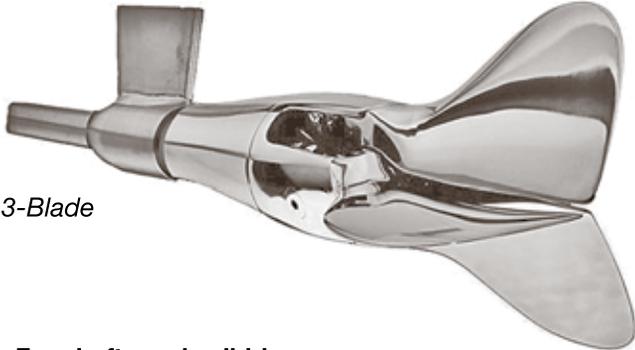


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CALENDAR

Non-Race

Dec. 1-Jan. 4 — The tall ship *Hawaiian Chieftain* is docked in Sacramento through 12/4. She'll visit Long Beach on 12/9-14 and San Diego (with battle sails!) on 12/16-1/4. Info, (800) 200-5239 or www.historicalseaport.org.

Dec. 1-Jan. 4 — *Lady Washington* visits Morro Bay on 12/1-7, Long Beach on 12/9-14, and San Diego on 12/16-1/4. Info, (800) 200-5239 or www.historicalseaport.org.

Dec. 2-23 — Wednesday Yachting Luncheon Series, StFYC, 12-2 p.m. Lunch and a dynamic speaker each week for about \$25. All YCs' members welcome. Info, www.stfyc.com.

Dec. 2-23 — San Diego's South Bay Sea Scouts meet at Chula Vista Marina aboard the schooner *Bill of Rights* on Wednesdays at 7 p.m. Sea Scouts is for guys & gals ages 13-20. John, (619) 852-7811 or mossfish@gmail.com.

Dec. 3 — Volunteer-in-Parks Training for San Francisco Maritime Museum's new and returning docents, 10 a.m.-noon. Free. Carlo, (415) 561-7170 or carlo_arreglo@nps.gov.

Dec. 5 — Deck the Hulls' Lighted Yacht Parade on the Oakland-Alameda Estuary, this year with a longer route. Benefits Oakland Firefighters Random Acts & Alameda Co. Community Food Bank. Info, www.lightedyachtparade.com.

Dec. 5 — Holiday Lighted Boat Parade, 6-6:30 p.m., Petaluma Marina to the downtown turning basin. Info, (707) 769-0429, www.visitpetaluma.com.

Dec. 5 — Lighted Boat Parade in Vallejo, 5-8 p.m. VYC, www.vyc.org.

Dec. 5 — Lighted Boat Parade in Santa Cruz. SCYC, www.scyc.org.

Dec. 5, Jan. 2 — Chantey Sing aboard the ferryboat *Eureka*, Hyde Street Pier, San Francisco, 8 p.m.-midnight. Dress warmly and bring a mug for hot cider. Free, but RSVP to Peter, (415) 561-7171.

Dec. 5-26 — Sailing in Access Dinghies, 10 a.m., every Saturday with BAADS at South Beach Harbor in San Francisco. Meet at Java House. Free. Info, (415) 281-0212 or www.baads.org.

Dec. 6 — Hanukkah begins at sundown.

Dec. 6 — Lighted Boat Parade in Monterey. MPYC, www.mpyc.org.

Dec. 6, 13, 20 — Dead Horse Demonstration (aren't you just dying to know?) aboard *Balclutha*, Hyde Street Pier, San Francisco, 11:45 a.m.-12:15 p.m. \$10; kids under 16 free. Info, (415) 447-5000 or www.nps.gov/safr.

Dec. 6, Jan. 3 — Maritime Crafts for Kids, Hyde Street Pier entrance, San Francisco, 1-2 p.m. For kids ages 5-10. Free. Info, (415) 447-5000 or www.nps.gov/safr.

Dec. 6-27 — Veterans' Sail, 10 a.m., and Keelboat Sail, noon, every Sunday with BAADS at South Beach Harbor in S.F. Free. Info, (415) 281-0212 or www.baads.org.

Dec. 9 — Singlehanded TransPac Seminar: Rigging & Sails, Oakland YC Regatta Room, Alameda, 7:30 p.m. Everyone welcome; free. SSS, www.sfbaysss.org.

Dec. 11 — Decorated Boat Parade on the Cityfront, 6 p.m. StFYC, www.stfyc.com.

Dec. 12 — Celebrations at Sea aboard *Balclutha*, Hyde Street Pier, San Francisco, 3-4:45 p.m. \$10 adults. Old-Time Maritime Christmas, 6 p.m., Lamplit guided tours every 20 minutes until 7:40. Free, but RSVP to (415) 447-5000. Info, www.nps.gov/safr.

Dec. 12 — Lighted Boat Parade followed by fireworks in Sausalito, 6-9 p.m. SYC, www.sausalitoyachtclub.org.

Dec. 13 — Open House, West Coast Multihulls, Sunroad Marina, 1-5 p.m. Stay and watch the Parade of Lights. Info, (619) 571-3513 or kurt@westcoastmultihulls.com.

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- 2006 C34 – sold in one week
- 2010 C375 – sold in one week
- 2007 C42 – sold in one week
- 2004 C400- sold in one month



Catalina Yachts

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- 1998 C320
- 2000 C320
- 2004 C400
- 2007 C350
- 1994 C42
- 1988 C34
- 1986 C34
- 1985 C30



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- 38' Catalina 385, 2015 **AT OUR DOCKS NOW**

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- 47' Catalina 470 Tall Rig, 2006 299,000
- 37.5' Catalina 375, 2010 **NEW LISTING** 198,800
- 36' Catalina 36, 2000 **NEW LISTING** 91,900
- 31' Catalina 310, 2005 **NEW LISTING** 74,500
- 30' Catalina 30, 1982 19,500

Pre-Owned Sailing Yachts

- 50' Grand Soleil 50, 1997 **REDUCED** 260,000
- 43' Dufour/GibSea 43, 2003 **REDUCED** 129,000
- 43' C&C CUSTOM, 1973 225,000
- 41' C&C, 1988 **NEW LISTING** 109,000
- 38' C&C, 1978 40,000
- 38' CT, 1982 **SOLD**
- 37' Hunter 376, 1997 **REDUCED** 69,000
- 35' Hunter Legend 35.5, 1990 **SOLD**
- 35' Cal 35, 1981 38,700
- 31' Cantieri Baglietto International 5.5, 1955 38,000

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- 31' New Ranger Flybridge, 2016 **COMING SOON**
- 31' Ranger Tug Sedan, 2015 269,937
- 29' Ranger Tug, 2016 **COMING SOON**
- 27' Ranger Tug, 2016 159,937

Pre-Owned Ranger Tugs

- 21' Ranger Tug Classic, 1997 **REDUCED** 26,500
- 21' Ranger Tug Classic, 1996 21,500

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- 27' Glacier Bay 2780, 2014 **REDUCED** 149,137

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- Stephens 70 Classic Motor Yacht, 1966 1,100,000
- 43' Stephens, 1930 125,900
- 43' Bayliner 4387, 1990 **SOLD**
- 38' Chris Craft 36 Corsair, 2008 .. **NEW LISTING** 225,900
- 28' Protector Targa, 2007 159,000
- 12' Aquascan Dinghy, 25hp Yanmar/float dock 12,000



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CALENDAR

Dec. 13, 20 — Parade of Lights, San Diego Bay. Starts at Shelter Island at 5:30 p.m. Christmas Around the World theme. Info, www.sdparadeoflights.org.

Dec. 14 — Shop *Latitude 38's* online chandlery to find the perfect gifts for the sailors on your holiday list. Place your order by 12/14 to ensure delivery in time for Christmas. See www.latitude38.com/chandlery/chandlerycover.html.

Dec. 19 — Birds of the Bay, Hyde Street Pier entrance, San Francisco, 8:30-9:30 a.m. Kids and all levels of birders are welcome. Free. Info, (415) 447-5000 or www.nps.gov/safr.

Dec. 19 — Lighted Boat Parade in San Rafael, 5:30 p.m. Info, www.lightedboatparade.org.

Dec. 25 — Sail under the full moon on Christmas!

Jan. 10 — Open House & Dock Walks, Brickyard Cove Marina, Point Richmond, 10 a.m.-4 p.m. Info, (510) 236-1933 or info@bycmarina.com.

Jan. 13 — Singlehanded TransPac Seminar: Emergency Rudders & Other Mechanics, OYC Regatta Room, 7:30 p.m. Everyone welcome; free. SSS, www.sfbaysss.org.

Jan. 13-17 — Portland Boat Show, Portland Expo Center. \$10; kids under 13 free. Info, www.otshows.com/pbs.

Jan. 15-18 — Progressive Insurance San Francisco Boat Show, Pier 48 & McCovey Cove. Info, www.sfboatshow.com.

Jan. 21-24 — San Diego Sunroad Marina Boat Show. Adults \$12; cash only. Info, www.bigbayboatshow.com.

Jan. 23 — Pacific Offshore Academy #3, Richmond YC, 1 p.m. \$30. Social event follows. Info, www.pacificcup.org.

Jan. 29-Feb. 6 — Seattle Boat Show Indoors + Afloat, CenturyLink Field Event Center & Chandler's Cove, South Lake Union. Info, www.seattleboatshow.com.

Racing

Dec. 5 — Fall Series. SSC, www.stocktonsc.org.

Dec. 5-6 — NorCal Opti Winter Series. StFYC, (415) 563-6363 or www.stfyc.com.

Dec. 6 — Santana 22 Team Racing. SCYC, www.scyc.org.

Dec. 27 — Christmas Race. MPYC, www.mpyc.org.

Jan. 1 — Brrr Rabbit. CPYC, www.cpyc.com.

Jan. 9 — Little Daddy. RYC, www.richmondyc.org.

Jan. 9-10 — California Dreamin' match racing series in J/22s. SDYC, www.sdy.com.

Jan. 17-22 — Quantum Key West Race Week, an international classic and travel-worthy destination event, now hosted by the Storm Trysail Club. Info, www.keywestraceweek.com.

Jan. 30 — Three Bridge Fiasco, a wacky race that draws hundreds of shorthanded sailors and kicks off the SSS season. SSS, www.sfbaysss.org.

Midwinter Regattas

BAY VIEW BOAT CLUB — Midwinters: 12/12, 1/9, 2/13, 3/12. Info, www.bayviewboatclub.org.

BERKELEY YC — Midwinters: 12/12-13, 1/9-10, 2/13-14; Champion of Champions: 2/28. Bobbi, (925) 939-9885 or www.berkeleyyc.org.

BERKELEY YC — Chowder Races: Sundays through March 28 except when it conflicts with above. Paul, (510) 540-7968 or www.berkeleyyc.org.

CAL SAILING CLUB — Year-round Sunday morning dinghy races, conditions permitting, intraclub only, typically in Laser Bahias and JY15s. Info, www.cal-sailing.org.

CORINTHIAN YC — Midwinters: 1/16-17, 2/20-21. Info, (415) 435-4771 or www.cyc.org.

COYOTE POINT YC — Winter Beercans: 1/10, 1/24, 2/14, 2/28, 3/13, 3/27. Info, (650) 347-6730 or www.cpyc.com.

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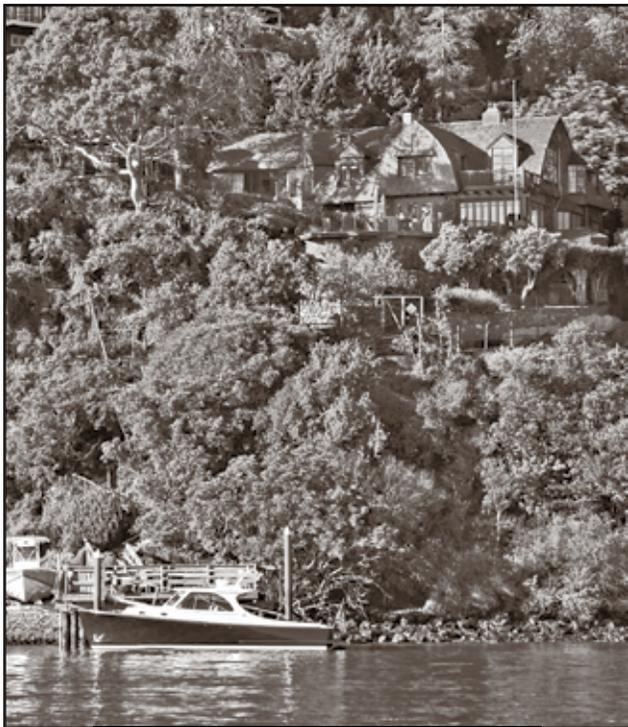


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CALENDAR

Series: 2/27, 3/12, 3/26, 4/9, 4/23. Info, (831) 724-3875 or eyc@elkhornyc.org.

ENCINAL YC — Jack Frost Series: 1/23, 2/27, 3/19. Info, (510) 522-3272 or www.encinal.org.

GOLDEN GATE YC — Manuel Fagundes Seaweed Soup Series: 12/5, 1/2, 2/6, 3/5. Info, (415) 346-2628 or www.ggyc.com.

ISLAND YC — Island Days on the Estuary: 12/13, 1/10, 2/14, 3/13. John, (510) 521-2980 or www.iyc.org.

KONOCTI BAY SAILING CLUB — OSIRs (Old Salts in Retirement) every Wednesday at noon. Info, www.kbsail.com.

LAKE MERRITT SAILING CLUB — Midwinters: 12/12, 1/10, 2/13, 3/13. Mark, (925) 245-0287.

MONTEREY PENINSULA YC — Perry Cup/Midwinters: 12/5, 1/2, 2/6. Info, www.mpyc.org.

OAKLAND YC — Sunday Brunch Series: 1/3, 1/17, 1/31, 2/7, 2/21, 3/6, 3/20. Jim, (510) 277-4676, oyracecom@gmail.com or www.oaklandyachtclub.net.

REGATTAPRO — Winter One Design: 12/12, 1/9, 2/13. Jeff, (415) 595-8364 or www.regattapro.com.

RICHMOND YC — Small Boat Midwinters (Sundays): 12/6, 1/3, 2/7, 3/6. Optis & El Toro Green Fleet (Saturdays): 12/5, 2/6, 3/5. Info, www.richmondyc.org.

SAN FRANCISCO MODEL YC — Victoria one-design radio-controlled races every Wednesday afternoon year-round at Spreckels Lake in Golden Gate Park. Info, www.sfmymc.org.

SANTA CRUZ YC — Midwinters: 12/19, 1/16, 2/20, 3/19. Info, (831) 425-0690 or www.scyc.org.

SANTA ROSA SC — Spring Lake Winter Series: 12/19, 1/16, 2/13, 3/19, 4/16 (2016 dates are tentative). Info, www.santarosasailingclub.org.

SAUSALITO YC — Sunday Chili Midwinters: 12/6, 1/3, 2/7, 3/6. Info, www.sausalitoyachtclub.org or race@sausalitoyachtclub.org.

SEQUOIA YC — Winter Series: 12/5, 1/9, 2/6, 3/19 (St. Patrick's Day Race). Redwood Cup pursuit race series: 12/12, 1/23, 2/20, 3/12. Info, www.sequoiayc.org.

SOUTH BEACH YC — Island Fever Midwinters: 12/19, 1/23, 2/27, 3/19. Info, www.southbeachyc.org.

TIBURON YC — Midwinters: 1/9, 2/6, 3/5. Info, race@tyc.org or www.tyc.org.

VALLEJO YC — Tiny Robbins Midwinters: 12/5, 1/2, 2/6, 3/5. Info, (707) 643-1254 or www.vyc.org.

In the Tropics

Dec. 13-15 — Banderas Bay Blast, including Pirates for Pupils fundraiser. Vallarta YC, www.vallartayachtclub.org.

Jan. 16-24 — Mt. Gay Rum Round Barbados Race Series. Barbados CC, www.mountgayrumroundbarbadosrace.com.

Jan. 28-31 — Antigua Superyacht Challenge. Antigua YC, www.thesuperyachtchallenge.com.

Jan. 28-Feb. 2 — Grenada Sailing Week. Grenada Sailing Association, www.grenadasailingweek.com.

Feb. 22-26 — RORC Caribbean 600, with starts and finishes in Antigua. Info, www.caribbean600.rorc.org.

Feb. 28-Mar. 5 — MEXORC (Mexican Ocean Racing Circuit), Puerto Vallarta. Info, www.mexorc.net.

Mar. 4-6 — St. Maarten Heineken Regatta, world-class racing. St. Maarten YC, www.heinekenregatta.com.

Mar. 9-12 — Banderas Bay Regatta, four days of parties and three days of friendly racing for cruisers in one of the world's great sailing venues. Info, www.banderasbayregatta.com.

Mar. 9-12 — Loro Piana Caribbean Superyacht Regatta and Rendezvous in Virgin Gorda. Costa Smeralda YC, www.loropianasuperyachtregattaandrendezvous.com.

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Mar. 17-20 — St. Barths Bucket Regatta. St. Barths YC, www.bucketregattas.com/stbarths.

Mar. 25-27 — St. Thomas International Regatta in USVI. St. Thomas YC, www.stthomasinternationalregatta.com.

Mar. 28-Apr. 3 — BVI Spring Regatta & Sailing Festival. Royal BVI YC, www.bvispringregatta.org.

Mar. 31-Apr. 3 — La Paz Bay Fest for cruisers. Club Cruceiros de La Paz, www.clubcruceiros.net.

Apr. 4-9 — Maxi Yacht Rolex Caribbean Cup. Costa Smeralda YC, www.yccs.it/en.

Apr. 11-16 — Les Voiles de St. Barth. St. Barths YC, www.lesvoilesdesaintbarth.com.

Apr. 13-19 — Antigua Classic Yacht Regatta. Antigua YC, www.antiguaclassics.com.

Apr. 24-29 — Antigua Sailing Week, "Where sailing comes first." Antigua Sailing Association, www.sailingweek.com.

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

December Weekend Tides

date/day	time/ht.		time/ht.	
	LOW	HIGH	LOW	HIGH
12/05Sat	0023/1.5	0719/5.5	1349/1.3	1957/3.9
12/06Sun	0113/1.8	0754/5.7	1432/0.8	2100/4.1
	HIGH	LOW	HIGH	LOW
12/12Sat	0042/4.7	0514/2.8	1122/6.2	1804/-0.8
12/13Sun	0123/4.8	0557/2.8	1203/6.1	1844/-0.8
12/19Sat	0601/5.9	1225/1.3	1833/4.2	2355/1.3
12/20Sun	0650/6.2	1327/0.6	1956/4.3	
	LOW	HIGH	LOW	HIGH
12/25Fri	0430/2.4	1041/6.8	1726/-1.2	
	HIGH	LOW	HIGH	LOW
12/26Sat	0038/5.2	0520/2.5	1124/6.6	1807/-1.0
12/27Sun	0122/5.3	0609/2.5	1207/6.2	1848/-0.7
12/31Thur	0411/5.2	1000/2.4	1523/4.3	2140/1.1
01/01Fri	0459/5.3	1111/2.2	1633/3.9	2234/1.5

December Weekend Currents

date/day	slack		max	
	slack	max	slack	max
12/05Sat	0241	0516/1.9F	0823	1209/2.7E
	1617	1821/1.3F	2102	
12/06Sun		0003/2.1E	0324	0600/1.9F
	0855	1246/3.0E	1702	1916/1.7F
	2203			
12/12Sat	0150	0427/2.2E	0722	1007/2.1F
	1207	1553/4.0E	2030	2323/2.8F
12/13Sun	0232	0509/2.2E	0808	1051/2.0F
	1250	1637/4.0E	2106	
12/19Sat	0100	0401/2.5F	0643	1008/3.1E
	1430	1647/1.6F	1922	2238/2.4E
12/20Sun	0158	0456/2.5F	0733	1108/3.5E
	1537	1800/2.0F	2054	2349/2.4E
12/25Fri	0051	0334/2.7E	0637	0916/2.8F
	1141	1521/4.4E	1951	2230/3.4F
12/26Sat	0140	0426/2.7E	0732	1006/2.7F
	1229	1611/4.2E	2037	2315/3.3F
12/27Sun	0228	0516/2.7E	0828	1056/2.5F
	1318	1659/4.0E	2120	
12/31Th		0207/2.4F	0516	0834/2.4E
	1233	1428/1.2F	1635	2018/2.5E

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LETTERS

⇅ **WHY NOT START IN MID-NOVEMBER?**

As I write this on October 23, Category 5 Hurricane Patricia is bearing down on Manzanillo and Puerto Vallarta. On November 2 last year, there was concern that Hurricane Vance might threaten Cabo San Lucas. When I did the Ha-Ha in 2013, I recall that there was a tropical storm or depression threatening Baja Sur while the fleet was heading into Turtle Bay.

I'm sure there will be some people who are about to start the Ha-Ha who are thinking like I'm thinking, so I'll bring it up. Might it not be a good idea to delay the start of next year's Ha-Ha until, say, mid-November? I know that Patricia will certainly be gone by the time the Ha-Ha reaches Cabo, but the warm water that fueled it probably won't. So the threat of another late-season hurricane remains.

Mark Novak

Betty Jane, Hans Christian 43 Ketch
Santa Cruz

Mark — Excellent question. Having sailed our own boats to Cabo in late October/early November for 22 of the last 23 years, as well as five other times between 1981 and 1993, we've thought long and hard about the best time to head south. Our goal has been to find the right time between the last — hopefully — of the tropical storms and the increased likelihood of cold, crappy weather along the Ha-Ha course.

Prior to choosing the Ha-Ha dates, we went to the Unisys hurricane website and studied the paths of all the tropical storms and hurricanes in the Eastern Pacific for the last 50 years. We made sure that none of them would have intersected or even come close to the Ha-Ha course during the dates of the Ha-Ha. We also took into consideration the fact that the Ha-Ha dates were similar to the starting dates of decades' worth of the first Mexican races of the season, and to our knowledge they never had a tropical storm issue. We were also aware that as early as mid-October, Cabo is packed with fishing boats for the Bisbee and other fishing tournaments — not that we would be there that early with our boat. Finally, we haven't heard of any insurance companies refusing to move the start of a boat's coverage up from the first week in November to the last week in October. It may be because the Ha-Ha doesn't get south of the Tropic of Taurus (ex-Cancer) until November anyway.

In the years since we started the Ha-Ha in 1994, we've naturally been acutely aware of the weather from mid-October on. What we've found is that it's not at all unusual for there to be tropical storms — even monster hurricanes — in late October. But by November they all but stop for the last 150 or so miles south of Cabo. The late-October storms seem to run into a cooler water barrier between Puerto Vallarta and Cabo, and/or make a sharp turn east, something they don't usually do earlier in the year. The rare tropical storm/hurricane after November 1 has always been to the south of Cabo and fizzled by the time it got anywhere close.

And to clear up a misconception, there have been hurricanes off Mexico in November and even December. But they've always been south of Baja. Indeed, as we write this on November 20, the National Hurricane Center is forecasting that Tropical Storm Rick will form off the coast of mainland Mexico on about November 25. You also may want to remember Hurricane Kenneth in 2011, a Category 4 hurricane, from November 19-25. Fortunately, it headed directly west and caused no damage.

While we're clearing up misconceptions, warm water is not in itself enough to create tropical storms or hurricanes. There are many parts of the world with very warm water that never get hurricanes. It's also interesting to note that while the water



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LETTERS

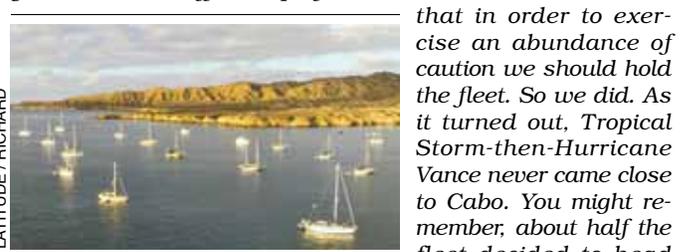
off Mexico has been unusually warm, the number of named storms has actually been fewer than in 2014 and 2013, and the same as in 2012.

The downside of not starting the Ha-Ha until mid-November is the potential of cold, crappy weather along the Pacific Coast of Baja. It may not seem like it because we're in a warmer water and weather cycle, but there have been a number of Ha-Ha starts when it was really cold the first couple of nights out of San Diego, as well as at Turtle Bay. And there have been years when the Ha-Ha fleet was just a couple of days ahead of abysmal weather coming down from the north.

There have been 66 Ha-Ha legs in the last 22 years. While two of them had elements of upwind work or some lightning, they weren't bad, and the other 64 have been off-the-wind and almost rather benign. In our opinion, that's a fabulous weather record.

The other thing to remember about the Ha-Ha course is that both the stops offer very good protection in the event of a storm. We don't usually start the second leg from Turtle Bay until November, and at that time we're still 400 miles north of Cabo and in significantly cooler water. Before taking off, we contact Commander's Weather, to see not just if anything is developing in the tropical zone, but if the conditions are conducive to a storm forming. If a storm does form, we would expect to get a five- to seven-day warning of the extremely unlikely event of any effect on Turtle Bay.

The only time we've held the fleet in Turtle Bay was last year, as three different professional weather sources said



LATITUDE / RICHARD

When hurricane Vance remotely threatened Cabo during the 2014 Ha-Ha, the fleet held up more than 400 miles to the north at Turtle Bay.

professional weather forecasters, the Poobah held the official Ha-Ha fleet in Turtle Bay for two days.

The second Ha-Ha stop at Bahia Santa Maria offers excellent protection for weather from the east, and nearby Mag Bay offers pretty good protection against wind and seas from any direction. In the event of an unprecedented post-season tropical storm coming that far north, there would be a couple of options. The first would be to strip one's boat exterior and get settled in at Mag Bay. We know of boats that have ridden out 100-knot hurricanes there. Since there would be lots of advance warning, it would also be possible for skippers to backtrack north to Turtle Bay, where the water would be much cooler and any storm effects much less. But once again, there hasn't been a tropical storm in recorded history that threatened Bahia Santa Maria during the Ha-Ha dates.

There are no absolute guarantees when it comes to hurricanes and hurricane seasons. All you can do is play the odds. Given the history of excellent Ha-Ha weather, including this year, we don't have any plans to change the dates of the Ha-Ha. Nonetheless, we will continue to monitor the situation to see if a change in dates would seem prudent. After all, we do the Ha-Ha every year, putting our personal safety and boat on the line along with everyone else.



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LETTERS

⇅ DOWNWIND — GOING NORTH

I saw Wendy Rybicki's letter asking about marine weather forecasts for California's Central Coast. After the SoCal Ta-Ta, we lingered on Catalina for about a week, then jumped over to Marina del Rey for a long weekend in L.A. with friends and family.

Heading north, we waited in Santa Barbara for five days before attempting to round Point Conception. After all, NOAA was predicting gusts of 30-35 knots, and the waves were projected to be 'square'. By square they mean the wave period was going to be about the same as the height of the wave in feet. Such as eight-foot waves at a period of eight seconds.

That's not good at all.



LATITUDE / RICHARD

All the while we were monitoring a small low-pressure system moving down the coast. We hoped this system would finally disrupt the strong northwesterlies that had been blowing for a week. And there was even a chance it would bring southerlies.

We got our post Ta-Ta weather window on Sunday, October 4. We even sailed downwind — going north! — around Point Conception in lumpy leftover seas and heavy rain. When the low passed, the wind died and the sun came out. We fired up the engine and hightailed it north. We made it from Santa Barbara to Sausalito in 44 hours — an average speed of over six knots.

By the way, fellow Ta-Ta'ers Kurt and Katie Braun on the Deerfoot 74 *Interlude* chose the same window that we did. They caught up with us and passed us late the first night.

To answer Wendy's question, we relied on two weather sources in Santa Barbara and underway. First were NOAA's zone forecasts, which gave us a general idea of what to expect. But it was the GRIB files — using the new NAVGEM model, and downloaded with the WeatherTrack app on iPad — that amazed us. Heading north, we repeatedly checked actual conditions against the GRIBs we had downloaded days before, and they were spot-on. We will definitely use these GRIBs on our next passage.

For what it's worth, www.passageweather.com is essentially a web-based GRIB viewer. It's a great site for quick glances, but the WeatherTrack app is much more powerful — it allows you to choose from multiple models (including NAVGEM, which we found to be much more accurate than GFS), is optimized for low-bandwidth connections, and offers route-planning tools.

John and Michelle Zeratsky
Aegea, Sabre 38
Sausalito

John and Michelle — Thanks for the information. The WeatherTrack GRIB app is available for Apple and Android for \$9.99. It gets good reviews.

John and Michelle — Thanks for the information. The WeatherTrack GRIB app is available for Apple and Android for \$9.99. It gets good reviews.

⇅ BOUND FOR THE ARCTIC ICE PACK

Congratulations on another successful Baja Ha-Ha. Way to go! As for ourselves, we're just back home on San Juan Island from Sweden, after sailing *Mahina Tiare III* there from Victoria, BC, having started in March of this year. We'll return to her next April to head to the North Pole. Well, at least to



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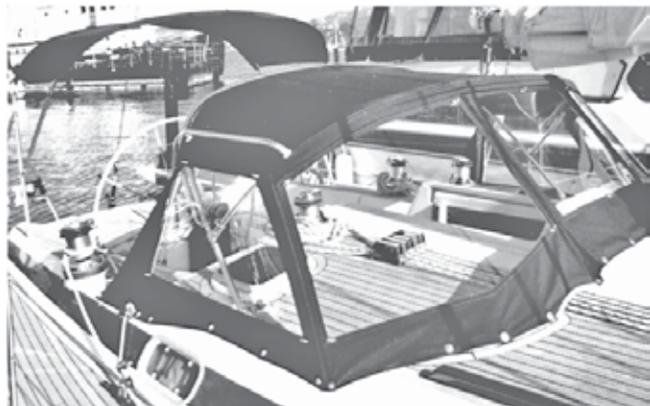


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LETTERS

the edge of the Arctic ice pack.

As our Hallberg-Rassy 46 *Mahina Tiare III* will be 19 years old in January — just a few months younger than *Latitude's*



MAHINA TIARE III

Amanda Swan Neal directs the pulling of the Hallberg-Rassy's rig.

catamaran *Profligate* — we decided to have a little work done on her over the winter in Sweden. For example, we'll be replacing her 95-hp Volvo diesel with a new 75-hp Volvo. There is actually nothing wrong with our old engine other than having 14,300 hours on her, but Vol-

vo was having a trade-in special and the cost of a new engine in Sweden was incredibly reasonable. Something like \$11,800 US. Our new engine is about 200 lbs lighter and runs cleaner. Although having less horsepower, the 75-hp should have all the power we need.

We're also having the teak decks replaced. The deal with the decks is that there has been a lot of saltwater running down them over the past 191,000 miles, and the saltwater has worn about half the thickness of the teak away. I've twice pulled the caulking out, sanded the decks, and recaulked, but that's really hard on the knees and is very time-consuming.

The new decks will be vacuum-bagged — no screws — and we will coat them with SEMCO teak sealer. Friends just sent us pictures of a nine-year-old HR 43 that has completed a cir-

cumnavigation, and, thanks to SEMCO, the decks look like new.



MAHINA TIARE III

Leaving Smogen, a cool little resort and sailing island 60 miles north of Gothenburg.

It would have been cheaper to eliminate the teak at this stage and go with non-skid paint — as Nigel Calder did on his Malo 45. But at least

the teak on the aft deck makes a perfect spot for yoga. By the way, we originally tried to get Hallberg-Rassy to build our boat without teak decks, but they refused.

Overall, we're a little surprised how few things we are changing or replacing this time around. Our electronics, except for the radar/plotter and AIS, are all original. We replace the sails every four years or 40,000 miles. We change the standing rigging every 10 years, so that's coming up next year. We've now been going for three years and 30,000 miles without repainting the bottom, thanks to Micron 66.

By the way, have you seen <https://vimeo.com/125476007> on sailing adventures in the high latitudes? It features Bob Shipton, an 80+ year-old ex-Royal Marine and minister who is a climber/sailor whom we first met in Tahiti 20 years ago.

John Neal and Amanda Swan Neal
Mahina Tiare III, Hallberg-Rassy 46
(even though it's 48 feet)
Friday Harbor, San Juan Island, WA

Readers — John and Amanda are members of Latitude's informal Sailing Hall of Fame for their decades of incredible offshore sail training programs. Like them, we fail to understand the attraction of teak decks. We have them on our canal boat, and often found them to be too hot and requiring an abnormal amount of maintenance.



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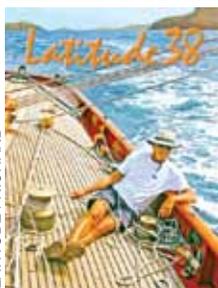
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LETTERS

↑↓ CURIOUS SAILORS NEED TO KNOW

The November issue cover is great! Right up there with July's cover photo of the young crewmembers on the schooner *Juno*.

But oh man, I'm dying to know more about the circumstances of the cover shot, as your caption left a lot to the imagination. Who is the guy on the cover. What boat is he on? Where was it? When did it happen?



LATITUDE / RICHARD

Curious sailors need to know.

John Zeratsky
Aegea, Sabre 38
Sausalito

John — We left that basic information out because there wasn't enough room for it in a caption, and because we were confident someone such as yourself would be curious enough to ask. Here's the long version:

Bill Lily was in the right place at the right time. Somewhat by accident, in 1985 we bought the Ocean 71 ketch *Big O* in the then-rather-unknown little French Caribbean island of St. Barth. We fell in love with the place and the people, and as a result kept the boat at or around the island for most of the next 12 years. In the late 1980s and 1990s, we always made sure we were at St. Barth for the Christmas and New Year's holidays, because many of the greatest yachts in the world would show up for the increasingly-popular around-the-island race on New Year's Eve. Because these yachts were typically on charter, they usually didn't have enough crew to race, so they would look for crew on the docks. As a result, over the years we got to crew on the likes of the 135-ft J Class yacht *Endeavour*, the 92-ft R/P *Leopard* of London, the 155-ft *Vitters Timoneer*, and others.

Some of our Ha-Ha friends got wind of all this and wanted to be a part of the fun. One of them was Bill Lily of the Newport Beach-based *Lagoon 47 Moontide*. Because we'd sold *Big O* by the late 1990s, instead of staying on a boat, we stayed in these funky little places over the water at *Auberge de la Petite Anse*. The *Wanderer* and *Doña de Mallorca* were staying in one unit, while Bill, a past girlfriend, and two potential girlfriends — don't ask — were staying in another, and some other friends were staying in others.

The adventure that year started interestingly enough, as *de Mallorca* found out that Jimmy Buffett was in residence and was going to be playing for fun at *La Plage*, an upscale beach restaurant on St. Jean Beach, for his December 26 birthday. So the whole bunch of us made our way to *La Plage*. It was raining torrentially that night, so there were only about 50 people there.

Anyway, Jimmy was having a good time playing sloppy rock 'n roll with *Papagayo*, another St. Barth character, when Jimmy called Catherine Zeta-Jones out of the audience to sing with him. We've never been much of a Zeta-Jones fan, but our mind was changed when she walked to the stage in what we remember as a skin-tight shimmering gown. She looked so womanly! After she and Jimmy laughed and sang a bit, Zeta-Jones went back to her seat next to her husband, actor Michael Douglas.



DONA DE MALLORCA

Jon Bon Jovi jammin' in St. Barth.

A few songs later, Jimmy called up Jon Bon Jovi. Bill's ex-girlfriend, who hadn't been having the greatest vacation,

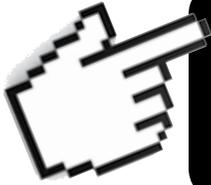
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LETTERS

possibly having to do with the awkwardness of her ex having brought two other women along, perked right up when her rock 'n' roll hero took the stage. Jon, Jimmy and Papagayo played a few more happy songs, after which Jon wandered off to the back of La Plage, where he struck up a conversation with Bill's ex. The two of them had a relaxed conversation for about 10 minutes. At the end, Bon Jovi, who had been as much of a regular guy as possible, looked at Bill's ex and with sincerity said something to the effect of, "You're a very beautiful woman." A moment later she turned to the Wanderer and said, "I can die now." Rock 'n' roll singers have that effect on some women.

So that was the social context of the situation. Anyway, on the eve of the New Year's Eve race, Tom Rear-don, who had been running the Herreshoff 72 Ticonderoga, one of the five greatest American yachts ever, told the Wanderer he'd got him a berth on Altair. "She's a 135-ft Fife topsail schooner built in 1931," said Tom, "and Yachting World magazine declared her one of the top 10 yachts ever built."



The stunning Fife design was built by Fairlie in 1931.

When we asked if Bill could come along, Tom shrugged and said, "See what the captain says."

When we showed up for pickup at the dinghy dock on race morning, it was the usual chaos, and Bill, looking sort of like he'd been on a boat before, was readily admitted to the crew. Once aboard Altair, Stephon, the captain, quickly assigned positions. The Wanderer was directed to the starboard headsail winch and lost track of Bill, who was on the other side of the house.

Our position was difficult, as the starboard rail was regularly getting put under in the stiff winds and tradewind swells. Trimming the sail, keeping our camera dry, and staying aboard the lifeline-less yacht was a bundle of work. Plus, there weren't enough winches, so when we tacked, we had to tie a rolling hitch onto the sheet so our female counterpart on the port side could use the winch. Given the yacht had cost about \$5 million and had gotten a refit a year before to about the same tune, the lack of another winch was a surprise.

Anyway, we survived the upwind part of the race. After



LATITUDE / RICHARD

cracking off following rounding the Grenadiers, things relaxed a bit. Someone else stood in our position so we could roam the boat and take photos. That's when we came across Lily, lying on the teak deck, his left arm casually on the rail, his right hand holding some headsail sheet on the winch, looking as if

he owned the boat. The moment we took the shot we knew it would someday become a cover.

There is more to the story. After rounding Île Fourche, the leeward mark, Altair was back on the wind, which put us down on the leeward rail for the four-mile upwind beat to the finish. It was noisy, but from time to time we could hear snip-



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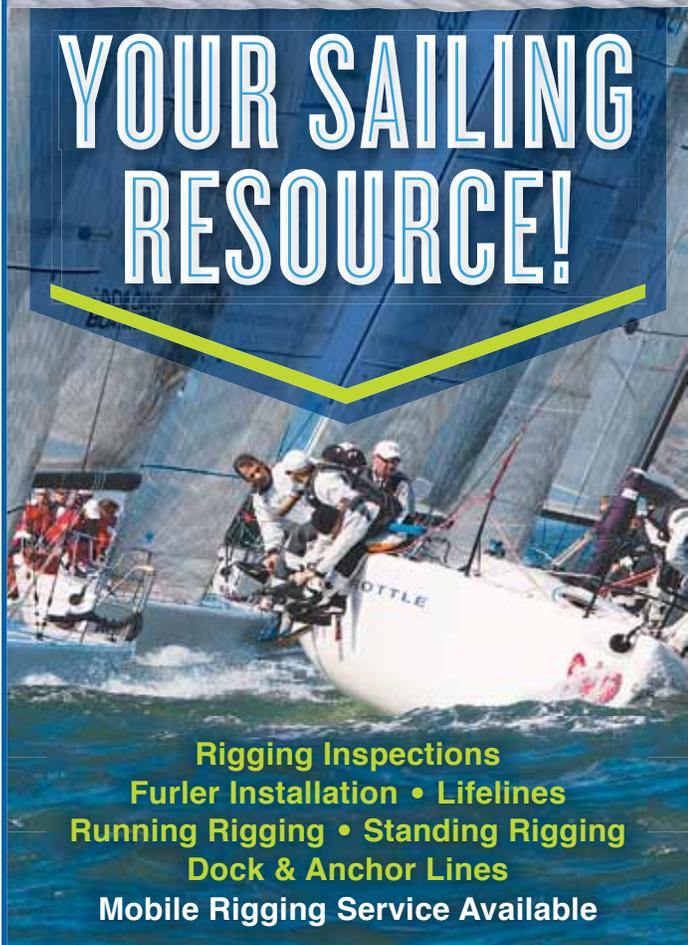
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LETTERS



LATITUDE / RICHARD

pets of Lily's distinctive voice in conversation with Stephon and others in the afterguard. "How is this happening?" we wondered.

We finally got some relief from our position at the winch to get a few more photos. As we turned aft, we could not believe our eyes. For there, all alone at the helm of one of the 10 greatest yachts in history, wearing a crazy Gabby Hayes-style hat was pickup crew Bill Lily. WTF!? It looked like something out of the 1930s. We got a great photo of that, too.

The moral of the story? Show up and don't be shy, because you never know what might happen.

Everyone knows Bill is a talker. But this time he talked his way onto the helm.

↑↓ BAHIA SANTA MARIA, A PERFECT PLACE FOR THE AXE TO FALL

We've been doing the Ha-Ha every other year since 2009, and this year was the best so far. Yes, Mothers Ocean and Nature provided great conditions, but what really made it fun were the terrific people in the fleet. The other thing was the familiar relaxed nature of the Grand Poobah, who enjoys nothing more than helping others discover the joys of cruising. For example, even though I don't particularly like children, it was nice to hear the young voices that he encouraged to make position reports on the daily nets.

However, for me the most exciting story of the Ha-Ha was getting the news, while standing on the bluffs at beautiful Bahia Santa Maria, that I'd been laid off my high-tech job of 19 years. BSM was an excellent place to receive such news because *where* I was and *what* I was doing at the time are what really matters in my life. Plus, it means that we can do the Ha-Ha again next year!

Paul Martson
Vanishing Girl, Beneteau
First 40
Ventura



LATITUDE / ANDY

The Poobah hosted a kids' party on 'Profligate' in the BSM anchorage.

able water balloon, we thought they were great.

Readers — We're glad you liked the latest edition of the Ha-Ha. The Poobah loves kids, so no matter if we got them to talk on the radio, helped them get a big hit at the cruiser baseball game, had them treasure-hunt on the floating island, or allowed them to express their anti-authoritarian tendencies by letting them hit the Poobah with a biodegradable water balloon, we thought they were great.

↑↓ WE FREQUENTLY VISIT WITH FRIENDS WE MADE DURING THE HA-HA 15 YEARS AGO

The Baja Ha-Ha is our all-time favorite event — which is why we've done eight of them so far and are planning on the ninth. We don't know where the rumors of it being a 'drunk frat party' ever came from, although we have an idea. But as anyone who has actually ever done a Ha-Ha can tell you, no other event gives you the opportunity to meet so many great people who become lifetime friends. Even today we frequently visit with friends we made during the 2000 Ha-Ha!

On a slightly different subject, we've had excellent luck

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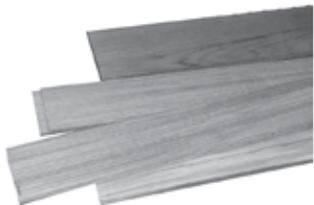
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LETTERS

with the *Latitude 38* Crew List. We have selected people from the list for sailing with us on San Francisco Bay and for the 2011 and 2013 Baja Ha-Ha's. The crew that we've gotten have been honest, fun-loving and eager to learn. For Marina and me, these personal qualities are more important than sailing experience, because novice sailors can learn quickly, and the 750 miles to Cabo gives them plenty of ocean miles during which to hone their new skills.

Our only suggestion would be a voluntary list of email addresses. There were lots of people we wanted to talk with again, but didn't always have boat cards to exchange with us.

Myron and Marina Eisenzimmer
 Mykonos, Swan 44
 San Anselmo

IT STRETCHED OUR ABILITIES AND INCREASED OUR CONFIDENCE

Those who hadn't done a Baja Ha-Ha told us not to do it. Those who had done one told us we should do it. With some trepidation, we signed up at the last minute — and we're so glad that we did. I loved the daily check-ins while underway, as they made us know that we weren't alone. And not only did we meet the greatest bunch of people, we knew that if anything were to go wrong, there would be friends there to help.



LATITUDE / ANDY

Jeff and DeAnne were inspired by sailing with the Ha-Ha fleet.

Being part of the Ha-Ha made us stretch our sailing abilities and improve our confidence. Now that we are safely ensconced in La Paz, I look back on the experience and am

so grateful for all the hard work that the organizers put into ensuring that the event was fun and safe.

By the way, we highly recommend that all future Ha-Ha entries have a VHF radio. Those with only VHF radios miss out on the morning nets when at sea, and those nets are really fun.

Jeff and DeAnne Warner
 Stryder, Cascade 36
 Newport, OR

Jeff and DeAnne — We're glad you decided to listen to the people who had actually done a Ha-Ha rather than those that hadn't. Firsthand reports tend to be more reliable.

WONDERFUL CAFES, GREAT HAPPY HOURS, NICE BEACHES

We were reluctant to do the Ha-Ha because we were concerned that we might end up being in a group of Ugly Americans who don't appreciate our Mexican hosts. But LaDonna Bubak, a former editor at *Latitude*, convinced us that this wouldn't be the case. She was right, and the Ha-Ha was terrific. The other crews were fun, the parties were great, and there was some terrific sailing on every leg. Everyone was helpful to one another and complimentary about the great efforts the Mexicans made to accommodate us.



LATITUDE / ANDY

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LETTERS

The only thing we'd suggest is that those folks who don't like loud and obnoxious music, jet skis, and charmless locations bypass Cabo San Lucas and stop at Puerto Los Cabos Marina in San Jose del Cabo instead. That's what we and several other boats did, and we found wonderful cafés, great happy hours, nice beaches, friendly people, and the charming town of San Jose del Cabo. And it was easy to bus to Cabo San Lucas for the last two Ha-Ha events.

Jim Brainard and Deb Ehler
Brainwaves, J/35c
San Francisco

PUERTO LOS CABOS MARINA



Jim and Deb — We're glad you liked the Puerto Los Cabos option. So we'll have to do a better job of getting the word out next year. By the way, harbormaster Enrique Fernandez Castillo is a very good friend of the Ha-Ha from way back.

In fact, he was the one who instituted the awards party with free beer in the parking lot of the Marina Cabo San Lucas, as he was running the place at the time.

↑↓ **THREE CIRCUMNAVIGATORS PLUS TWO**

If anyone is wavering about whether to sign up for a future Baja Ha-Ha, take it from the three circumnavigators who were on our cat — just do it! My wife Kent and I have done four Ha-Ha's, and can tell you they've been a great way to meet like-minded sailors, sailors that you'll more than likely see over and over again in Mexico and, if you continue on, in the South Pacific and around the world, too. I'm not sure how many Ha-Ha's our crew Greg King has done, but he just finished a nine-year circumnavigation and he had a great Ha-Ha, too.

It may be hard to believe after we've sailed around the world, but not only do we meet new friends during each Ha-Ha, we also learn more about sailing.

Jim Milski
Sea Level, Schionning 49 Cat
Lake City, CO

Readers — For the second year in a row, we on Profligate and Jim and crew on Sea Level had a fabulous time sailing in close proximity in the mid- to high teens. We patted each other on the back when it was over for having the sense to drop the big chutes before breaking stuff. With age there might even come a little wisdom.



FIN BEVIN

Speaking as a boat-owner, one of the really fun things about the Ha-Ha is seeing how your boat stacks up against

different boats in different conditions. For example, during the third leg we on Profligate simply could not shake Patsy 'La Reina de La Mer's Gulfstar 50 Talion. In winds under 10

Bob Staniec peers over the top of 'Aerie's dodger to marvel at how fast his Cal 46 is sailing.

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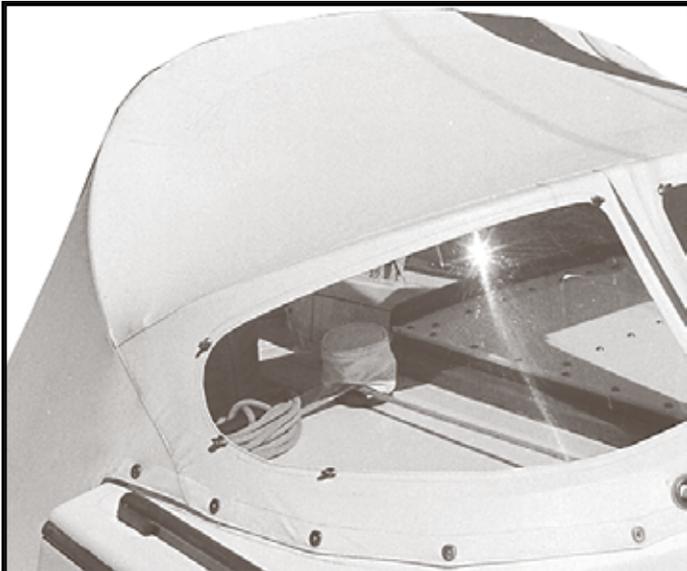
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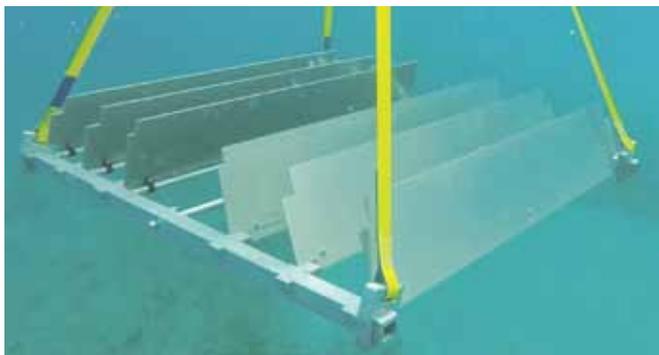
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LETTERS

knots, she made out like a pirate against our big cat, sailing a shorter rhumbline course while we sailed hotter angles hoping in vain for a better VMG. It was only after the wind picked up that we were able to sail away.

Another great moment was a couple of hours into the third leg when we were able to spinnaker-reach through much of the fleet. We saw boat after boat sailing well beyond what we thought they were capable of doing. Bob Staniec, for example, with his brother Jim and daughter Erin, had his Cal 46 Aerie on a spinnaker reach. What a beautiful sight!

↑↓ SAILORS WHO NEED SAILORS

Here's a little follow-up to thank the fellow participants who assisted my crew Nguyen (pronounced 'Wen'), myself, and my little Mirror 19 sloop *Bluebird*.

I was so unprepared for being presented with the Philo Hayward Memorial Award, which I was honored to receive for helping others in the Ha-Ha, that I didn't take the opportunity in front of the awards ceremony crowd to thank all the Baja Ha-Ha folks who helped us!

First, I want to thank our 'greeters' and co-captain Ralph and his wife Patti, of the Ha-Ha powerboat entry *Western Flyer*. Following Nguyen's and my arrivals in both Turtle Bay and Bahia Santa Maria, Ralph met us in the early morning with much-appreciated coffee and breakfast. In BSM he got on the radio to find Marky on the Davidson 55 *Pipe Dream*, who let me use his Honda generator to bring my batteries back from 7 volts to a usable level. *Bluebird's* instruments had quit just as we were traversing the cliffs at the entrance in the dark, although the autopilot was still working. After that, Nguyen and I relied upon the solar panel for our power. But it didn't provide very much power, so we no longer had use of the reefer or autopilot.

Of course, I couldn't have used the Honda generator without Glen and Debbie of *Beach Access* loaning us the 12-volt cord needed to connect the Honda to our batteries. Glen and Debbie also provided us with five gallons of fuel for the last leg to Cabo. Thank you, thank you, thank you, even though it turned out we didn't need it.

Patience Warnick, who like me is from Santa Cruz, and was aboard the Jeanneau Sun Odyssey 52.2 *Scout*, graciously provided us with six gallons of fresh watermaker water to top off our tanks for the last leg. Thank you so much — and I'll see you back in Santa Cruz.

I'd also like to give a special thanks to the crewmember on the Hunter 380 *Amador* who found and returned my wallet. I'd left it on a table after one too many margaritas at the beach party in Cabo.

And last, but certainly not least, I want to thank our good friends Brian and Patti Martin, and their crew Nancy, on our 'buddy boat' *Kailani*, the Hunter 410 from San Diego. Their Iridium satphone allowed us to check in with our families during the ports of call. Our boats are docked in adjacent piers in Santa Cruz Harbor — A28 for *Bluebird* and B28 for *Kailani*. Brian and I are both graduates of the 'O'Neill University', having each worked for Jack O'Neill in many and various projects over many years. In addition, my wife Anne and Brian's wife Patti worked side by side for decades as nurses in labor and delivery at Dominica Hospital in Santa Cruz.

I want to also thank the Ha-Ha fleet in general for the im-



Salty Tom Carr won the rally's top 'spirit' award.

LATITUDE / ANDY

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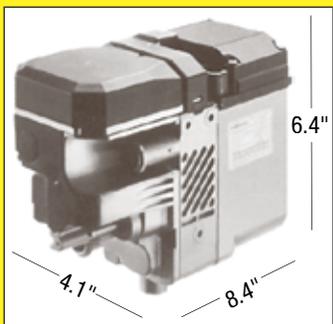
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LETTERS

mense support they offered at each stop. Thank you one and all.

Tom Carr
Bluebird, Mirror 19
Santa Cruz

Tom — We're reminded of the lyrics of a song popularized by Barbara Streisand years ago. "People who need people," it went, "are the luckiest people in the world." As counterintuitive as it might seem, there is a lot of truth to it.

↑↓ **BILL LEE MADE A DIFFERENCE FOR MY FAMILY & ME**

I enjoyed the November 9 'Lectronic reporting that Bill Lee has repurchased his legendary 67-ft sled *Merlin* and about the Wanderer's helping him drop sails after finishing the first-ever Singlehanded Farallones Race. Here's my *Merlin* Memory:

Back in 1978 I thought I would see why my dad and grandfather were so crazy about sailing. At that age all I had on my mind were powerboats and waterskiing. So I went down to the docks in Santa Cruz late one Wednesday afternoon, stood on the fuel dock, and stuck my thumb out. A huge boat that was headed out — and moving quickly under sail — radically changed course, swung her bow to the dock, and turned just

in time to avoid contact. "Jump!" shouted the guy at the helm. I jumped, landing in the cockpit.

The guy at the helm turned out to be Bill Lee. He asked me what I knew about sailing.

"Nothing," I replied.

"See that rope?" he said. "That's the jib sheet. The thing it's wrapped around is a winch. The jib sheet controls the sail up front. Do what I tell you to do when I tell you to do it."

I stood there and did what Bill told me to do.



LESLIE RICHTER / WWW.ROCKSKIPPER.COM

Bill Lee, the sorcerer of sleds, admires his game-changing creation.

He never stopped talking to me. He told me about the function of various parts of the boat. Why the sails were let in and out. How to read the sail for optimum performance. What a spinnaker was and why a boat needed one. He told me why he steered this way and that, and what the effects were on the boat and boat speed. He told me about how the wind would change as the sun went down. He told me more than what I thought my brain could absorb. But somehow it did. I have been sailing ever since.

Thank you Bill Lee. You made a huge difference for me and my family.

Frank Dietsch
Shelly Shelby Shannon, Capri 16
Bend, OR

Frank — One of Bill's greatest contributions to sailing was to make it as inclusive as possible. He wanted everybody to join in on the fun.

↑↓ **THE MORE THE MERRIER ON MERLIN**

Bill Lee's 67-ft ultralight sled *Merlin*, which he just bought and brought back to Santa Cruz after many years, has always been a 'people's boat' and Bill always had a 'the more aboard the merrier' attitude.

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LETTERS

For example, when there was a Wednesday night beer can race out of the Santa Cruz Yacht Harbor, it was not uncommon for there to be 35 to 40 people aboard *Merlin*. If Bill hadn't cast off promptly at 5:30 p.m., more people would have climbed aboard.

Bill would sip brandy in the main cabin and watch the passing action through the large cabin windows. From the aft



SKIP ALLAN

'Merlin' rode home to Santa Cruz from the Great Lakes on a flatbed trailer.

cabin, which had a bunk as wide as the boat, people drifted in and out, experiencing the contact high as purple smoke wafted out the transom ports.

One of the favorite activities for guests during the sails was to climb into the narrow bow of *Merlin* and position their backs on one side of the hull and their knees on the other. The bow would flex and pant, gently compressing the person into a fetal hug known as the 'cosmic squeeze'.

The Coast Guard didn't know what to make of Bill and *Merlin's* shenanigans, and would count the number of crew that left *Merlin* after every Wednesday night race. Bill Lee knew what was coming, which was to be asked for proof that he had enough PFDs. Just as certainly, Bill would pull out five or six large sailbags from the forepeak, and empty dozens of lifejackets from them onto the dock to be counted.

Before the 1977 Transpac, in which *Merlin* would crush the course record and change the Transpac forever, race safety inspector Hayes McClellan wanted all the requirements meticulously adhered to by the rogue new boat from Santa Cruz. As Hayes went down his list, he stopped at the motor-ing requirement. "OK, I want to see this boat motor at eight knots," he boomed in his deep, authoritative voice.

Dave Wahle, *Merlin's* bosun and a professional garbage man, cast off the docklines and, with Hayes aboard, roared down Santa Cruz Harbor at eight knots. Backward. The harbor's winter sandbar blocked the entrance, so when *Merlin* reached the end of the harbor, Wahle spun the wheel. *Merlin* turned on a dime, nearly throwing Hayes overboard. Then Wahle triumphantly motored, with the whole harbor watching, back to *Merlin's* slip, again at eight knots, and again in reverse. Hayes quickly checked off the rest of the safety items and bemusedly fled what he seemed to think was craziness.

During the late 1970s and 1980s, it seemed that everyone in Santa Cruz had sailed on *Merlin* at one time or another. That might have been true, as in one local election, Bill, without campaigning, got more votes as Port Commissioner — a position he still serves — than the newly elected mayor.

Skip Allan
ex-Wildflower, Wylie 29
Capitola

↑↓ MORE LIQUOR THAN ALLOWED

A friend and I were having a beer in the cockpit of my boat *Tolea* in November 1978 at Turtle Bay and were talking about the then-new 67-ft sled *Merlin* and other fast boats — when,



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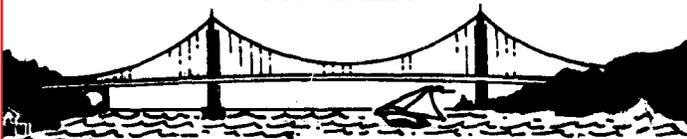
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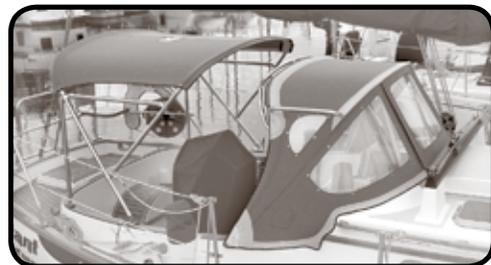
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LETTERS

as if by magic, *Merlin* sailed into the bay. As they sailed past, a guy on the foredeck yelled "No engine!" They then dropped a really small Danforth anchor, and once it held, dropped the main. After sails were stowed and secured, we dinghied over. A Seattle group had chartered *Merlin* for a Mexico race and these guys were the delivery crew taking her home.

The problem with the engine was a broken fan belt and they not having a spare. I returned to *Toloo* and picked up my collection of spare belts. We found one that did the job, but *Merlin's* batteries were flat and the engine wouldn't start. So we tied *Merlin* up to *Toloo*, found two sets of jumper cables, and started *Merlin's* diesel from *Toloo's* batteries.

Merlin's captain was anxious to get moving, but he had time to give us a tour. He said that they had more liquor, wine and beer than they would be allowed to import into the United States, and would we like it? Is the Pope Catholic? Wow. We had enough to share and a great party as *Merlin* motored out of the harbor toward San Diego.

Jim Plowman

ex-*Toloo*, 30-ft ketch, ex-*Highroller*, IOR 2-Ton
Woy Woy, New South Wales, Australia

↑↓ THE ONLY BOAT THAT FINISHED AHEAD OF ME

That great photo in the November 9 *Lectronic* of Bill Lee rounding the Farallones in the first Singlehanded Farallones Race really brings back memories of just how windy it was that day. In your brief review, you forgot to mention that the 90-ft tug that was the mothership for the event was forced to return to port after someone was thrown against a bulkhead and broke some ribs. Out of the 64 boats that started, three of which were specifically set up to race singlehanded, only 14 finished.

I have two 'greatest' memories of *Merlin*. The first was at the starting area of the Singlehanded Farallones, and is of how huge *Merlin* looked, what deep reefs Bill had put in her despite there being less than five knots of wind, and that he hung back from starting until almost everyone else had gone off. My second greatest memory of *Merlin* was realizing that she was the only boat that had finished ahead of me and my 30-ft Piver Nimble trimaran *Harmony*, as we glided across the finish line two hours behind her. I have never seen *Merlin* since.

I was so keen on that first Singlehanded Farallones that I had sailed to Aquatic Park two days before and spent an hour or so practicing starts. That paid off, as I was the first or second boat to cross the line, and about the third or fourth boat to go under the Gate — where the wind jumped from about six knots to more than 20 knots in about three boat-lengths. It happened so quickly that it blew the head off my relatively new genoa before I could get it down. It was at that very early point in the race that lots of skippers had drama trying to go from light-air to heavy-air sail configurations.

Prior to the race, we'd been preparing *Harmony* for our South Pacific cruise. As a result, she was in top shape with all excess weight removed. After years of racing in Moreton Bay, Australia, I subsequently learned that multihulls can actually be too light for upwind sailing in rough weather. The problem is that the multihull starts bouncing so much that she loses speed and suffers from too much leeway. That was definitely the case for me in the Singlehanded Farrallones, as I couldn't point with the monohulls. In fact, *Harmony* didn't have sufficient inertia to tack in the strong winds and heavy seas, so after three tries I paid off and jibed (wore around instead of tacking).

The Farallones were really ugly and frightening when I

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LETTERS

rounded, with large surf breaking on the rocks. I think everyone gave them a really wide berth, as you could hear the surf pounding from a quarter mile to windward. Everyone knew it would probably be fatal if you got in trouble to weather of the rocks.

I was probably about the 10th to 15th boat to round the islands, but once around rapidly passed everyone but *Merlin* on the leg to the Gate — although I didn't know that at the time. Despite flying a reefed main and small working jib, *Harmony* was still well overpowered. But there was nothing I could do about it as I couldn't leave the helm. I had let the sails out so they were feathering some of the time, but the course was almost a run. *Harmony* pegged her speed at 18 knots a couple of times surfing down waves. It was definitely more frightening than thrilling, but there were no other alternatives.

We still have *Harmony* in our backyard here in Brisbane, Australia, but she is slowly deteriorating as we haven't used her in 10 years. We purchased the 44-ft trimaran *Tevake* in Hawaii in 2012 and now use her regularly out of Brisbane.

Paul Slivka
Tevake, 44-ft trimaran
Brisbane, Australia

Paul — Thanks for the first-person account of that historic race. The following are the few, the brave, who also completed the first ever Singlehanded Farallones Race, in order of finishing: *Merlin*, Bill Lee; *Harmony*, Paul Slivka; *Duce II*, David Wahle; *Elysium*, Roger Hall; *Wildflower*, Skip Allan; *Eos*, Norton Smith; *Blithe Spirit*, Dick Mitchell; *Ankle Biter*, Cliff Stagg; *Vicarious*, David Jesberg; *Pyrrhic Victory*, Don Carlson; *Champagne*, Hall Palmer; *Courageous*, John Robinson; *Jubilation*, Don Durant; *Killer Whale*, Mike Matheasen; and *Mambo*, Paul Kamen.

By the way, we'll have more 'Memories of Merlin' in the January issue of *Latitude*.

↑↓ THE OBAMACARE 'GOTCHA' FOR CRUISERS

As things start heating up for the Pacific Puddle Jump, I uncovered a nasty present given to us by the IRS. Most international cruisers don't bother to have Obamacare/ACA health coverage as it provides minimal — or no — coverage outside the United States. But there's a rule that says if you're outside the country for 330 days or more, then you don't have to pay the penalty for not having ACA coverage. For 2016, that's at least \$695 per adult and \$347.50 per child under 18. (See www.healthcare.gov/fees/fee-for-not-being-covered as your penalty may be higher).

But there's a nasty gotcha in how they determine if you've been out of the country for 330 days. They count all the time that you're between countries as though you were in the United States. (See www.irs.gov/Individuals/International-Taxpayers/Foreign-Earned-Income-Exclusion---Physical-Presence-Test-Change-of-Location-Example-2, about two-thirds down the page.) If you're a US citizen at sea for 35 days or more per year, then you've got to pay the penalty or have a useless ACA policy.

How they're actually going to enforce this is beyond me. How do they know whether you're at sea? One thought is to use passport entry and exit stamps marking when you're in or out of a foreign country. You take your passport to an IRS audit and they just subtract the time between your entry and exit stamps for each country. If that's more than 330 days you pass.

But a bit more thought shows that this won't work. When

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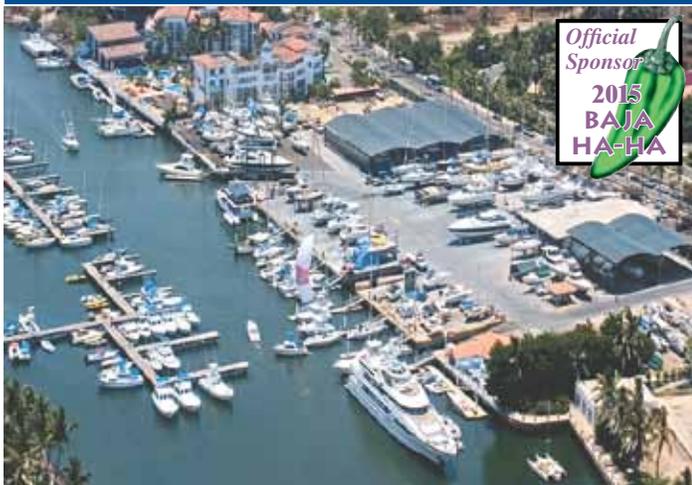
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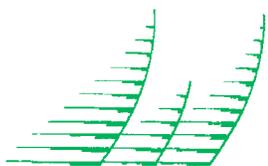
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LETTERS

you enter Canada by boat, you generally don't get stamped on entry or exit. Can't you claim your time in Canada as being in a foreign country? Then what if you just skip out of Mexico without getting an exit stamp? Or, if you lose your passport? Or, if you happen to have multiple citizenships and put some stamps on one passport and some on another?

Enforcement of this is going to be a huge mess — unless you're guilty until proven innocent, and it's up to you to prove that you were actually in a foreign country.

Mark Novak
 Betty Jane, Hans Christian 43 Ketch
 Santa Cruz

↑↓ HOW MUCH KELP?

I was wondering if you could tell me how much kelp you had when sailing down the Pacific Coast of Baja in this year's Baja Ha-Ha?

Shaun Mitchell
 Truckee

Shaun — We've been doing the same Baja route at the same time of year for more than two decades, and traditionally we have observed heavy to extremely heavy kelp around Cedros, Isla Natividad, and as far south as Turtle Bay. We've never seen any kelp as far south as Bahia Santa Maria, presumably because the water is too warm.

When we passed through the Turtle Bay/Cedros area coming north in August this year, we noticed that there was very little kelp compared to in previous years. And when we passed the area in late October heading south, once again there was an unusually small amount of kelp.

For what it's worth, in previous years we used to spend a lot of time on the hook atop Harbor Reef off Two Harbors, Catalina. The kelp forest was always very thick on the reef. But when we stopped there in early September this year, there was very little kelp.

↑↓ FLAG ETIQUETTE

The accompanying photo was taken at a yacht club in one of the seven Bay Area counties on November 8, 2015. It shows the US flag not fully raised. It had been like this for a month or more, so it was mentioned to one of the members and one of the staff — yet it still didn't result in a correction.

It seems to me that if you're motivated to fly the flag — and you're not engaged in a protest — you ought to fly it correctly. Perhaps *Latitude 38* will help. If *Latitude* publishes this and it's not corrected within a week of the publication, I'll identify the club.



Ted asks, "What's wrong with this picture?"

TED KEECH

Ted Keech
 Fayaway, Sigma 41
 San Francisco

Ted — We suppose that this would be a good opportunity to review flag etiquette. Let's start with the little-known fact that because the United States flag is the symbol of a living country, the flag itself is considered to be a living thing. Thus it needs to be displayed and cared for properly as per United States Flag Code.

For example, you raise the flag briskly, but lower it ceremoniously. You never allow the flag to touch the ground or floor. You

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LETTERS

do not fly the flag in bad weather unless it is an all-weather flag. The flag can be flown at night only if properly illuminated, otherwise it's sunrise to sunset only. The flag should always be allowed to fall free, and should never be used to carry, store or deliver anything.

When a group of flags is being displayed, the US flag should be at the center and at the highest point. The only exception is when the flag of another nation is being flown — national flags should be of the same size and fly at the same height.

The flag should never be used as bedding, drapery or clothing. This is why when we see women wearing American flag bikinis, we have to ask them to take them off.

⇅ ANOTHER GOOD WAY TO REDUCE ROLLING

Flop-stoppers are a good way to reduce rolling while at anchor in a harbor, but I've used another technique to good effect. I tie a line from a stern cleat to a point on the anchor rode 20 feet off the bow, using a rolling hitch to swing the bow around into the swell.

Perhaps it is better described in *Practical Boat Owner*, a British website:

"A final technique worth considering is to use a bridle, formed by taking a line forward from the aft quarter of your boat to the anchor rode, and made fast with a shackle or rolling hitch about a boatlength forward from the bow. This can be used to bring the bow into the swell — but it will put significant extra load on the anchor, so it should only be used in settled conditions."

Bruce Adornato
m/v *Mary Shaw*
South Beach, San Francisco

Bruce — Never heard of that one. Sounds interesting.

⇅ ANCIENT HISTORY

For the benefit of my children, I'm writing a travelog of my eight+ years on the Cal 39 *Ariadne* and the Stamas 44 *Ariadne II* from Alameda to Mexico to Maine to Trinidad. As such, I need help in identifying a 'Mabel', who accompanied me from San Diego to Cabo in 1995. We were not, however, part of the Baja Ha-Ha.

It might have been a year later, but Mabel and I exchanged nastygram letters in *Latitude*. She was a moderately well-known sailor from the Bay Area.

At one time it was possible to Google *Latitude* letters from before 2000, but no longer. So can you help me by either identifying 'Mabel', or by telling me how to access *Letters* earlier than those available on Google?

Roger Bohl
San Francisco/Sonoma

Roger — To our knowledge you could find pre-2000 *Latitude* letters on Google. And no, we don't know 'Mabel'.

It's none of our business, but do you really want to drag up "nastygrams" written more than 20 years ago for the "benefit" of your kids? It seems to us that it might be better to accentuate the more positive aspects of your life and the cruise.

⇅ BEYOND THE CALL OF DUTY

I'd like to put out a formal 'thank you' to David and Jeanie of the Lake Oswego, Oregon-based *Windrover* for help beyond the call of duty. I left Channel Islands Harbor on the morning of October 18, and about five miles out the water pump on my Perkins 4-108 diesel froze up. The engine overheated, so I shut it down.



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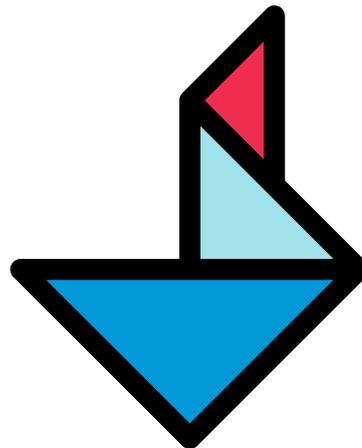
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LETTERS

What to do? Let's see, my *Double Angel* is a sailboat, so I set sail in a 15-knot northwest breeze. I sailed all night, but about 10 miles south of the island the wind gave out. I saw a sailboat about four miles away and called them on the VHF. Another boat answered my call, but when I explained the problem of not having an engine, the crew refused to help. Fortunately, David and Jeanie on *Windrover* also answered my call. They said they saw me on their radar four miles away and would turn back to help.

When they arrived, David said he thought he had a replacement pump, but it was actually a sea water pump and wouldn't help. He then got out a 200-ft nylon towline and started towing me toward San Diego. "We're going that way anyway, so it won't take too much longer to tow you," David said.

As shown on my OpenCPN chartplotter, we were 50 miles from San Diego at the time. David called back and announced that our ETA would be 1 a.m. I hated the idea of having to call for help, but I had a problem and there was another cruiser there to help. I guess we all pay it forward at one time or another, and I remember having once backtracked 20 miles to tow a yacht club friend's powerboat to a marina at Anacortes.

We arrived at the A-9 anchorage in San Diego at 2 a.m., and David and Jeanie made sure my anchor was properly set before saying goodbye and good night. What a relief it was to be safe at anchor thanks to the incredible help from two members of the boating community. Thank you David and Jeanie!

I'll be updating my boat equipment here in San Diego until next March, at which point I'll set sail for the Marquesas as part of the Pacific Puddle Jump.

Captain Jim McCarthy
s/v *Double Angel*
Seattle

THANK YOU JAVA HEAD

I recently read the article in *Latitude 38* about the *Java Head* being taken to Maine for restoration. What a wonderful boat!

I started sailing in the first Richmond YC junior program, and then started sailing on *Java Head*. We sailed, raced a lot — she did very well — and did some cruising in the Delta. At that time she was owned by Elmer Peterson, who probably owned her for 30 years. I probably sailed on her for 10 years during the 1950s and early 1960s.

One of my earliest sailing treasures is a T-shirt that fits a 12-year-old and says "Java Head First Mate." At that time there were four families that sailed *Java Head* in the races, including my parents, so it was a great family experience. Those four families are still friends to this day.

Goodbye *Java Head*, Thank you for the wonderful experiences!

Bill Claussen
Cuckoo, Bird Boat
Point Richmond



'Java Head' was a fixture on the Bay in the '40s and '50s.

JAVA HEAD ARCHIVES

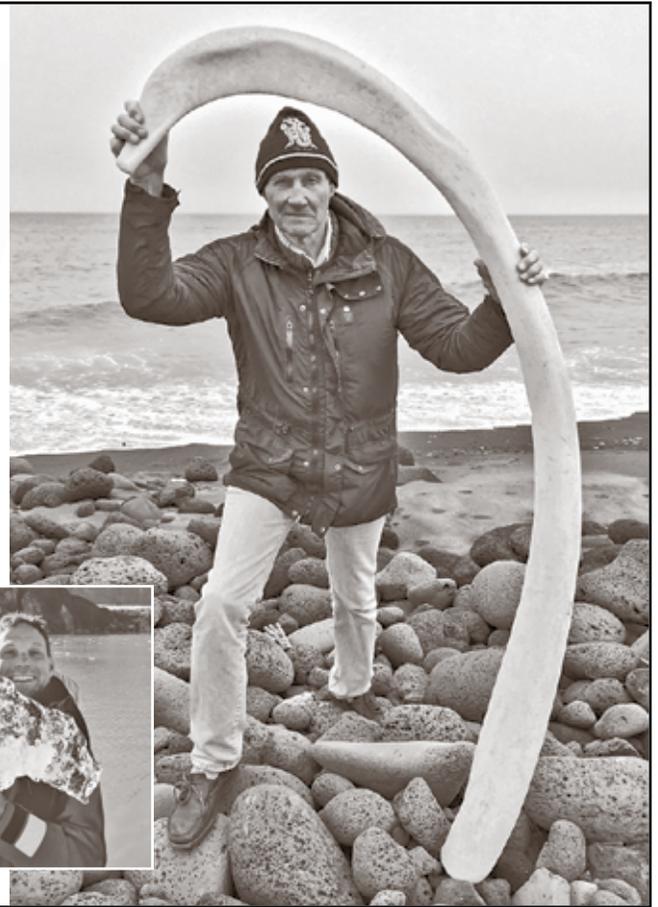
LESS RESISTANCE IS MORE EFFICIENT

The question about what size outboard one needs to get a dinghy to plane is a great one, and can't easily be answered.



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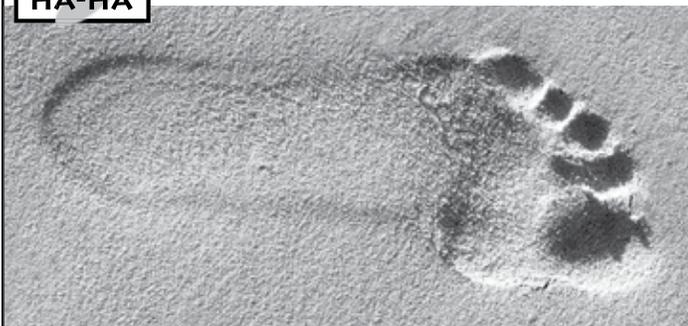
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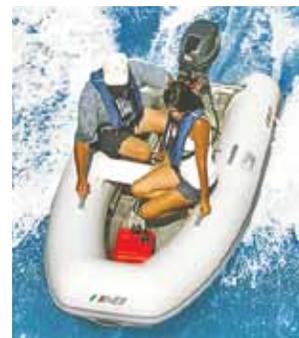
LETTERS

But here are some thoughts:

1) Small inflatables — less than about 9 feet — can plane easily because they have so little wetted surface and because the bow rise is extreme. Once on a plane, they are not very stable directionally, and want to 'fall off' a plane as soon as you turn the boat or slow down a little.

2) Inflatables in the 9'6"-to-10'6" range will plane with a healthy 8-hp engine — presuming they are lightly loaded with two normal-sized people. Again, longer boats will generally plane more easily. A 10-hp outboard is better. And for boats in the 10'3"-to-10'6" range, 15-hp can be used if the driver is careful.

3) What might be surprising is that a light 11-ft boat, like an old Zodiac sportboat with a high-pressure floor, can plane with 5-hp with a single rider, or two to three people with an 8-hp. Why? Because it is more efficient. It creates less resistance and has far less bow rise than the smaller boats.



AB INFLATABLES

Planing dinghies are fantastic. Short and flat is better in calm waters.

My experience — over 30 years working in the industry, cruising, and testing boats — is that small increments in inflatable boat length have a ton of impact on your enjoyment of the dinghy. I would much prefer to get a light 11-ft dinghy that was occasionally a hassle than to try to shoehorn into a compact dinghy that was easier to stow.

Chuck Hawley
Santa Cruz

Readers — Chuck is a marine industry 'know it all' — and we mean that in greatest respect.

One thing to keep in mind is that planing is not the only important consideration for a good dinghy. In Mexico, where the water is often like a mirror, planing might be a top consideration. But in the Caribbean or the South Pacific, where there is more wind and chop, we think seaworthiness is a more important quality. A short, flat-bottom screamer ideal for Mexico will often not plane in the Caribbean or the South Pacific because it would be a submarine.

↑↓ MANHANDLING AN OUTBOARD HAS PREDICTABLE OUTCOMES

I've got an easy answer for Jonathan and Rebecca Mote who are looking for the right size outboard to get their 8-ft inflatable to plane. Get the lightest outboard with the most horsepower that the dinghy is designed to handle. Bottom line, I think their dinghy is too short. It may be rated for only up to 8-hp.

I had a 9.5-ft Achilles air-floor with a two-stroke 8-hp Tohatsu. It would sometimes plane with two people. I should have gotten the next longer dinghy though, as the 8-hp was the maximum horsepower my dinghy was rated for. That confused my thinking at the time of purchase.

This is also important: Get an outboard lift of some kind, as manhandling an outboard all the time has predictable outcomes — injured toe, injured head, deep-sixed outboard, damaged dinghy, etc.

Matt Johnson
Las Vegas, NV

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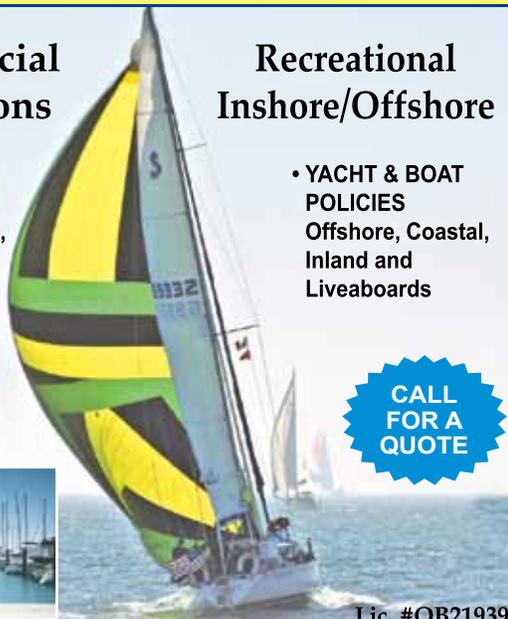
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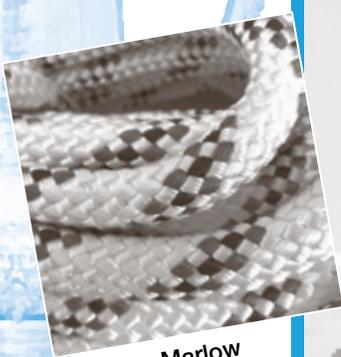


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LETTERS

↑↓ THE INFLATABLE TAKES OFF LIKE A SCARED RABBIT

We, Anita, 120 pounds, and Jay, 190 pounds, manage to get our aluminum hard-bottom 8'6" AB inflatable dinghy to plane using our 8-hp, two-stroke Yamaha.

I think there are a number of factors at play when selecting an inflatable/outboard combo:

- 1) The weight of the passengers and cargo.
- 2) The size and weight of the dinghy.
- 3) The weight to hp ratio of the outboard.

The 8'6" AB we have is rated for a 5-hp outboard. We had a 4-hp that would plane with one of us aboard, but not both of us. As the Ha-Ha guide stressed the advantages of a having a planing dinghy, we moved up to an 8-hp outboard. But we are very careful with handling the 60-lb, two-stroke outboard we now have, for at full tilt the inflatable takes off like a scared rabbit.

While I'm on the soapbox, I'd like to make a plug for everyone wearing a lanyard from their body to the outboard kill switch. Wearing such a lanyard saved our lives once when we dumped at Caleta Partida in the Sea of Cortez. I have met other folks who have been run over by dinghies, and they are lucky to be alive.

We're back in the northwest, but I still read *Latitude* and remember the good times we had down south. We're happy to be in our home waters, but are so thankful to the magazine for feeding our dreams 10 years ago. Keep it up!

Jay and Anita Bigland
Karina C. Spencer 35
Nanaimo, BC

Jay and Anita — People see folks having so much fun in planing dinghies that it's sometimes easy to forget how incredibly dangerous they can be. If used improperly or if the safety lanyard isn't used, they can easily maim and kill.

As you know from your experience, inflatables are rated for certain horsepower engines for a good reason — overpower them and they can become lethal. Years ago in the Caribbean we bought a used Radial 15-ft inflatable with a nearly-brand-new Yamaha 40 outboard. If you didn't engage the throttle very slowly, that thing would flip us right on our back. It was so dangerous that we were almost glad when it got stolen at Palm Island.

The other spooky thing we've seen is well-intended parents letting their young kids take other very young kids for a spin in their high-powered inflatables. Unless they've been given lots of instruction, these kids simply have no idea how dangerous it is for them to gun the engine, which seems like a lot of fun — until the dinghy flips and somebody gets seriously hurt.

Respect the sea, but respect the body-mangling capability of the outboard prop, too.

↑↓ TEARS IN HIS EYES

With regard to seeing boats previously owned after many years, I started my family in 2000 while living aboard our Hudson Sea Wolf 44 Sea Whisper at Pelican Harbor in Sausalito. It was an amazing community of friends, nature, wildlife and healthy lifestyle. It was very sad, but necessary, to have to sell her in 2004.



DAVID BARTEN

Barten is still sentimental about his family's first boat.

A couple of years ago I saw an ad for her on *Yachtworld*. I knew she was *Sea Whisper!* She looked beautiful anchored in

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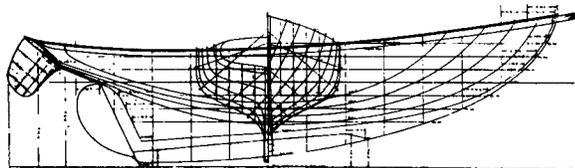
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LETTERS

San Diego's quiet Glorietta Bay. In fact, I'd taken the photo when I sailed her down there. And hey, that was my comforter in the master and our candlesticks in the salon! The broker located in the south of England was using the photos I'd left when I sold her a decade before!

I immediately sent an email of interest, and asked if there might be a complete set of photos to see the boat. And I asked what condition she was in. The broker was kind. He said the boat was a "great value," that the owner was in the process of updating her, and he could show me the boat — by appointment. I responded, but never heard back.

I know she was the queen of the Sea Wolf fleet when I berthed at MPYC guest dock on my sail southward. George Hernandez, the original importer, had tears in his eyes when he told me she looked better than the day he had sold her new.

David Barten
s/v *Ikani*
San Diego

↑↓ OUR OLD BOAT IS NOW IN MADAGASCAR

My wife and I were in Antigua with our San Francisco-based Liberty 458 *Murmur* for the 1996 Sailing Week mentioned in the September 30 *Lectronic*. If I'm not mistaken, that was the year that the Wanderer continued on to Cuba with the Ocean 71 *Big O*.

I remember stopping by *Big O* and the Wanderer inviting me aboard for a beer. I mentioned that we'd come Down Island, having made stops in the Dominican Republic. The Wanderer asked about the advisability of having crew flying in there to meet *Big O* before continuing on to Cuba. I suggested flying to Puerto Plata from New York via American Airlines.

Those were great times, and I'm glad I was able to do that kind of cruising in my mid-50s. We eventually sold the Liberty to a young 50-year-old who renamed her *Solstice*. She's now in Madagascar on her way around the world.

Doug Murray
Murmur, Hunter 356
South Beach, San Francisco

Doug — We remember it all well. After finding out that our Panamanian 'almost girlfriend' Tania had lied and was actually seven years younger than the 24 she claimed to be, we decided to work on the relationship we'd just started back in California with one *Doña de Mallorca*. Indeed, we took your advice and flew to Puerto Plata with *Doña* and suitcases stuffed with clothes and medicine we would give away during our illegal (to the United States government) two-week cruise of the north coast of Cuba. Not that there wasn't some excitement on the way to Cuba, what with having to get rid of all the leftover fireworks from St. Barth and later having *Big O* searched at sea by six Coasties armed with automatic rifles.

Those were great times, but hey, while we're no longer quite as wild as we once were, we're still out there creating memories to recall — hopefully — when we're 100.

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

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

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

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merlin returns home to santa cruz

Wednesday, October 28, was a day of joy for the Santa Cruz sailing community, as it was the day that *Merlin* returned home. Her designer, Bill Lee, had bought her back and had her trucked to California from the Great Lakes. After an overnight delay on Donner Pass due to a zebra mussel infestation, *Merlin* 'sailed' into Santa Cruz Harbor on the back of a big rig.



LATITUDE ARCHIVES

Bill Lee, 'Merlin's designer, sporting his wizard costume.

The 68-ft sled was built by Lee and friends in a repurposed Soquel chicken coop. In the year of her launching, 1977, she set an elapsed-time Transpac record of 8 days, 11 hours and 1 minute — and retained it for an astonishing 20 years. She won the first Pacific Cup in 1980, and held that elapsed-time record until 1994. The Pacific Cup Yacht Club reports that Lee will offer *Merlin* for charter in the 2016 Pac Cup.

While she was owned by Bill Lee, *Merlin* was far from a glamour boat. Rather, she was sailed for the fun of it, and everyone was welcome aboard. Subsequent big-budget owners have made some unfortunate updates, some of which will have to go, while others that will be tolerated, at least for now. Lee has removed the canting keel — the first modification to go — and is currently shopping for an appropriate fixed keel. He plans to enter the boat in the 2017 Transpac.

Merlin was the topic of several posts in *Lectronic Latitude* in late October and early November, and more *Merlin* Memories are featured in this month's *Letters*. Also see www.fastisfun.com.

— chris

pacific cup fleet lookin' good

With more than seven months still remaining until the start of the 19th Pacific Cup from San Francisco to Kaneohe Bay, Oahu, the race has attracted 80 boats and now has a waiting list. Ranging in size from diminutive Moore 24s to an awe-inspiring 100-ft super-maxi, with almost everything imaginable in between, the fleet will be as diverse as it is large. New boats, legendary older boats, big boats, small boats, cruising boats — you name it, the 2016 Pacific Cup fleet has it. Long billed as the 'Fun Race to Hawaii', Pac Cup continues to attract all manner of boats, provided they are seaworthy and meet the race's requirements. Though the race starts in San Francisco, entries hail from Seattle to San Diego, and Hawaii as well.

The inclusive mentality of the Pacific Cup has helped to attract 23 doublehanded entries, many of which are too small to be eligible for other Category 1 races such as the Transpac. Many of the usual suspects are back to race doublehanded, including virtually the full range of small Santa Cruz ultralights, but also bigger boats like the Antrim Class 40 *California Condor*, Cal 40 *Nozomi* and the largest, Jorge Morales' J/46 *Bolero*. One boat to watch will be Mark English's beautiful green Moore 24 *Masi*, with navigator and co-skipper Ian Rogers. The two new fathers have led the way in planning for 2016's Pac Cup with two years of solid prep that has seen them win the 2015 Coastal Cup overall and become the first boat in fleet to pass the mandatory safety inspection.

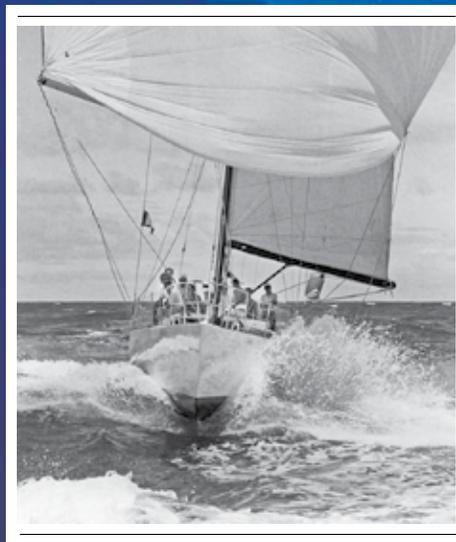
Several top-tier programs have signed up for the fully-crewed divisions. Manouch Moshayedi's Bakewell-White 100-ft super-maxi *Rio100* would appear to be a shoo-in for fastest elapsed time, with

continued on outside column of next sightings page

s.f. boat show

The third annual Progressive Insurance San Francisco Boat Show has moved up a week, to January 15-18, in order to take advantage of the Martin Luther King Jr. three-day holiday weekend. The venue remains the same — Pier 48 with boats in the water at McCovey Cove adjacent to AT&T Ballpark.

Among the highlights of the show is Try It Cove in the waters of McCovey Cove, where show-goers can try out such small paddlecraft as kayaks and SUPs — popular water toys for cruisers. Those new to sailing might like to hop aboard the indoor Sail Away Sailing Simulator,



Spread: 'Merlin' and Bill Lee on October 28, the day the sled returned home to Santa Cruz Harbor. Inset: The slim, sleek — and wet — 'Merlin', in the days before the fancy airbrush paint job.

SPREAD: JEREMY LEONARD / SAIL REVOLUTION; INSET: LATITUDE ARCHIVES

coming in january

which imitates the wind and waves, for a free lesson. DIY types will gravitate toward Fred's Shed Interactive Boating Center, which will feature hands-on workshops covering boat and motor maintenance, repairs and upgrades.

Discover Boating Hands-On Skills Training is available at an additional charge. Space is very limited, so advance registration is highly recommended. Participants who pre-register online will get free show admission for that day. Clinics will be offered on anchoring, catamaran sailing and docking techniques. A Taste

continued in middle column of next sightings page

pac cup fleet looking good

a good chance at winning line honors and setting a new course record. Bay Area boatbuilder and professional sailor Rufus Sjoberg has entered his tricked-out Melges 32 *Rufless*, and the 2015 OYRA season champion will be a major threat to collect the goods on the other end. With other West Coast stalwarts such as Roy Pat Disney's Andrews 70 *Pyewacket* and Dean Treadway's Farr 36 *Sweet Okole* — which sailed in the first Pac Cup in 1980 — headlining a fleet full of quality entries, the fight to claim the overall race victory could be one of the most competitive in the race's history.

More boats continue to sign up for the Cruising Division, which was just added to the Pacific Cup in 2014. A dozen cruisers are expected on the line including a smattering of new-ish production boats, a heavyweight ketch, and a few classics. Though the cruising boats are subject to the same safety requirements, they are allowed

continued on outside column of next sightings page



SIGHTINGS

pac cup — continued

to motor when the wind goes light and will compete for their own awards.

The growth in interest and early entry in the 2016 Pac Cup is also a function of the support infrastructure that surrounds the race. With a well-attended series of prep seminars (see box), a Pac Cup-sanctioned series of Safety at Sea seminars, and continual training to prepare and encourage prospective participants, the event continues to define itself by the ethos of competitors helping fellow competitors succeed. Mix in fun social events before and after the race, a strong band of enthusiastic race sponsors, and awards such as the new Bill Lee Trophy for best performance by a Bill Lee-designed yacht and the coveted *Latitude 38* trophy for best boat-on-boat performance, and it's no surprise that the Pac Cup continues to be a great success. The first divisions will start on July 11, 2016.

— ronnie simpson

s.f. boat show

of Sailing, a four-hour sail on San Francisco Bay, will be followed by a party.

Vendor booths will be located indoors at Pier 48 — a huge hall. The pop-up Yard at Mission Rock will afford show-goers access to more food, beverages, lounge spaces and local merchants. A kids' zone, larger than in previous years, will offer a place for youngsters to play — and build toy boats.

Admission is free for kids 15 and younger and for active members of the military (with ID). The regular adult admission is \$15, and two-day passes are available for \$20. You can buy tickets in

Upcoming Pac Cup Seminars, all at Richmond YC

Jan. 23 — Watermakers Seminar, 10 a.m. Free.

Jan. 23 — American Airlines Pacific Offshore Academy #3, 1 p.m. Topics include: Provisioning, Weather, Ratings/NOR, Personal Gear, Inspections, In-the-Water Prepared Boats. \$30.

Feb. 13 — Medical Preparation Seminar, 1-5 p.m. How to prepare for, prevent and respond to common medical situations at sea, with Kent Benedict, MD; Mary Lovely, RN; and Denny Emory, EMT. \$30.

Mar. 26 — SailMail/GRIB Seminar, 10 a.m. Free.

Mar. 26 — American Airlines Pacific Offshore Academy #4, 1 p.m. \$30.



Robert Hinden's 'Surprise' finishes the 2014 Pacific Cup. The Schumacher 46 race to Kaneohe again in 2016.

— continued

advance online for a discounted price of \$13 up through January 7. For all the details, see www.sfboatshow.com.

It's not too late for sailing industry businesses and organizations to become exhibitors. Let's occupy McCovey Cove with sailboats! Contact Mitch Perkins at mperkins@nmma.org or (415) 272-4130 to get started.

For information on January's Portland Boat Show, San Diego Sunroad Marina Boat Show, and Seattle Boat Show Indoors + Afloat, see our *Calendar* on page 12.

— chris



LESIE RICHTER / WWW.ROCKSKIPPER.COM

pac cup entries as of november 21

30Something * ¹	Catalina 36	Christopher Cox	
Abstract ** ¹	J/105	Doug Pihlaja	Corinthian YC Portland
Adrenalin ¹	SC50	Greg Mitchell	RYC/Kaneohe YC
Aeriagnie **	C&C 40 Tall	Cecile Generaux Schwedes	Pacific SSA
Aero	Hobie 33	Joe Wells	SSS
Afterburner ¹	Synergy 1000	Russ Rieber	SSC
Agasea * ¹	Jeanneau SO43DS	Gene Scott	RYC
Albion ¹	J/124	Graham Ellis	RORC
Alchimiste ** ¹	Archambault 27	Amanda Kleha	Lido Island YC
Alegria * ¹	N/M 366	Matt Shore	
Alternate Reality **	Express 27	Darrel Jensen	STYC
Aquavit ¹	Jeanneau 42i P	Michael Hutchison	SCYC
Ardea * ¹	Tartan 37	Glen Margolis	
B'Quest ¹	Tripp 40	Keith Ericson	Cortez Racing Assn.
Bear Boat * ¹	Jeanneau 40.3	Paul Koenig	
Bolero ** ¹	J/46	Jorge Morales	Dana Point YC
Bullet ¹	Express 37	Laurence Baskin	SSS
California Condor **	Antrim Class 40	Buzz Blackett	RYC
Carnaval	Santana 35	Bill Keller	MPYC
Cassiopeia	Islander 36	Kit Wiegman	SSS
Cetacea * ¹	Force 50	Peter Masson	BYC
Chance ¹	Wauquiez Centurion 42	Mark Lowry	RYC
Chasch Mer	SC50	Gib Black	Kaneohe YC
Dart **	Peterson 34	John Crutcher	Antigua YC
Double Espresso ** ¹	Olson 30	Jason Lauer	SCYC
Double Trouble	J/125	Andy Costello	
Elan	Express 37	Jack Peurach	SSS
Elusive ¹	Club Swan 42	Thomas Furlong	SFYC
Encore	Sydney 36CR	Wayne Koide	RYC
Evermoore ** ¹	Moore 24	Rhys Balmer	Thorn City YC
Folie à Deux * ¹	Jeanneau 42DS	George Slater	SBYC
Giant Slayer **	SC27	David Garman	Sloop Tavern YC
J World's Hula Girl	SC50	Wayne Zittel	SDYC/SFYC
JD	J/109	Ray Sanborn	Kaneohe YC
Joy Ride ¹	J/122	John Murkowski	Seattle YC
Limitless	Express 37	Shawn Ivie	SBYRC
iMas! **	Moore 24	Mark English	RYC
MioVino * ¹	Beneteau 473	Gregory Miller	YVC
Mirador **	Antrim 27	Eric Devaney	SDYC
Mirthmaker ¹	Archambault 35	Kirk Denebeim	StFYC
Nicole	Orion 35	Mel Morrison	FLYC
Nozomi **	Cal 40	Rowena Carlson	RYC/SDYC/PCYC
Oaxaca	SC50	Michael Moradzadeh	CYC/StFYC
Pacem * ¹	Islander 48	Chris Berge	
Polecat ¹	Wyliecat 30	Daniel Doud	SeqYC
Psyche ¹	Cal 40	Steve Calhoun	LAYC
Pyewacket	Andrews 70	Roy Disney	Waikiki YC
Raisin' Cane! ¹	J/125	Frank Atkinson	Coconut Grove SC
Rapid Transit	Antrim 49	Jim & Greg Partridge	StFYC
Rapture * ¹	Caliber 40 LRC	Gregory Newman	BYC
Redhead ¹	Cal 40	Walter Smith	RYC
Rio100 ¹	B/W 100	Manouch Moshayedi	StFYC
Riva	J/46	Scott Campbell	Portland YC
Rufless	Melges 32	Rufus Sjoberg	RYC
SailingforALS.com **	Beneteau First 30	Charles Devanneaux	CalYC
Sanguine ** ¹	Tartan 3800	Keith Fullenwider	Cabrillo Bch YC/TPYC
Serendipity ** ¹	Endeavour 38	Mark Stickel	RYC
Serenity ¹	Islander 36	Eric Mueller	CPYC/SJSC
Shadowside ¹	Allied Mistress	Lad Burgin	CPYC
Shearwater ¹	J/35	Karl Haffinger	Corinthian YC Tacoma
Sierra * ¹	Beneteau 423	Hal Lynam	EYC/OYC
Spadefoot **	Schumacher 28	Christina & Justin Wolfe	Austin YC/GBCA
Surprise	Schumacher 46	Robert Hinden	EYC
Sweet Okole	Farr 36	Dean Treadway	RYC
Thriller ** ¹	Tartan Ten	Brian Hobin	Pacific SSA
Ticket II * ¹	Jeanneau 57	Rick Niello	StFYC
Tiki Blue	Beneteau 423	Gary Troxel	RYC
Tiki J	J/42	Scott Dickinson	CPYC
Utopias * ¹	Sceptre 41	Roland Guy	RYC
Velocity ¹	J/42	Tom Keffer	Portland YC
Vera Cruz *	Beneteau First 40	Michael Johnson	
Viajante	J/44	Bill Williams	RYC
War Pony II	TBD	Shana & Mark Howe	RYC
Whistler V *	Ohlson	John Parkes	Royal Victoria YC
Windswept Lady ¹	X-362	Kerry Sheehan	
Wolfpack **	MORC30	Melinda Erkelens	RYC
Yellow Dragon ¹	Hobie 33	Dawson Jones	Kaneohe YC
Zipper ** ¹	SC27	Alexia Fischer	Washington YC

* = Cruising Division ** = Doublehanded Division ¹ = First Pac Cup

SIGHTINGS

the sss goes for a cruise

The first cruise in recent memory of the Singlehanded Sailing Society, normally a racing organization, came together on October 31. Jackie Philpott of the Cal 2-27 *Dura Mater* had planned the event, with the assistance of SSS treasurer Kristen Soetebier. A fleet of 13 boats sailed south from McCovey Cove in San Francisco to Sequoia YC in Redwood City, where they were joined by a handful of sailors arriving by land-yacht.



'Ragtime!' displays her full cruising regalia at the Sequoia YC guest dock. She was the only boat that came to the SSS event in a Halloween costume.

Bob Johnston, whose accomplishments racing the J/92 *Ragtime!* include a singlehanded season championship, two Singlehanded TransPacs and a Doublehanded Pacific Cup, really got into the spirit of this, his first-ever cruise. Like in an *I Spy* book, see if you can find the following items in the accompanying photos: scrub-brush, swim fins, bath towel, toilet seat, lawn flamingo, diesel jugs, anchor, fenders, emergency boarding ladder, skateboard, horseshoe buoy, solar panels (not aimed at the sun), spare lines, spare sail-tie, dodger, dinghy, outboard for the dinghy, Lifesling, throwable cushion, dive bag, and storm jib, which Johnston put out for his motor south because someone told him "it helps." (To see *Ragtime!* in racing trim, turn to page 97.)

Arriving at Sequoia YC by mid-afternoon, the sailors shared abundant hors d'oeuvres on the club's sunny deck, then grilled up burgers for supper. As night fell and the temperature dropped, they gathered around a gas firepit in the lounge and Philpott awarded prizes. Daniel Willey of the Nauticat 44 *Galaxsea* was recognized for coming the farthest (from Richmond's Marina Bay) and bringing the most crew/passengers (his fiancée Shelly, her friend Donna, and Kristen Soetebier). He won a Jimmy Buffet CD and a copy of the book, *Great Sailing Destinations to Visit Before You Die*. He can check off Redwood City now.

Rrêveur won a SkyDelta 42 kite for being the youngest crewmember. At 13 months old, she had also taken her first sail that day aboard Synthia Petroka's Hawkfarm *Eyrie*. "Synthia got not just a kite but a proven flyer, a Hello Kitty kite that cost \$1.05," said Philpott. "Let it not be said that singlehanders are profligate spenders."

Jonathan Gutoff of the Laser 28 *Stink Eye* won a DVD of *Captain Ron* for wearing the oldest SSS hat, faded red, salt-stained and threadbare. No one, including its owner, could remember what event

continued on outside column of next sightings page

a circumnavigator's

Debbie and Jeff Hartjoy have shared countless adventures aboard their Baba 40 ketch *Sailors Run*. But on the boat's latest voyage, Jeff will go it alone. As you'll read in this month's *Changes in Latitudes*, he departed Ecuador last month on what will probably be the most challenging trip of his very active life: Sailing nonstop around the world via the Five Great Capes.

Debbie wasn't thrilled about the idea, but she didn't want to be an impediment to his dream. "If I had stopped him, he probably would always have regretted not giving it a try." Jeff has already sailed around Cape Horn solo, so completing a lap around the planet, alone, unassist-



Spread: "I'll take the mainsail cover off when the towels blow off the lifelines," said Bob Johnston at the McCovey Cove start of October 31's SSS cruise. Inset, above: Tom Patterson brought a shirt that dates back to the 1984 Farallones Race. Inset, right: Rrêveur, a Border collie-cattle dog mix, and her adoptive mom will no doubt enjoy their new kite.

ALL PHOTOS LATITUDE / CHRIS

shore support

ed, and without the use of his engine, was a logical next step — at least to Jeff's way of thinking.

During the next six months, while Jeff is bashing his way through the high latitudes, Debbie will act as his shore support, based at her son's home in Albuquerque. "This is a really long trip. And in the back of my



After 75,000 miles together, Jeff and Debbie aren't used to being apart.

continued in middle column of next sightings page

sss cruise — continued

or year it was from.

Tom Patterson of the Far Harbour 39 *Cloud* won a new shirt (with a Jimmy Buffet-themed print) for bringing the oldest shirt — a 'Far-allons' T-shirt from 1984, which was too small for him to actually wear. He also had the best sea story of the evening, as he told us he had sailed that race in *Seraffyn*, the 24-ft wooden Lyle Hess cutter that he owned after well-known cruising authors Lin and Larry Pardey had sold it to move up to the larger *Talesin*.

The cruisers could not have found a warmer welcome than the one they received at Sequoia that evening. They were even included in a breakfast planned for a big high school regatta the following morning. Club volunteers served up pancakes and sausage an hour early in order to send the visitors off with full stomachs. A light-air cruise back to various ports around the Bay was completed before the first storm of November dropped rain on the region.

For more information on the SSS, see www.sfbaysss.org.

— chris



SIGHTINGS

big-hearted support for julius

Last summer, San Francisco Bay charter boat captain Heather Richard endured a nightmare that no parent should ever face. Toward the end of Sausalito's annual Fourth of July parade, her nine-year-old son Julius Glasgow was riding atop a float and fell between it and the truck that was pulling it, unbeknownst to the driver. Poor Julius was crushed beneath the trailer's tire, causing severe internal injuries.

An onsite emergency response team expedited his airlift to UCSF Benioff Children's Hospital Oakland, where he soon underwent emergency surgery to repair his crushed pelvis and perforated bladder. Afterward, Julius spent 20 days in the ICU. Heather recalls how

continued on outside column of next sightings page

shore support

head I sometimes wonder if he will survive — he's already had a few problems. I have moments when I cry and worry, but I'm not really that scared for him, because he's the best sailor I know, and he doesn't really get scared. When we were sailing from Ecuador to Hawaii and got caught in Tropical Storm Rosa it was blowing 60 knots. But Jeff assured me, 'Don't worry, we're going to be fine.' And we were."

Jeff writes to Debbie every day via



— continued

Sailmail — and often tells Debbie how much he misses her. Every third day he sends a public blog post for the couple's website, www.sailorsrun.com. It's hard to imagine having much time or energy to write while bashing through the Southern Ocean, but Jeff intends to publish a book about this adventure, just as he did after his Cape Horn rounding. Now 69, he also hopes to set a record as the oldest nonstop circumnavigator!

— andy



After the Baja Ha-Ha fleet arrives in Cabo, one of the final activities is the annual 'From Here to Eternity' kissing contest. The idea is to strike a pose at the water's edge, similar to the famous embrace by Burt Lancaster and Deborah Kerr. As you can see, some contestants are more successful than others. You'll find a complete recap of this year's rally on page 68.

LATITUDE / ANDY

julius — continued

close she came to losing him, and how hard the emergency responders, surgeons and nurses worked to save his life. "The surgical team did a tremendous job," she says. "Given the circumstances, it was the best care he could have gotten... The nurses have such a hard job. They would say things like, 'I wish I had time to go sailing'. All the while they're constantly indoors working very hard. A getaway from the demands of that job would be very welcome."

With that in mind, one of Heather's employers, Kirk Miller of Captain Kirk's San Francisco Sailing, organized free sailing trips for those hard-working nurses and spearheaded a campaign to collect financial contributions for Children's Hospital in recognition of Julius' care. Major contributors included Gaslight Charters, Call of the Sea, USA 76 Charters, List Marine and Modern Sailing. Kirk matched their contributions at a five-to-one ratio, with the total reaching \$6,500.

Captain Kirk is no stranger to the concept of giving, as he makes it a habit to donate 10% of his company's gross revenues to various nonprofits and charities. Giving back, he says, is "important to how we run our business and how we show appreciation for our good fortune." He encourages others to keep Oakland Children's Hospital in mind for future giving, considering the tremendous work they do to get their young patients 'back on the water'. We salute Kirk and Julius' other supporters, and we're thrilled to hear that Julius is back in action.

— andy



Now back in action after enduring a life-threatening ordeal, Julius displays the generous gift given to his caregivers.

estuary sailors shocked by plans

Sailors and marine business owners around the Bay Area are in an uproar over a developer's preliminary designs for Alameda Marina, which were released in mid-November.

At a meeting at Island YC on November 18, tenants of Alameda Marina were notified by Bay West Group of new development plans for the 43-acre marina property. At the meeting, Bay West mentioned a possible 18-month process during which they would work with tenants to help them find new space or, in some cases, to extend their leases. But the implication was that everyone would be leaving. The marina's tenants include Deep Ocean Exploration and Research, Doyle Sailmakers, Eskelund Marine, Fasco Fasteners, Excel Graphics and Svendsen's Boat Works. In addition to the boatyard, the marina also currently houses a large number of dry-stored boats.

"This is a real bummer for the boating community," says Jack Lennox, a yacht broker based in Alameda who has raced on a boat that's dry-stored at the marina. "Jobs, slips, dry storage. First Nelson's and now Svendsen's. We are already suffering from a lack of boatyards."

DOER Marine CEO Liz Taylor said she received a postcard inviting her to attend the tenants' lunch without any notice that the lease

continued on outside column of next sightings page

estuary development — continued

for her business, DOER, was in jeopardy. "It was a friendly postcard for a very unfriendly meeting," says Taylor, whose marine consulting firm designs and builds remotely operated vehicles, including submarines. "They showed photos of Svendsen's Boat Works and welding and said it was incompatible with what the city and the developer have in mind for the property." She said tenants were told that the city's mandate for housing and infrastructure improvements meant that the property would need to be "fully developed."

After the tenants' meeting, Bay West Group hosted a community meeting to survey reactions to various types of housing, ranging from single-family to multi-story. In the community presentation, Bay West said the city of Alameda is driving changes in the use of the land in the area, and quoted a May 2012 strategic plan that said, "The city of Alameda envisions this area being redeveloped as a series of mixed use, waterfront and transit-oriented neighborhoods that will provide a mix of jobs and transit-oriented housing types to serve the next generation of Alameda residents."

The options presented were all housing-focused, with two- to three-story townhomes, four- to five-story apartment buildings, and in some cases single-family homes. The options showed a small number of commercial/retail properties. The marina remains in the renderings, but the new plans do not appear to include parking.

Bob Naber, a longtime Alameda resident and customer of many marine businesses at Alameda Marina, said the proposal as presented would threaten jobs in Alameda, and it's not just tenants who are worried about businesses and dry-stored boats being displaced. "Alameda Marina is the hub of an ecosystem of the maritime community," Naber said, pointing to the three-ton crane that hoists dry-stored sailboats into the water. "It's unique in that it provides a place for regular people to keep their boats, and it also supports viable businesses."

Not surprisingly, the development proposals drew strong criticism from many local sailors and marine business people. Social networks are currently abuzz with talk of marshaling resistance to the extensive waterfront development scheme, which would seemingly destroy a long-established center of community sailing and related business. "It became incredibly obvious last night that the developer's staff has no concept whatsoever of the value and irreplaceability of the Alameda Marina," wrote Alan H. in an online forum. "The developer does not care about the Marina, Svendsen's or any of the services offered there. It's obvious that their vision is basically to clone a residential version of a hybrid of Marina Village, plus some trendy downtown S.F. neighborhood, and high-density Silicon Valley-type condos."

Sean Murphy, Bay West's project lead for Alameda Marina, clarified that. "These were the first of a long series of planned conversations. Our architects, KTG, presented a series of concepts as part of an initial discussion. These images were intended as examples to initiate a dialog, rather than actual plans for the marina. We do not yet have a project plan."

Murphy's statement stressed that the renderings presented were just starting points. "As part of the discussion, we heard concerns from some of our tenants, and those using the boatyard, about preserving the future of maritime uses at the site. We also heard from others, including some neighbors, who anticipate the opportunity a new project presents to repair and restore the aging marina. We expressed that we are committed to continue to work through this process together so that we can build a project that creates an engaged and accessible waterfront for all Alamedans. Feedback from our tenants and neighbors is critical to this process."

Links to a previous Alameda Master Plan commissioned by Bay West that appeared on *Lectronic Latitude* and many sailing forums

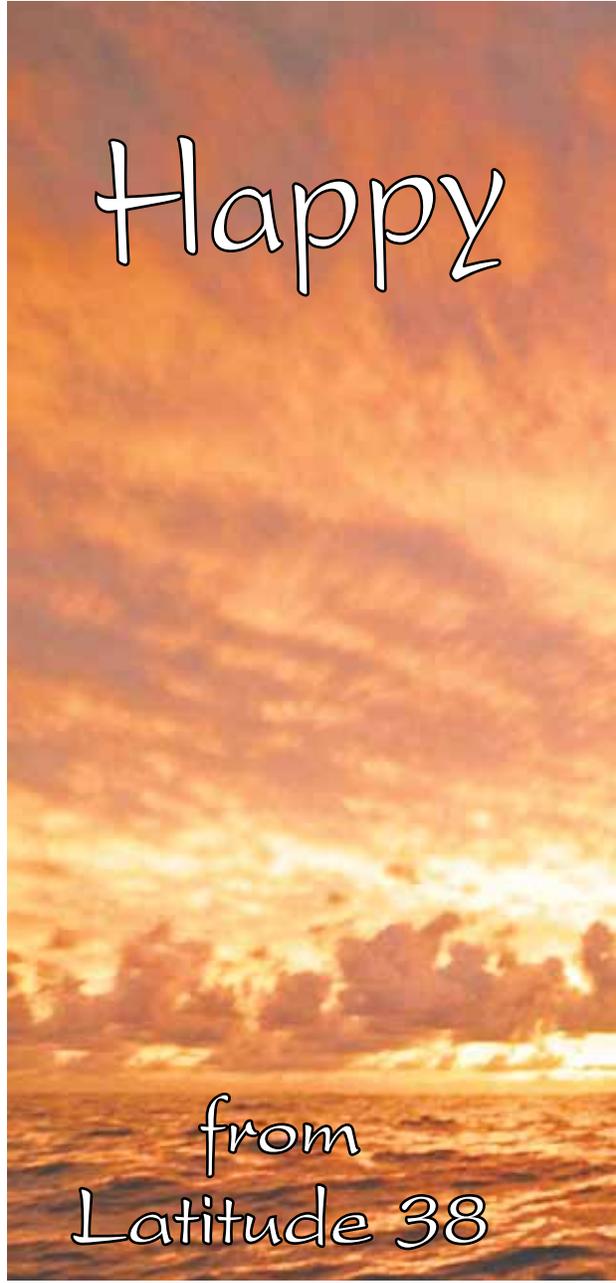
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seminars that build

With the 20th edition of the Single-handed TransPac Race less than eight months away, many local sailors are putting the finishing touches on their boats, while others are just beginning to tackle a long list of winter projects in order to become completely self-reliant once at sea.

The Singlehanded Sailing Society's free seminar series is back to help first-timers and old-timers alike prepare for the 2,120-mile solo run to Hanalei. And the general public is welcome also.

The seven informative seminars can



Happy

from
Latitude 38

GUILLAUME BEAUDOIN

self-sufficiency

be a valuable opportunity for SHTP racers, Pac Cup entrants, cruisers and weekend warriors to pick the brains of multi-time race veterans and industry experts. All seminars are scheduled for the second Wednesday of each month in Oakland YC's Regatta Room at 7:30 p.m. The next four seminars are:

- 12/9/15 – Rigging and Sails
- 1/13/16 – Emergency Rudders and Other Mechanics
- 2/10/16 – The Return Trip
- 3/9/16 – Communications at Sea

— ronnie simpson

estuary development — continued

were never meant to be made public, according to Bay West's PR firm. "It's not clear why they were published on their website, without permission, but they are not applicable," said Becca Perata of the Alameda-based public relations firm Vox Populi. "Today, Alameda Marina is working with KTGy to further the discussion and help shape a plan."

The city's website, www.alamedaca.gov, has no mention of the site or any proposed development and it was not on the agenda for the city's November 23 planning meeting. Slides from the presentation and the lease for the portion of the site owned by the city of Alameda is posted at the Alameda Marina website www.alamedamarina.com.

You can make your opinion known by writing the city of Alameda Planning Division at planningboard@alamedaca.gov.

— elisa williams

Holidays



The young crew of the Victoria, BC-based Rawson 30 'Stay Gold' had a rough passage coming south to the Bay last spring, followed by equally challenging crossings to and from Hawaii last summer. But as is often the case on an ocean passage, there were high points that helped offset the lows, such as experiencing this awe-inspiring sunset. The shot is so stunning that we borrowed it for our annual holiday message. So here's wishing you all a sensational holiday season. Hope to see you out on the water.

BAJA HA-HA XXII RECAP —

During the final days before the start of any Baja Ha-Ha cruisers' rally, there's always a predictable amount of anxiety among fleet members — especially first-timers struggling to complete the many boat-prep tasks that remain on their 'must-do' lists. This year, it didn't help that the most powerful hurricane ever recorded by the National Hurricane Center roared across the Mexican mainland only three days before the Ha-Ha's October 26 start.

Nevertheless, within hours of leaving San Diego Bay, bound for Cabo San Lucas, the pre-departure stress and jitters melted away as a gentle breeze swept the 110-boat fleet south across the border. And shortly before the sun set over the western horizon that first evening out, a brilliant full moon rose up over the Baja Peninsula, spotlighting the fleet's southbound course. Those idyllic getaway conditions set the scene for what would follow, as wind and sea conditions were excellent throughout most of the 22nd Ha-Ha rally. So fine, in fact, that one veteran Mexico cruiser insisted this particular Baja run was "as good as it gets."

As in years past, the 2015 entry roster was composed of a great variety of boats, whose differences were as varied as the backgrounds of their owners. Boat types

ranged from John and Deb Rogers' San Diego-based Deerfoot 64 *Moonshadow* to Mark and Susan Hall's Stockton-based one-off aluminum schooner *Del Viento* to the Santa Cruz-based Mirror 19 *Bluebird* — the smallest boat ever to do the Ha-Ha, whose skipper,

Tom Carr, had to get special dispensation from the rally's Grand Poobah in order to enter. The professions of owners were equally diverse, from white-collar cubicle-dwellers to outdoorsy tradesmen, and everything in between. The age range varied wildly also. The youngest was five-month-old Johnny Pelicano from the Brazil-based Frers 41 *Orion*, while the oldest was 76-year-old Lloyd Clauss, a five-time Ha-Ha vet from the Ensenada-

based Catalina 44 *Tranquilo*.

What every crew had in common, of course, was a burning desire to replace their workaday routine with an offshore sailing adventure that would transport



"We're on a boat. . ." This posse of rappers was prepared to trade in their top hats for flip-flops as soon as the Kickoff Party ended.

them to the sunny latitudes of Mexico. For some, the rally provides merely a brief respite from work, nasty politics and the depressing droning of the nightly news. But for many others it serves as the inaugural step into the international cruising lifestyle — an avocation that might keep them away from the mainstream of modern urban living for years.

The Ha-Ha's annual Pre-Halloween Costume Kickoff Party on Sunday, October 25 — cohosted by West Marine at its Shelter Island superstore — was the perfect way to set a fun-loving tone for the rally, while peeling away some of that pre-rally anxiety we spoke of earlier. As

Thanks to El Niño, both sea and air temperatures were warmer than normal.

always, there were plenty of pirates and wenches, and ghouls and goblins. One crew wore milk cow costumes, another dressed as Mexican *banditos*, and another dressed like killer bees. Popeye and Olive Oyl were in attendance, as were several Rastafarians, some exotic dancers, a few clowns, and a guy who was supposed to resemble a rain cloud (we think).

But the guy who seemed to be hav-

ing the most fun of all was West Marine emcee 'Captain Ron' Maggi — the only pirate we know of who actually draws a company paycheck and pays taxes to the IRS. While the 436 ralliers mixed and mingled, he held a series of themed costume contests for masqueraders of all ages.

Shortly after 9 a.m. the next morning, fleet members who were staged in the eastern part of San Diego Bay began casting off their docklines and slowly heading toward the western tip of Shelter Island, joining others along the way in a grand procession. Up ahead, fountains of water sprayed skyward from a local fireboat, marking the rendezvous point with the Rally Committee's mothership, the 63-ft catamaran *Profligate*. At 10 a.m. sharp San Diego's official America's Cup shotgun fired a salute to the fleet from the deck of the sportfishing boat *Dolphin*. Aboard her, members of the press recorded the scene, while both local and Mexican dignitaries waved *buen viaje* to the departing sailors, some of whom were still decked out in costumes.

The rally's official weather gurus at Commanders' Weather had predicted light winds for that morning's 11 a.m. start, and that's precisely what we got: 8 to 10 knots from the NW which built gradually as the fleet moved south; ideal conditions for flying spinnakers, even for those with marginal experience.

Skies were clear all afternoon as the breeze built to about 14 knots. Thanks



FIN BEVEN

Looking sultry in her frilly party dress, Erin crewed for her dad aboard 'Aerie'.



ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

AS GOOD AS IT GETS



Getting into his role as the Kickoff Party's piratical emcee, Captain Ron strikes a pose with Heidi the gypsy — one of two female skippers.

to El Niño, both sea and air temperatures were warmer than normal, leading to what may have been the driest first leg ever. Most years, decks are drippy with dew during the pre-dawn hours, but this year they stayed dry as a bone, so many sailors never even needed to unpack their fleeces and foulies.

The breeze backed off around midnight, leading many boats to motor until a new breeze filled in after dawn. Because the Ha-Ha is a rally, not a race, firing up the 'iron genny' is always an option. But some diehards, such as Shawn and Kristin Betourne's Colorado-based Lagoon TPI 42 *Swell*, Jim Brainard and Deb Ehler's San Francisco-based J/35c *Brainwaves* and Patsy Verhoeven aboard the La Paz-based

Gulfstar 50 *Talion*, refused to succumb to the temptation.

Although conditions had been relatively mellow, on the morning net a typical variety of gear failures was reported: The outhaul tore loose on the mainsail of Roger and Karen Lamb's Alameda-based Hunter 466 *Kiki*, the gooseneck fitting gave way on Tom Wurfl and Helen Downs' San Diego-based Lagoon 42 *Catatude*, but was quickly repaired, and Steven Dees and Marilyn Gibbs' Anacortes-based Jeanneau 43 DS *Tocata* ran through a kelp bed and ended up dragging it most of the way to the first rest stop at Bahia Tortugas (Turtle Bay). With warmer-than-normal sea temperatures — close to 70° — much farther north than usual, some of the fleet's fisherfolk had early success. Even aboard the Committee Boat, where the fishermen are definitely amateurs, we caught a lovely pair of *dorados* (mahimahi) on handlines — both fish were more than 42 inches long.

Probably the funniest thing that happened on Leg One was that a US Naval warship hailed Heidi Gross' *Horizon*



With plenty of breeze to stretch burgees and fill spinnakers, this year's run to the Cape had exceptional conditions on each leg.

Nemo 39 *Que Sera* and asked, "What flag are you flying?" "Ahh, the Baja Ha-Ha flag?" said the female skipper. "Repeat. What flags are you flying?" "Ahh, actually a Baja Ha-Ha flag and a pink pirate flag." That drew a long pause and more questions, but they eventually wished her a safe passage.

Most boats found enough breeze to sail comfortably throughout Day Two and into Day Three, with the prevailing northwesterly blowing them right down the rhumbline.

Much to the delight of the Turtle Bay townspeople, the fleet began arriving earlier than usual on Day Three (Wednesday). Once anchored, many

Below: The breeze was light at the start of Leg One, but it soon filled in, facilitating glorious downwind sailing. Inset: Calling the start from 'Patricia Belle's bowsprit.



FIN BEVEN



BAJA HA-HA XXII RECAP —

crews were visited by friendly local entrepreneurs in *pangas*, rowboats and at least one kayak, offering to deliver diesel, gas, ice and potable water, or take away trash for a dollar a bag. In this dusty desert town, much of daily life revolves around the local fishing industry, and although the three-mile-wide natural anchorage could easily hold a thousand boats, on a typical day here there's usually only one or two visiting boats in the bay. So the Ha-Ha fleet's arrival is by far the most unusual thing that happens all

year. Fleet members always get a warm reception — especially from local kids who hope these foreign ambassadors had the forethought to bring along some Halloween candy.

By Wednesday afternoon most of the bigger boats had arrived, so when the wind piped up to 20 knots that afternoon, accompanied by 8- to 10-foot swells, only the smaller and slower boats were left outside to deal with it. By Thursday morning, Day Four, all but the smallest boats in the fleet had completed

the 360-mile leg. On the morning net we learned about mishaps, moments of glory, and minor drama: "Last night it was a bit like Mr. Toad's Wild Ride," reported Jim Brainard of *Brainwaves*. But he and his crew seemed to revel in it, sailing the whole way. Others were pumped with enthusiasm also: "We had our best run ever yesterday," said Doug Thorne of the Emeryville-based Celestial 48 *Tamara Lee Ann*, who's done four previous Ha-Has. "We hit 13 knots, our top speed ever," said Douglas and Mary



AS GOOD AS IT GETS

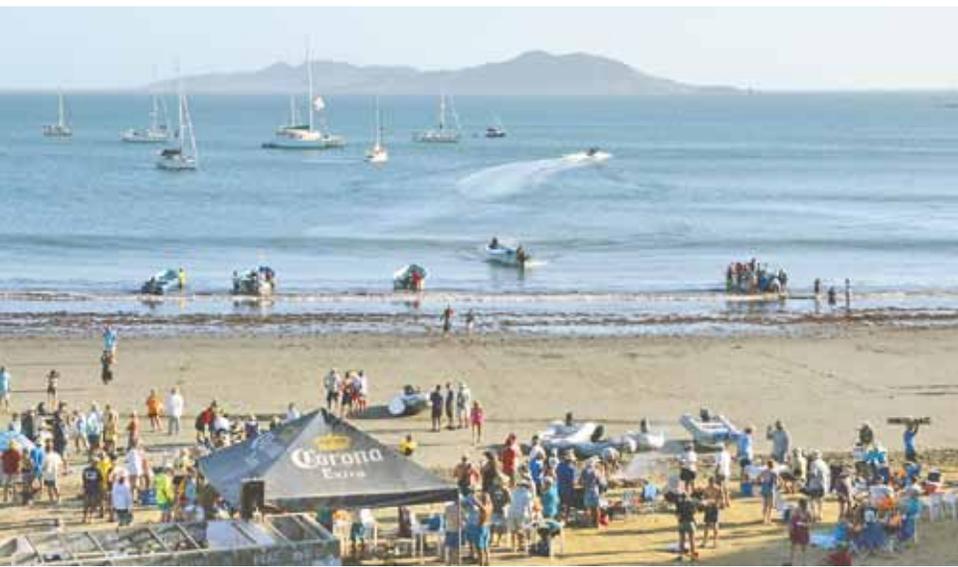
Degange of the San Diego-based Hunter 410 *Kailani*, "but then we wrapped the spinnaker." Cameron and Anne Vawter of the Napa-based Mason 43 *Banyan* reported with pride, "Last night we caught a wahoo that was longer than our two-year-old son is tall!" Meanwhile, a crewman aboard Bill Schmid's Everett, WA-based Corbin 39 *Anakena* had terrible

luck: The only thing he hooked was his own toe. Aboard Jason and Vicki Hite's Long Beach-based Herreshoff 50 *Volaré*, a boom vang fitting came loose, leaving the vang assembly to lash against the cabintop, "destroying" the solar panels in the process. But the most shocking news came from John Davis on *Pipe Dream*. During the night the Long Beach-based

Davidson 50 had a "fender bender" with the Brewer 34.8 *Millie J*, which caused some cosmetic damage — an extremely rare occurrence in the Ha-Ha.

Although fishing is the livelihood of most Turtle Bay residents, baseball is clearly their leisure-time passion, as evidenced by the town's three traveling teams — with fully uniformed players as young as six. Several years ago, we were thrilled to discover that a ballpark had

Top row, left to right: Kids from town got rally souvenirs; a jumble of cruiser kids; tossing water balloons with the Poobah; Turtle Bay beach party; "The water's great!". Middle row: Brewskis for the 'Mykonos' crew; collecting trash by kayak; steely concentration; the ball park. Bottom row: Eating hot dogs for charity; the communal 'cue'; the wrong way to land a dinghy in light surf.



LATITUDE / RICHARD



FIN BEVEN



LATITUDE / RICHARD

BAJA HA-HA XXII RECAP —



When dolphin churn the water like this, there are often fish schooling nearby. Fleet members also saw whales, turtles and sailfish.

been constructed, complete with dugouts and shaded viewing stands. Ever since then, the locals have been generous enough to let us use it for a goofy, 'Ha-Ha rules' ballgame, where every batter gets as many soft lobs from the Grand Poobah as it takes to get a hit. The ball-handling skills of most Ha-Ha'ers tend to be a little rusty, so there are typically several errors on every hit. It's pretty hilarious, but ever since the first year, it's always been a great community-building experience, as dozens of local kids join in the fun.

That evening, many fleet members hung out in town comparing their Leg One adventures at the town's largest watering hole, the Vera Cruz Restaurant, or at Maria's or El Deposito, both of which are right off the beach, adjacent to the bay's weather-beaten pier.

Friday at Turtle Bay is always reserved for a big beach party and picnic on a deserted stretch of sand about a mile east of town. There's no big agenda, just a chance to chill out while solidifying new friendships, and resting up for the next morning's start. Because the 2015 fleet was — for unknown reasons — smaller than usual, the group size felt a lot more intimate, and it seemed easier than ever to make new acquaintances. Multi-generational volleyball is always a

Known for never ever motoring, Patsy Verhoven has done the rally more times than we can count aboard her Gulfstar 50 'Talion'.

big hit here, as is hiking the dusty dunes. And this year, with water temperatures in the mid-70s, a bunch of Ha-Ha kids played in the shorebreak for hours.

The staff of the Vera Cruz brought a PA system to add a little musical spice, along with about a zillion cold beers to sell. The Committee set up barbecue grills for all to use, and served 288 hot dogs for small donations, as a fundraiser for victims of the recent Hurricane Patricia. (Paul Hofer of the Delaware-based Jeanneau 50 *Scarlet Fever* threw in an additional \$500.) Meanwhile, down the beach entrepreneurs from Maria's sold freshly made ceviche and fish tacos. Several dozen other Mexicans showed up later in the afternoon just to have a look at all the curious gringos. As we said, the fleet's three-day stay is truly a novelty here.

At 9 a.m. on Saturday — the published starting time for 260-mile Leg Two — there was barely enough breeze to sail, so the Grand Poobah declared a "rolling start," whereby every boat could motor down the rhumbline until the breeze kicked in. Meanwhile, over the VHF we heard that tiny *Bluebird* would be delayed, as owner Tom Carr was using his hookah rig to dive on the stuck anchor of one of the fleet's powerboats. Where he stores hookah gear on a 19-footer we'll never know.

Tom Price and his crew aboard the San Francisco-based Beneteau 473 *Vitesse* earned good-Samaritan status also for dropping their chute and turning around to tow the Mariner 36 *Sandee*,

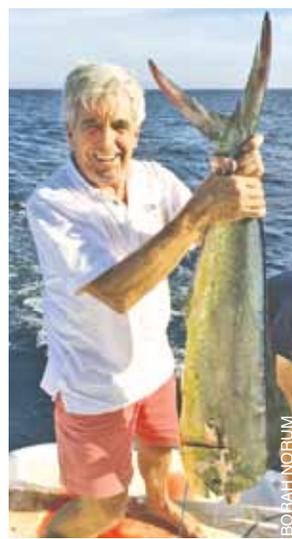
which not only had engine troubles, but had lost the use of her only headsail.

By 11:30 the breeze was on, so the rolling start was called off, and Leg Two officially began. It turned into a glorious day of sailing under clear blue skies, with steady winds of 12-15 knots that built — along with the swells — as the day went on. As the sun sank in the west over a crisp, cloud-free horizon, the elusive green flash appeared for an instant — we have photos! — adding an extra measure of magic to what promised to be a spirited night of sailing.

Before the waning moon rose that night, the sky overhead was ablaze with countless points of shimmering light, and Orion's Belt lined up above the southern horizon, serving as the perfect natural nav aid to steer by. During the night the wind clocked to the northeast and got stronger, while seas got lumpier. After 12 hours of sailing the fleet was spread out over at least 50 miles of open water, so it wasn't surprising that the wind speeds reported varied substantially — everything from three-knot zephyrs to gusts over 30 reported. Several boats even experienced easterly headwinds for a time — a rare occurrence on the trip to the Cape.

On the Sunday morning net, there was all sorts of excitement: "All eggs on board are now scrambled," a crew from the Seattle-based *Island Packet 27 Journey* reported. But they'd hit a new speed record of 11.7 knots in the pro-

The Miller-Itagaki family's well-kept Santa Cruz 50 took full advantage of Leg Three's booming afternoon winds.



'Profligate' watch captain Fin Beven caught this beautiful mahi on the second day out.



FIN BEVEN



AS GOOD AS IT GETS

FIN BEVEN



Trumpeter Steve Stanley of 'Ahelani' serenaded the fleet at every start.

cess. "Our cat freaked out a little when we hit 10.1," said Alex Mercurio of the Hawaii-based Beneteau 47.3 *Full Glass*, "but we had a great night." "We were flying last night, sailing wing-and-wing in 25-knot winds," said Mike & Judy Sawyer of the San Francisco-based Island Packet 38 *Honu*, adding, "The wind shifted 30 degrees, but we got things sorted out." "What a great ride!" said circumnavigator Jim Milski of the Colorado-based Schionning 1480 *Sea Level*. "We hit 16.8." Aboard the San Diego-based *Qué Sera*, Heidi Gross was thrilled to get her heavy-displacement sloop up to 8.8 while surfing down a wave. "We had a little too much fun with our spinnaker, and got green water in the galley" reported Jeff Stansfield of the Ventura-based Royal Passport 43 *Joy*.

Despite the fun that some crews were having, the rowdy conditions took a toll on several boats in the fleet. The in-mast furling system aboard Tom and Emily Martinez' Seattle-based Beneteau 47 *Girl Four* jammed, leaving her crew unable to reef or douse the mainsail during gusts up to 30 knots. "Then when we lost steering, we had a little 'fire drill'," said her crew. Elsewhere, *Pipe Dream's* crew reported that their engine wouldn't start, and they feared they'd gotten water in the cylinders. But *Kailani* had the worst luck that night through a debilitating chain of events. While sailing in 30 knots, the boat's outhaul ripped out of the mainsail, which led to the traveler failing and batten cars ripping out of the mast. *Kailani*

was forced to drop out and limp north to Turtle Bay for repairs.

Notched into the northern peninsula that defines massive Magdalena Bay, Bahia Santa Maria is a seven-mile-long oval that offers great protection from wind and waves behind a craggy 1,000-ft ridgeline. Ashore,

the only visible 'development' consists of several cliff-top bungalows used occasionally by eco-adventurers in search of solitude or game fish. A short walk inland, alongside a sheltered mangrove lagoon, are a cluster of crude shacks used for several months at a stretch by itinerant fishermen, whose homes and families are in the village of Lopez Mateos, 30 miles away.

With its crescent-shaped white-sand beach that extends as far as the eye can see, BSM makes an idyllic rest stop for ocean-weary sailors, especially after a challenging sprint driven by 30-knot winds. During our two lay days there, fleet members caught up on their sleep; made minor repairs; socialized with neighbors; hiked the shaley ridgelines;



'Bluebird', the smallest boat ever to do the rally, had few problems other than the seasickness of her novice crew who had never sailed before.

kayaked, SUPed and surfed in the 80° water, and combed the beaches for shells and sand dollars. Like a timeless zoology exhibit, the skeletal remains of whales, sea lions and dolphins can be found on these beaches too, but you rarely see a human footprint.

On Monday, November 2, the Rally Committee instituted a couple of new activities, inspired by the recent purchase of an inflatable 'floating island'. Every kid in the fleet was invited to *Profligate* to practice diving off the big cat's 'back porch', then horse around on the island, and search for buried treasure (Halloween candy) within its secret chambers. At least a dozen kids joined in the fun, including Fin, 5, and Lilley Curtis, 3, from *Cielo Grande*; Marco Philips, 8, of *Karma Girl*; Miya, 17, and Romi, 15, of *Bay Wolf*; Simi, 10, Maggie, 7, and William, 5, of *Agamere*; Annabelle, 12, of *August Dream Too*; and Cassidy, 10, Liam, 7, and Julian, 4 of *Wild Rumpus*.

Later that afternoon, an impromptu



Owners of the Montana-based Jeanneau 52 'Scout' were among the many 'repeat offenders' who returned for more Ha-Ha fun.

tu dinghy-up cocktail party was announced, and in no time dozens of tenders of all descriptions were rafted-up around the inflatable island. The Committee hosted some silly party games, followed by a dance contest to the tune of George Thorogood's *Bad to the Bone*. Competing couples from *Volaré* and the Montana-based Jeanneau Sun Oyssey 52.2 *Scout* tied by unanimous decision from the spectators.

The most notable annual event at BSM is always the rock 'n' roll dance party that's put on by the fishermen and their families, who make the long trek across the dunes and down the beach from Lopez Mateos to facilitate it. Several hundred hungry sailors were served a seafood lunch, while an awesome four-piece band — who had come all the way from La Paz — scorched the airwaves with danceable rock 'n' roll anthems ranging from the Beatles to the Doors to Santana. Staged up on a bluff overlooking the vast BSM anchorage, it's truly a surreal experience that typically endures as a favorite Ha-Ha memory.

Designed so the slower boats don't have to spend more than one night at

One of the prettiest rigs in the fleet belonged to Mark and Susan Hall's 'Del Viento', which they sailed the whole way.



BAJA HA-HA XXII RECAP —

sea, the 180-mile Leg Three always begins at 7 a.m., shortly after the sun peeks over the eastern horizon. Wind conditions are often very light along this stretch of coastline, but not this year. As predicted by Commander's Weather, the light, onshore morning breeze built to the 15- to 20-knot range by early afternoon — ideal conditions for the final push to the Cape.

On the next morning's net, many boats reported winds even stronger than predicted: sustained in the mid-20s with gusts over 30, making this undoubtedly the windiest Leg Three ever.

"This little girl picked up her skirts

and was blasting down waves time after time," reported crew on the San Francisco-based Valiant 40 *Star Passage*. Many boats claimed they'd clocked their top speeds ever, including the vintage Lagoon TPI 42 cats *Catatude* (16.8 knots) and *Swell* (16.1). The latter was doublehanded by Shawn and Kristin Betourne, who completed the rally using their emergency tiller — driving from the swim step — after their steering cable snapped. Crew aboard John and Donna

DeMeyer's Bainbridge Island, WA-based C&C 43 *Carmanah* said, "It was a rolly ride in this old IOR boat, but we survived it, as did our 25-year-old spinnaker."

As much fun as it was, though, the boisterous conditions took a toll on some boats: "We made a few unplanned jibes, blew out our traveler, then our replacement traveler, but the second replacement held," said Charley Eddy of the Alameda-based Catalina 470 *Snug Harbor*. Crew from Craig & Janet

Top row, left to right: Ha-Ha'ers ham it up with the BSM band; lovely Lisa the dancin' machine; view from the bluff; 'Serendipity' doublehanders take to the oars. Middle row: Artsy light off southern Baja; serene sunrise; getting cozy at the dinghy raft-up. Bottom row: kids jump for joy; kids rule on the floating island; leaving BSM on the morning breeze; the Cabo anchorage protected by the Cape.



AS GOOD AS IT GETS

Shelton's San Diego-based Columbia 41 *Concordia* reported losing the use of their main and requested a fuel transfer, which was done by multiple Ha-Ha veterans Glenn Twitchell and Debbie Jahn of the Newport Beach-based Lagoon 380 *Beach Access*. The most troubling news was that a crewman aboard Dave Calhoun's Alameda-based Fantasia 35 *Freedom Rider* had been whacked in the head by the boom during a jibe, resulting in a nasty gash. After receiving first aid, he was reportedly stable yet sore.

Despite such excitement, the breeze did not hold up during the entire leg. When the wind shut down on the lower

portion of the course, Jonathan Mote went belowdecks for a nap, leaving his wife Rebecca on watch accompanied by their black Morkie pup Pirate. Up to that point the couple had doublehanded the whole way, and were determined to cross the finish line off Cabo Falso under sail. But after four or five hours of wallowing on a windless sea, Pirate picked up the ignition key floatie with his mouth and brought it to Rebecca with a plaintive look in his eyes, as if to say, "Enough already." But she refused to succumb.

After spending time on the open

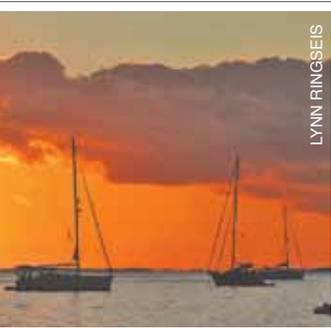
ocean and in unspoiled anchorages like Bahia Santa Marina, it's quite a shock to pull into Cabo San Lucas, with its hordes of tourists in party mode. But most crews were eager to shake out their sea legs, take a long, hot shower, and perhaps have a frosty margarita or two.

Our longtime partners at Cabo Marina did their best to accommodate as many BHH boats as possible in slips or raft-ups, despite the fact that a huge fishing tournament was happening simultaneously. Anchoring outside the harbor was the other option, which was pretty sweet after the daytime boat traffic died down.

Due to the exceptionally strong winds,



LATITUDE/RICHARD



LYNN RINGSEIS



BAJA HA-HA XXII RECAP —

SERENDIPITY



"Please mom, can we start the engine?"

the majority of the fleet arrived by late Thursday afternoon, November 5; just in time to clean up a bit and join the fun at Squid Roe, Cabo's notoriously high-energy dance bar. With fleet members all wearing their Ha-Ha logowear, we owned the place for a few hours — which was plenty for most weary sailors.

On Friday most crews rendezvoused under the broad umbrellas of the Baja Cantina on Cabo's main beach, where they swapped stories and compared future cruising plans. As always, the *From Here to Eternity* kissing contest — done while rolling in the surf — was the highlight. (See photos in *Sightings*.)

Sponsored by Cabo Marina, Saturday night's awards ceremony was a festive affair where each of 109 finishers was acknowledged with an award, and some received special prizes for somewhat dubious distinctions: *Ahelani* earned the Chatoholic Award for max time on the radio; the crews of *Que Sera* and the Hans Christian 38 *Penelope* shared the Naked Sailing Award; crewman Rich from the Idyle 51 *Distant Drum* won the Extreme Snoring Award; and *Bay Wolf* won the Master Baiter Award for boating two huge tunas.

The five crews who sailed the entire course received a well-earned standing ovation: Mark and Susan Hall of *Del Viento*, Jim Brainard and Deb Ehler of *Brainwaves*, Jonathan and Rebecca Mote of *Serendipity*, Patsy Verhoeven of *Talion*, and Tom Wurfl & Helen Downs of *Cataltude*.

The event's special spirit award, given in the name of the late Philo Hayward, went to Tom Carr of *Bluebird*, who was humbled by the honor.

All in all, this year's rally surpassed the expectation of even the Rally Committee. In fact, as we said, it was as good as it gets!

— *latitude/andy*
with help from 'Scoop' Ringseis

LYNN RINGSEIS



Shaking the sea legs at Squid Roe.

2015 Baja Ha-Ha Results

109 finishers with 424 sailors aboard

§ indicates sailed all legs ("Soul Sailors"); + indicates special recognition.

AGAVE DIVISION — white sails only #1

- § 1) *Del Viento*, 34-ft Schooner, Mark & Susan Hall
- 2) *Penelope*, Hans Christian 38, Peter & Susan Gierga
- 3+) *Sandee*, Mariner 36, Will Trumbull
- 3+) *Amador*, Hunter 38, Matt Brown
- 3+) *Jacquot-Bateau*, Irwin 38, Jacques Lorch
- 3) *Quest*, Pearson 32, John & Barb Wilkerson
- 3) *Ecco Bella*, Island Packet 35, Richard & Margaret Ciolino
- 3) *Freedom Rider IV*, Fantasia 35, Dave Calhoun
- 3) *Sojourn*, Catalina 38, John Van Vessel
- 3) *Kokomo*, Morgan 38, Randall & Sally Wheeler
- 3) *Uma Karuna*, Islander 38, Edward Bastian & Velma Schnoll

BURRITO DIVISION — white sails only #2

- 1) *Banyan*, Mason 43, Cameron and Anne Vawter
- 2) *Moondance*, Beneteau 40, Carl Smithburg
- 3+) *Tamara Lee Ann*, Celestial 48, Doug & Tamara Thorne
- 3) *Mind Designs*, Hunter Legend 40, Richard LeBlanc
- 3) *Concordia*, Columbia 41, Craig & Janet Shelton
- 3) *Kailani*, Hunter 41, Douglas & Mary Degange
- 3) *Drama*, Beneteau 44, Bob Irby
- 3) *Finte*, Skarpsno 44, Jeff Holt & Mary Smith
- 3) *Kiki*, Hunter 46, Roger & Karen Lamb
- 3) *C'est Si Bon*, Beneteau 46, Perry & Patty Christer
- 3) *Full Glass*, Beneteau 47, Alex & Kristen Mercurio
- 3) *Kanaloa*, Rhodes 64, Richard Alexander
- 3) *Patricia Belle*, 66-ft Schooner, Patrick & Jeannie Hughes

CEVICHE DIVISION

- 1) *Journey*, Island Packet 27, Robert Sievertsen
- 2) *Bluebird*, Mirror 27, Thomas Carr
- 3) *Swedish Promise*, Winga 29, John Veysey
- 3) *Pablo*, Westsail 32, Steve & Sherri Brenner
- 3) *Vita Nova*, Aries 32, Dan & Katie Retz

DESPERADO DIVISION

- 1) *Jean Butler*, Cape Dory 36, David Columbus
- 2) *Stryder*, Cascade 36, Jeff & DeAnne Warner
- 3) *Lokomaikai*, Catalina 32, Ron & Gail Hodel
- 3) *Antoinette*, Cal 34, Frank Connors
- 3) *Millie J*, Brewer 34, James Atkins & Amy Arroyo
- 3) *File Dream*, Islander 36, Mark Diederich
- 3) *Intrepid*, Islander 36, Timothy Bill
- 3) *Tandem*, Pearson 36, Steve & Joni Stein

ENCHILADA DIVISION

- § 1) *Brainwaves*, J/35, Jim Brainard & Deb Ehler
- 2) *Iris*, Catalina 36, Frank Hydoski
- 3) *Magic*, Beneteau 36, Curt Ingram & Mary Howard
- 3) *Bella Luna*, Catalina 36, Stephen & Lynne Smith
- 3) *Tranquility*, Catalina 36, Dave & Becky J Elmore
- 3) *Karma Girl*, Catalina 38, Steve & Angelina Phillips
- 3) *Gypsea*, Ericson 38, Gary & Patricia Phillips

FRIOLE DIVISION

- 1) *Anakena*, Corbin 39, Bill Schmid & Debbie McClure
- 2) *Honu*, Island Packet 38, Mike & Judy Sawyer
- 3) *Pacific Star*, Island Packet 35, Horst Wolff & Julia Showen
- 3) *Alobar*, Island Packet 37, Joel Ungar
- 3) *Nakamal*, Island Packet 38, John Ryan & Elinore Craig
- 3) *Que Sera*, Horizon Nemo 39, Heidy Gross
- 3) *Aerie*, Cal 46, Bob Staniec & Erin Grayson

GUACAMOLE DIVISION

- § 1) *Serendipity*, Jeanneau 42, Jonathan & Rebecca Mote
- 2) *Carmanah*, C&C 43, J. & Donna DeMeyer
- 3+) *Vanishing Girl*, Beneteau 40, P. Marston & J. Brockway
- 3) *Elixir II*, Islander 40, G Frank Nin & Leslie Honey
- 3) *Kini Popo*, Jeanneau 40, Daniel McCoy
- 3) *Star Passage*, Valiant 40, Rick & Janis Gio
- 3) *Aurora Sky*, Dehler 41, Al Galpin
- 3) *Orion*, German Frers 41, Roberto Pellicano & Mary Kerr
- 3) *Spill The Wine*, Jeanneau 42, Mark Barry
- 3) *Carthago*, Beneteau 42, Jose Castello & Gina Harris

HUEVOS RANCHEROS DIVISION

- 1) *Huzzah*, Jeanneau 45, Gerry & Jody Gilbert
- 2) *MyLa*, Moody 44, John & Julie King
- 3) *Joy*, Royal Passport 43, Jeff Stansfield, Ventura
- 3) *Raven's Dance*, Nauticat 43, Donald Lassila
- 3) *Toccata*, Jeanneau 43, Steven Dees & Marilyn Gibbs
- 3) *August Dream Too*, Jeanneau 44, M. Breider & C. Breider
- 3) *Crescendo*, Norseman 44, Mark Lazar
- 3) *Dancy*, Kelly Peterson 44, Dvain & Nancy Lentz
- 3) *Mykonos*, Swan 44, Myron & Marina Eisenzimmer
- 3) *Tranquilo*, Catalina 44, Lloyd & Colleen Clauss, Eriensada

IGUANA DIVISION

- 1) *Vitesse*, Beneteau 47, Tom Price
- 2) *Moon Nah Mah Na*, Beneteau 47, Dan Wieman

- 3) *Ahelani*, Outbound 46, Steve Stanley & Patricia Stanley
- 3) *Gratitude*, Hylas 46, M. Eggenberger & Nina Lesowitz
- 3) *Tahitian Dream*, Amel Maramu 46, William & J. Fletcher
- 3) *Girl Four*, Beneteau 47, Tom & Emily Martinez
- 3) *Snug Harbor*, Catalina 47, Charley Eddy
- 3) *Agamere*, Hylas 47, Niko & Morgan Pohrbach
- 3) *Aisa*, Tayana 48, H. Gardner & Lesley Johnson

JALAPEÑO DIVISION (*tie for first)

- *1) *Baywolf*, Santa Cruz 50, Kirk Miller & Sachii Itagaki
- *1) *Moonshadow*, Deerfoot 62, John & Deb Rogers
- 3) *Callisti*, Waterline 50, Roland & Rebecca Thiel
- 3) *Matador*, Beneteau Sense 50, Stephen Meyer
- 3) *Pipe Dream*, Davidson 50, John DAVIS
- 3) *Scarlet Fever*, Jeanneau 50, Paul Hofer
- 3) *Scout*, Jeanneau 52, Greg Himes
- 3) *Whistle Wind*, Farr 55, Sam & Anthony Galdes

KILO DIVISION

- § 1) *Talion*, Gulfstar 50, Patsy Verhoeven
- 2+) *Cielo Grande*, Skye 51, Nicholas & Kristin Curtis
- 3) *MangMango*, Hughes 48, Aaron Swerkes
- 3) *Windstar*, Liberty 49, Stephen & Bente Millard
- 3) *Volare*, Herreshoff 50, Jason & Vicki Hite
- 3) *Distant Drum*, Idylle 51, Harry Hazzard
- 3) *Impossible*, Bruce Roberts 53, Scott & Jan Hamilton
- 3) *Scarlet Star*, Hylas 54, J. Walter Smith & K. Crossland
- 3) *Maya*, Custom 70, Douglas Tausik

LANGOSTINA DIVISION (multihulls)

- § 1) *Cataltude*, Lagoon 42, Tom Wurfl & Helen Downs
- 2+) *Sea Level*, Schionning 49, James & Kent Milski
- 3+) *Swell*, Lagoon 42, Shawn & Kristin Betourne
- 3) *Kailani*, Corsair F-31, Bryan Patti Martin
- 3) *Second Wind*, Gemini 35, Dennis Randall
- 3) *Beach Access*, Lagoon 38, Glenn Twitchell & D. Jahn
- 3) *Intermezzo*, Leopard 39, Stephen Cox & Renee Duffer
- 3) *Wild Rumpus*, Fortuna 40, Trevor McCaw & Sally Aaron
- 3) *A Volonté*, Fontaine-Pajot 42, B. Martigny & A. Delecourt
- 3) *Le Chat Beaute*, Privilege 42, Paddy Barry

NO COMPRENDE DIVISION (powerboats)

- 1) *Maria Elena*, Nordhavn 40, Bill & Andrea Kirsh
- 2) *Western Flyer*, DeFever 41, Ralph & Patricia Perez

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

Check out the Ha-Ha XXII entry roster at www.baja-haha.com and you'll see that boat types and sizes in this year's fleet were as varied as ever, and the crews who sail them were as colorful as in years past.

In addition to many first-timers, there were plenty of 'repeat offenders' who wanted to replay some of the fun and great sailing that they'd experienced during previous rallies. Some full-time Mexico cruisers even sailed all the way back to San Diego this year just to re-do the rally.

On page 68 of this issue, you'll find a complete recap of this year's event. And you can find mini-profiles of all crews online in the archived November 2015 issue at: www.latitude38.com.



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CREWING FOR CRUISERS

Every year dozens of watchstanders find crew positions on the Baja Ha-Ha rally. If you weren't lucky enough to be one of them this time, don't give up because cruisers use our online Crew List year-round, offering rides to all sorts of exotic places. The list is constantly updated, and you can access it via www.latitude38.com. If you hope to cruise on your own boat someday, catching a ride with someone else first is a great way to prepare.

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IMPORTANT DATES

If you missed the chance to join Baja Ha-Ha XXII, there's always next year. The 2016 event will follow a similar timeline. Dates TBA soon.

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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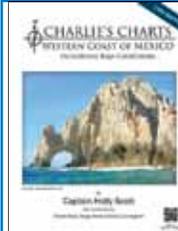
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SEASON CHAMPIONS, PART II —

This month's *Season Champions* feature takes a break from the one-design fleets to go for a stroll down acronym lane and call on the SSS (Singlehanded Sailing Society), BAMA (Bay Area Multihull Association), and the YRA (Yacht Racing Association) and its charter organizations OYRA (Offshore Yacht Racing Association) and WBRA (Wooden Boat Racing Association).

Since the SSS kicks off their series first, we'll let that group lead the way.

SSS Singlehanded Monohull *Lightspeed, Wylie 39* Rick Elkins, RYC

The SSS season begins with the weirdly popular — and just plain weird — Three Bridge Fiasco at the end of January. The pursuit race draws entries that include cruisers, day-sailers and liveboards — some of whom won't compete in any other race during the year.

About a third of the 365-boat TBF fleet continued on to sail in other Bay and/or ocean races with the SSS in 2015. In odd years, the singlehanders get one more race (the Singlehanded Farallones) than the doublehanders, for a season of eight regattas. The last event is October's Vallejo 1-2, a singlehanded race to Vallejo YC followed the next day by a doublehanded return from VYC to Richmond YC.

Rising to the top of the Singlehanded Monohull scoreboard with 2.221 points was Rick Elkins, who sails the Wylie 39 *Lightspeed*. "I couldn't believe I pulled this off because I had a horrible Vallejo Race," he said. "I wrapped my spinnaker and finished under main alone. It was a great season; I fully enjoyed what I call my 'Golf buddies' in G division." Elkins will take a break to serve a two-year term as race chair of the SSS.

2) **Eyrie**, Hawkfarm, Synthia Petroka, SSS, 2.377 points; 3) **Whirlwind**, Wyliecat 30, Dan Benjamin, OYC, 2.471. (88 boats)

SSS Doublehanded Monohull *Outsider, Azzura 310* Greg Nelsen, SSS

"I want to thank Greg for sailing doublehanded this year," said Rick Elkins

when he accepted the Singlehanded perpetual trophy at the SSS awards meeting on October 28.

The Greg to whom he was referring is Greg Nelsen, who won the SSS season's Doublehanded trophy. Nelsen is no stranger to the SSS podium. With his current ride, the *Azzura 310 Outsider*, he won the Doublehanded Division in 2010 and the Singlehanded Division in 2009. Singlehanded his previous boat, the *Black Soo Starbuck*, he won in 1999-2002 and 2004-2005. Whew!

But last year, he finished the Doublehanded season behind Gordie Nash and Ruth Suzuki on *Arcadia*, who also won in 2008, 2013 and 2014 — quite a rivalry.

Nelsen said the competition was tough, as always. "It takes a lotta, lotta money and hard work to beat Gordie. And literally I've run out of sails to buy. Hopefully, I'll move back into Singlehanded next year where it's a little easier."

Karl Crawford, Kathryn Kade and Dan Alvarez were Nelsen's crew this year (though not all at once of course!) *Outsider* scored 1.689 in the SSS's decimal-heavy low-point system.

2) **Arcadia**, Mod. Santana 27, Gordie Nash, RYC, 2.007 points; 3) **Verve**, Express 27, Ron Snetsinger, SBYC, 2.392. (138 boats)

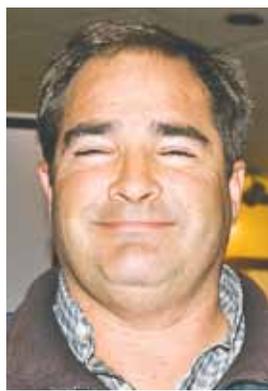
SSS Singlehanded Multihull *Tri N Fly, F-27* David Morris, HMBYC

In Singlehanded Multihulls, David Morris and Truls Myklebust had a battle of the F-27s, finishing within a tenth of a point of each other. "We had a great year of racing on the trimaran this year," said the victor, Dave Morris, with 4.1 points. "Truls and I had a three-second rating difference, so next year I will rig *Tri N Fly*



Rick Elkins

LATITUDE / CHRIS



Greg Nelsen

LATITUDE / CHRIS

so the ratings are the same." Regarding third-place Mark Eastham on *Ma's Rover*, Morris said, "To be anywhere near an F-31 at the finish line is always a good feeling. Those boats just fly in the right conditions."

Morris felt the boats and their skippers were well matched. "It was lots of fun watching the other guy and second-guessing yourself when you split the course, wondering what he sees that you don't or knows or thinks he knows that you don't... This year came down to who sailed into a hole and who didn't."

Morris recounts the memorable moments of his season: "Ripping under the Gate to the finish of Drake's Bay II with the kite up tops the list. Watching the whole boat disappear into a wave going to the Farallones and sifting a jellyfish out on a tramp was pretty memorable. Sitting in a known hole behind Angel Island watching *Raven* and the fleet sail away and that helpless



Dave Morris

LATITUDE / CHRIS

ALL PHOTOS COURTESY THE WINNERS EXCEPT AS NOTED



A convergence of oceangoing season winners at Point Reyes, left to right: Pat Broderick's Wyliecat 30 'Nancy', Rick Elkins' Wylie 39 'Lightspeed' and Jack Peurach's Express 37 'Elan' start the OYRA/SSS Drake's Bay Race II on August 23.

stupid feeling waiting for any breeze from any direction so you can move. Or drifting for hours away from the start line during the Three Bridge. At least I had company there."

2) **Raven**, F-27, Truls Myklebust, BAMA, 4.167 points; 3) **Ma's Rover**, F-31R, Mark Eastham, BAMA, 6. (5 boats)

SSS Doublehanded Multihull **Roshambo, Corsair 31R** Darren Doud, SSS

Sailing with a crew of regular Chris 'Lew' Lewis, dad Dan Doud, and Jeromy Boyette in various races, Darren Doud's *Roshambo* four-peated the Doublehanded Multihull Division with 2.25 points. The wicked-fast trimaran is that boat racers joke about, the one that's already back in her slip when the rest of us are still slogging it out halfway up the course!

Ma's Rover, which sailed some of the races in the Singlehanded Division and ranked third there, finished about half a point behind *Roshambo*.

2) **Ma's Rover**, F-31R, Mark Eastham, BAMA, 2.775; 3) **Mojo**, F-25C, Christopher Harvey, SSS, 4.4. (17 boats)

Spirit of the SSS Jacqueline Philpott, BYC

After the race trophies were handed out, treasurer Kristen Soetebier presented a 'Spirit of SSS' award. "Rob Macfarlane on *Tiger Beetle* was active with the SSS for 20 years," she said. He retired in 2013 and has been cruising (he's in Washington for the time being). Before he left he remembered a very important trophy that the SSS used to give out. It disappeared." (It has since resurfaced.) "He said, 'That's a shame because this is a trophy that's really special.' He decided to have a new trophy made. In memory of Hawaii races, he managed to acquire a Japanese bobber, which are very special finds when you're crossing the ocean." A woodworker at Grand Marina designed the new trophy. "So Rob donated this trophy to recognize a member who exemplifies the spirit of the SSS: is willing to help people, shows up for races, is a mentor, does more than just race their boat. In 2013 this award was given to Max Crittenden, and it's not something that has to be given every year. If there's someone that we feel deserves it, we pass the trophy on. This year we'd like

to award it to Jackie Philpott." Philpott races the Cal 2-27 *Dura Mater* solo.

"I'm astonished because I always come in last," she said, taken by surprise. "I've been helped by so many people here, month after month. You are all so generous; it's such a generous-hearted club, and it's really a pleasure coming. It's great fun. The sailing culture is quite remarkable. Everybody here steps up if you ask them; everyone offers even when you don't ask, and that's really quite unusual in this world. You're wonderful, tough, gutsy singlehanders and I'm very pleased to be associated with you all and with this club."



Kristen Soetebier & Jacqueline Philpott

BAMA Cup, Core **Ma's Rover, F-31R** Mark Eastham, BAMA

This was the third year in a row that Mark Eastham won the BAMA Cup Core division. Compared to his first championship in 2013, he enjoyed more and better competition last year and even more this year. Stephan Lesaffre, David Leech, Keith Dunlop and Cameron Tuttle crewed on *Ma's Rover* in 2015.

A highlight of the BAMA season was the Doublehanded Farallones, which Eastham called "pretty wild and intense, a full-on heavy-air experience." (Leech sailed with him in that one.)

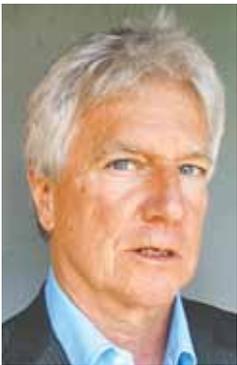
"Winning the Singlehanded Farallones was by far the highlight of the season even though it wasn't a BAMA season counter." Eastham is new to singlehandeding. He practiced a lot off Tiburon's Paradise Cay. As the race chair for BAMA, he's going to try to get more multihulls to do more shorthanded races.

"It was a pretty unique season, with a two-month hole — no races in July and

SEASON CHAMPIONS, PART II —

August — so I had the summer off." He took advantage of the break, packed up the folding trimaran, and drove to Cape Cod, where he grew up. It took six days on the road for 12 hours per day. He sailed around Nantucket and Martha's Vineyard, then had the boat back on the West Coast in time for the Jazz Cup.

"While I was driving cross-country, I listened to the *Boys in the Boat*. It's a best-seller about the 1939 University of Washington rowing team, a ragtag group of guys who competed against Ivy League schools and UCLA and Berkeley. They won the national title, then went on to Germany and beat Hitler's team in the Olympics. Their motto was, 'It's all about the boat.' My team raced in the spirit of *Boys in the*



Mark Eastham

Boat."

In the high-point scoring system, Eastham racked up 32 points in 10 races (the best seven of which are counted).

2) **Mojo**, F-25C, Christopher Harvey, SSS, 28 points; 3) **Trident**, F-31R, Damien Campbell, BAMA, 19. (25 boats)

BAMA Fast Cat Cup SmartRecruiters, Extreme 40 Jerome Ternynck, StFYC

The highlight of *SmartRecruiters'* season was June's Delta Ditch Run. Boat skipper Gilles Combrisson describes "bombing through the Delta at 20+ knots, reefed, and trying to keep the boat upright when our competition ahead of us capsized. We battled the clock with Peter Stoneberg's *Shadow*, and, alas, they got us on corrected time, but we were the first boat to finish."

Combrisson describes the team's program: "At the helm, Jerome Ternynck is a lifelong sailor who started out sailing in Brittany, France. After launching *SmartRecruiters* in San Francisco, he purchased an Extreme 40 catamaran that came up for sale and brought it back to the Bay. As the name suggests, this is an Extreme-ly fast boat to sail around here, and we have so far been able to tame the beast and deal with the challenges created by local conditions. Chris Seinfeld (tactics and main) brings his vast multihull and Olympic-level experience to keep us fast and safe. F-18 sailor Erwan Griziaux (jib and spinnaker trim and tactics) and Chris Seinfeld of-

ten sail with Jerome on his foiling *Flying Phantom*, which is even more hair-raising than the Extreme 40."

Dave Keane on bow and Cyril Guiraud on jib and spinnaker trim round out the crew. The *Smart* cats scored 23 points in 18 races.

"We try to make as many races as we can given everyone's extremely busy schedule," commented Combrisson, "and we do the best we can at each event."

2) **Adrenaline**, D-Class cat, Bill Erkelens, RYC, 21 points; 3) **Shadow**, ProSail 40, Peter Stoneberg, StFYC, 19. (12 boats)

OYRA PHRO1 Rufless, Melges 32 Rufus Sjoberg, RYC

Rufus Sjoberg, who won the fast-boat division of OYRA this year, said that his boat's maiden ocean season was a blast. He explains how he came to race the unique *Melges Rufless*: "I run a boat repair shop in Richmond and rescued the boat from L.A. where it was a total wreck and in need of a complete retrofit. I brought it back about two years ago to the shop, and the rebuild began. It took six months or so to complete and get ready to race safely on the ocean. This is the first year of ocean racing for the boat, with Hawaii on the horizon." Sjoberg himself has been racing on the ocean for 25 years

Crew included his 14-year-old daughter Ali, Dylan Benjamin, Ruben Gabriel, Ben Mercer, Jessie Corlett, and a couple of other friends who filled in as needed.

When the final OYRA race was canceled on the morning of October 3 due to an ominous weather forecast, a few of the PHRO1 crews took matters into their own hands. "Ourselves, *California Condor*, *Zamazaan* and *Lucky Duck* started a race to the



Jerome Ternynck



LATITUDE / CHRIS

Lightship and back," reports Sjoberg. "However when we got to Mile Rock it was pretty lumpy and dead calm. We floated for about an hour and decided to sail home since it was just for fun."

In the 8-race/1-throwout OYRA series, *Rufless* tied with *Condor* on points, but won the tie-breaker by virtue of having more first-place finishes (five).

2) **California Condor**, Antrim Class 40, Buzz Blackett, RYC, 13 points; 3) **Hano Ho**, SC50, Mark Dowdy, SFYC, 22. (9 boats)

OYRA PHRO2 Elan, Express 37 Jack Peurach, SSS

Highlights of *Elan's* 2015 ocean season included racing against another Express 37. "This was the first year since I've been doing the OYRA that another Express 37, *Bullet*, raced," said Jack Peurach, who also won his OYRA division the last two years. "They were really tough, especially upwind, and it seemed that the first few races ended up with a boat-for-boat match race from the Golden Gate Bridge to the finish line. I wish more Express 37s would come out for the OYRA season."

This year's OYRA Farallones Race was



Rufus Sjoberg

LATITUDE / CHRIS

YRA, SSS & BAMA



Champion trimaran sailors Mark Eastham (foreground) and David Morris prepare to start October 18's SSS Vallejo 2 in Mare Island Strait.

super light. "We made a lucky call and stayed south while everyone else went north. It paid off as we got to the islands first and were able to hold on for a win."

Peurach also enjoyed Drake's Bay: "Always an incredible race, with a beautiful anchorage at the end and a great raft-up party. We seemed to see a lot more wildlife this season, especially whales," he added.

The key factors in *Elan's* season were "a great crew, preparation, consistency, luck, and of course, relentless trimming. It's a long season and it just takes a couple bad finishes to fall out of contention."

Crewing this year were Ben Westenburg, Scott Davidson, Ann Hadley,

and John Duncan. *Elan* scored 12 points.

2) **Maggie**, C&C 37/40R, Dave Douglas, BYC, 23; 3) **Mirthmaker**, Archambault 35, Kirk Denebeim, StFYC, 26. (11 boats)

OYRA PHRO3

Green Buffalo, Cal 40
Jim Quanci, RYC

Thanks to the wind gods, the big green Cal took four bullets in the first five races of the season. "The *Buffalo* needs wind," said skipper Jim Quanci.

"If the wind is light Andy Newell's *Ahi* team — who won the division the last two years — will get us. On even-numbered years, the *Buffalo* goes to Hawaii, so she misses too many races to compete for the season championship." Quanci has been racing *Green Buffalo* for nine years now. He bought her in 2004 and took 18 months getting her

in shape to sail on the ocean.

Although the Cal 40 didn't have as much wind as she would have liked, Quanci cited the OYRA/SSS Drake's Bay Race as a highlight of the season. "The sea life was unbelievable, and the raft-up with the singlehanded gang was just too much fun."

Green Buffalo missed the penultimate race of the season — and then the last race was canceled. "The *Buffalo* didn't get



Jim Quanci

out enough in September and October," said Quanci. Having scored 14 points, the *Green Buffalo* gang tied with Dan Benjamin's *Wyliecat 30 Whirlwind*. "He missed the second-to-last race of the season just like us. If he hadn't, he would have had us," said Quanci, who won the division on a tie-breaker.

The regulars aboard the Cal 40 this year were Ian Matthew, main and

strategy; Jeff Drust, trim; 'little Heinz' Baumann on the pointy end; Andre Charkowicz at the mast; and three pit men: Andre Wegner, 'big Tony' Bourque and Bill Rus.

2) **Whirlwind**, *Wyliecat 30*, Dan Benjamin, OYC, 14 points; 3) **Ahi**, *Santana 35*, Andy Newell, BYC, 17. (11 boats)

OYRA SHS

Nancy, Wyliecat 30
Pat Broderick, SSS

Ross Bliven and Pat Wertz shared doublehanded the OYRA series with Pat Broderick again this year. "They've helped *Nancy* win the series two years in a row, and Ross and Pat deserve equal recognition for that accomplishment," writes Broderick. "Boats sailing Short-handed really don't have a 'skipper' and 'crew' — they have a team."

Like other ocean racers, the *Nancy* team called the Drake's Bay Race a highlight of the season — in this case the return leg on Sunday. "Ross and I finally beat the spinnakers; it was *Nancy's* first victory in that race after many attempts!

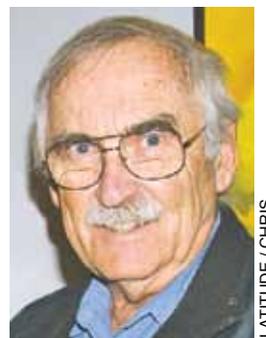
"The lowlight was the Farallones Race, where Pat and I went north instead of west and spent most of the day touring Stinson Beach and Bolinas instead of rounding South-east Farallon Island before giving up and settling for a DNF." (DNF stands for 'Did Not Finish'.)

The major turning point in *Nancy's* season was the Jr. Waterhouse Race on June 6, which took the two Pats more than 11 hours of frustration before they crossed the finish line at Richmond YC in the pitch dark.

"Pat and I almost gave up on the race after rounding the Lightbucket. The San Francisco shoreline began to fade as the ebb kicked in, but we vowed to stick it out and ended up winning. It was a fun series this summer." Having won five out of the eight races, the *Wyliecat 30* collected just 10 points.

2) **Wetsu**, *Express 27*, Phil Krasner, RYC, 15 points; 3) **Mesmerize**, C&C 35 MkIII, Rune Store-sund, RYC, 17. (7 boats)

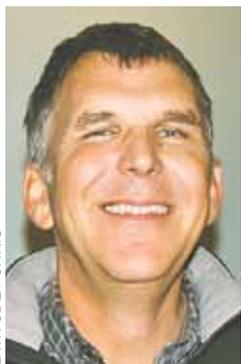
The OYRA Multihull Division drew just one entry this year. Truls Myklebust sailed six of the eight races with his F-27



Pat Broderick

LATITUDE / CHRIS

LATITUDE / CHRIS



Jack Peurach

SEASON CHAMPIONS, PART II —

Raven — despite having no one against whom to compete.

YRA Spring & Summer Series PHRF Division Azure, Cal 40

Rodney Pimentel, EYC

Rodney Pimentel's Cal 40 *Azure* won both the spring and summer series for the YRA season. "We had some really close races with the lead changing many times," he said. "We were fortunate to play the current and wind shifts well. In general the boat likes to be sailed pretty hard, and whenever the wind is up the boat and crew rise to the challenge."

Another contributing factor to *Azure's* success was a throwback. "We took off the headfoil and went with hanks!" said Pimentel. "The 'old school' trend ensures that jibs go up and — most importantly — come down."

Pimentel has been sailing *Azure* for 10 years. In 2012 — back in the not-so-long-ago days of HDA (Handicap Division Association) — he won Division K.



LATITUDE / CHRIS

Rodney Pimentel

The crew are Ted Floyd, Don Ross, Jim Lovell, Patrick Treacy, RJ Pimentel (Rodney's son, age 17), Thad Wozniak and George Bean. "The crew gets better every year," said Pimentel. "We are really good friends and enjoy sailing together."

Azure scored 5 points in the Spring Series and 7 in the Summer Series.

The Santana 22 fleet, still healthy and active at age 50, used the YRA Series as two-thirds of their White Sails Series, which also included their Nationals and BYC's Wheeler Regatta; we profiled that class in the November issue.

YRA SPRING SERIES

PHRF (5r, 1t) — 2) **Red Cloud**, Farr 36, Don Ahrens, EYC, 8 points; 3) **Shameless**, Schumacher 30, George Ellison, BYC, 13. (10 boats)

SANTANA 22 (6r, 1t) — 1) **Byte Size**, Anna Alderkamp, SSS, 6 points; 2) **Meliki**, Deb Fehr, SSS, 9; 3) **Tackful**, Frank Lawler, NoYC, 13. (7 boats)

YRA SUMMER SERIES (6r, 1t)

PHRF — 2) **Mintaka 4**, Farr 38, Gerry Brown, BYC, 15 points; 3) **Ahi**, Santana 35, Andy Newell, BYC, 18. (11 boats)

SANTANA 22 — 1) **Meliki**, Deb Fehr, SSS, 9 points; 2) **Byte Size**, Anna Alderkamp, SSS, 10; 3) **Tackful**, Frank Lawler, No YC, 11. (5 boats)

WBRA Bear Boats — *Magic* Tim Maloney, MMBA

The Bear Boat *Magic* is a family project. "My father, brother Daniel and I are the partners," writes skipper Tim Maloney. "We're working across generations. My grandfather owned a Bear in the 1950s, my dad loved it, and that's why we have *Magic* today. My dad taught us to sail, but he's not up for racing. The racing team consists of my brothers Daniel and Stephen Maloney and nephew Ethan Pawson. Ethan sailed on the Cal sailing team; being the youngest and most gung-ho, he gets the foredeck, except when Daniel pulls rank and makes him tend a sheet. I subscribe to the Hank Easom rule, which I learned from *Latitude*: "If you pay the bills, you get to drive."

The Bears were designed in 1931; the Maloney family bought *Magic* in 2005, at a time when the Bears were not actively racing. "It wasn't until 2010 that the fleet reorganized enough to get five-plus boats to sign up for WBRA," said Tim.

"For us, it has been a real learning experience. We've been schooling under the veterans in the Bear fleet, Glenn Tresser and Steve Robertson. They have been very generous to the new crop of Bear skippers. I know they were happy to have boats come out so they could race in the fleet again. My hat's off to those guys and their crews — they are awesome."

A highlight of *Magic's* season came on August 1. "We had a pin-end, port-tack start on the Knox course in a large flood. Steve Robertson on *Smokey* had executed this in the first race. Always learning from the masters, we gave it a shot in the second race. It really paid off. We crossed the starboard-tack fleet struggling into the flood current, got to the favored right side, and never looked back. Up to that point in the season we had been trading finishing places with Steve. That race validated much of what we were doing in 2015. Our team consistency and communication had gotten pretty good in that we avoided big self-inflicted boat-handling mistakes."

The Maloneys were also fortunate to



Tim Maloney

have no equipment breakdowns. They scored 12 points in 12 races with one throwout.

2) **Huck Finn**, Margie Siegal, MMBA, 39 points; 3) **Smokey**, Steve Robertson, StFYC, 41. (5 boats)

WBRA Bird Boat — *Cuckoo* Bill Claussen, RYC

"The crew team is the most important ingredient to a winning program and I have had a wonderful team," said Bird champ Bill Claussen.

"They are John Ravizza, Carl Fleming, John Buestad, John Skinner, Charlie Brochard and Scott Easom.

Claussen came out of sailing retirement (and windsurfing) by crewing on a friend's Bird. "I soon came down with an affliction called Bird Boat Fever. I have had my own Bird for the past four and a half years." Claussen has the distinction of having won the Wooden Boat Racing Association season three out of four years with two different Birds.

This is Claussen's second year racing *Cuckoo*, which he completely restored over a one-and-a-half-year period. Before that, he raced *Curlew* for two and a half seasons.

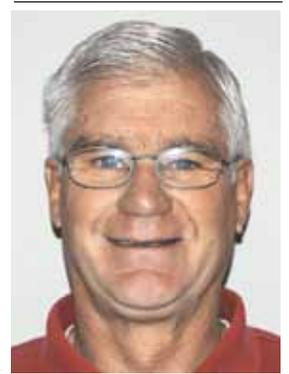
"Highlights for *Cuckoo* this season were when I was out of town and John and Jerry Rumsey and Hank and Scott Easom raced her. *Cuckoo* was excited because she got to be driven twice by the gurus.

"Low points of the season were when I found the sand bar at Crissy Field and the tourists on the beach were wondering what was happening, and when a crew went overboard along the Cityfront during a jibe.

"This was a very close, competitive season. Boat speeds are all fairly close, so he who makes the fewest mistakes comes out ahead," concluded Claussen.

Cuckoo came out ahead with 14 points in the 10-race, 1-throwout season.

2) **Oriole**, Hugh Harris/Jock MacLean, SFYC, 17 points; 3) **Widgeon**, Charles Rixford, SFYC, 24. (7 boats)



Bill Claussen

WBRA Folkboat — *Polperro* Peter Jeal, BVBC

"This year, boats were a lot faster with new skippers doing really well." Peter Jeal said. His *Polperro* just squeezed through in the last race to maneuver Tom Reed into second place. The two had been neck and neck throughout the year.

"He was ahead on the last race at SFYC's Fall Classic," said Jeal of Reed. "He was on port when his shroud connection bolt snapped, so he tacked immediately then retired. All we had to do was finish third or better! As we rounded a gate I touched the mark and did a penalty turn, putting us in last place. The last leg I went on a flyer and overtook a bunch of boats to come in second."

Jeal relates another incident during the year: "We had our Internationals at the Corinthian in September. We were running a loose third overall when our mast cracked. Brock de Lappe had a spare mast — I couldn't believe it when he called and offered the use of it. Bren Meyer, Dave, Susan and I stripped all the parts off the injured mast and worked through to the small hours, getting the boat sailing for the last couple of races the next day.

Polperro's crew this year was the same as last — Dave Kresge and Jeal's wife, Susan Parker. This is the eighth time that they've won the Folkboat championship; Reed and Chuck Kaiser have each won it seven times.

Polperro scored 22 points in 14 races with one throwout in the WBRA series.

2) *Freja*, Tom Reed, StFYC, 27 points; 3) *Polruan*, James Vernon, 47. (11 boats)

Knarr — *Three Boys and a Girl* Chris & Phil Perkins/Hans Baldauf, SFYC

Only four Knarrs competed in just six of the WBRA races. The championship season we're featuring here is much broader, consisting of a 28-race, 5-throwout series that included SFYC's Resin Regatta, Elite Keel and Fall Clas-

sic, StFYC's Woodies Regatta, SYC's Invitationals, and TYC's Moseley Regatta. *Three Boys and a Girl* had the low-point score of 56 for the season.

Brothers Phil and Chris split the steering this year and were joined by boat partner Hans Baldauf and crew Peter Clark, augmented by guest appearances from older brother Roland Perkins who lives in Boston, Chris's wife Brooke and older son Charlie, Eric Gray (another Knarr owner) and a couple of others.

Chris Perkins started crewing in 1974 on Grant Settlemier's Knarr #125, which brother Jon Perkins now owns. "When I finished college in 1983 I returned to San Francisco and started racing on a number of borrowed or chartered boats," said Chris. "In the late '80s I teamed up with Hans Baldauf, who at the time owned the wood Knarr #107. We raced that boat for a few years and then in the early '90s sold it and bought our current fiberglass Knarr together, #141. We have been sailing #141 together since then. We named it *Three Boys and a Girl* (I have two sons and Hans has one of each) thinking that if we did that, our wives would probably never make us sell it! So far it has worked.

"This year was a blur. We are all in our 50s and busy with kids, work, travel and life. We are fortunate that we have a very tight group with a lot of experience sailing the boat. Lack of practice does not seem to kill our performance. Phil and I were able to tag-team steering the boat, and we had fairly equal results. We again had an excellent set of North sails, so our boat speed was great all year."

Three Boys and a Girl started the season really well and kept improving. "We did not have many bad races," said Chris. "There are a lot of well-sailed boats in the Knarr fleet (including our little brother Jon who we love to beat) so the key to doing well in the season is to show up prepared, with good crew, and sail consistently. Finding great crew is one of Phil's strengths. I love Knarr racing partly because it is very easy and basic. In the past I would email Hans around Wednesday and ask if he was sailing and had he heard from anyone who wanted to crew. Friday nights usually included emailing, texting and then roaming the bar at StFYC looking for crew. When Phil joined our team a few years ago he would start the search a week or two in advance, which makes a huge difference in finding good crew who also have busy lives."

2) *Fempty-Femty*, Jon Perkins, SFYC, 111 points; 3) *Benino*, Mark Dahm/Terry Anderlini, StFYC, 112. (20 boats)

WBRA SERIES

KNARR — (6r, 1t) 1) *Fifty/Fifty*, Brent Crawford, SFYC, 7 points; 2) *Flyer*, Chris Kelly, RYC, 16; 3) *#134*, Eric Gray, RYC 31. (4 boats)

IOD — *Bolero* Richard Pearce, SFYC

Bolero's crew is another family affair, with brothers Rich, Mark and Jeff Pearce, plus Elliot James, Matther Nebal, Chris Raney and a cast of guests.

Four IODs competed in a 21-race, 3-throwout series including the Elite Keel, StFYC Woodies, Fall Classic and the WBRA series.

Skipper Rich Pearce describes several races when the boats were overlapped at the finish after 10 miles. "The teams of Zupan, Manning/Fulwiler and Vellinger have really raised the bar, and the boats



LATITUDE ARCHIVES

Mark and Rich Pearce

are very evenly matched, making for some exciting racing."

Bolero had a 3-point lead going into the final regatta, SFYC's Fall Classic. "Everybody sailed extremely well, and after I made a few bad calls I had squandered the lead," said Richard. "Paul Zupan won the coveted Delmas Cup in a tie-breaker with Rob Vellinger, and we won the season in a tie-breaker with Zupan. Last year we had a much wider margin of victory — 1 point!"

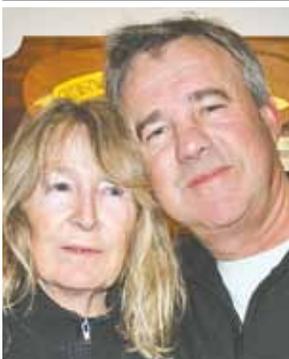
The San Francisco International One Design Fleet will host the 2016 World Championships on September 4-10 at SFYC. "We have several boats available for sale or charter; please check us out at www.SFIOD.org."

2) *One Hundred*, Paul Zupan, SSS, 31; 3) *Xarifa*, Paul Manning, StFYC, 45. (4 boats)

We'll wrap up our profiles of 2015 season champions next month, when we check in with some more of the region's one-design classes.

— latitude/chris

LATITUDE /CHRIS



Susan Parker & Peter Jeal

MASTERING MAL DE MER —

Historians tell us that ever since man first ventured out onto the ocean seasickness has been an annoying — if not debilitating — problem. Episodes of *mal de mer* have crippled navies as far back as Greek and Roman times. Even famous mariners such as Admiral Nelson and Charles Darwin have suffered from

it. Thus, finding a reliable cure is one of the oldest challenges in medicine — and sailing.

Today, in the age of modern pharmaceuticals, various potential remedies are offered including Meclizine (sold as Bonine,

Some people swear by modern devices such as this Relief Band. Hey, whatever works!

Sea Legs, Antivert, Less Drowsy Dramamine), Scopolamine (sold as Scopoderm), and cinnarizine (sold as StugeronT or StugeronFort in many countries around the world, but not in the US). However, all of these drugs reportedly have slight to moderate physical and psychological side effects.

There are also many non-drug methods to consider, such as ingesting ginger root products, wearing pressure-point devices and, according to several doctors we know, smoking pot.

During our many years of sailing

to tell us about their favorite 'barf-avoidance' method, and we received some very interesting replies — some describing methods we'd never heard of. The following are excerpts:

"Fellow cruisers introduced my seasick-prone wife to their solution: wearing a soft foam earplug deep in the canal of your non-dominant ear. Apparently that is the ear on the opposite side from the side that you write with. My wife swears by it. In fact she claims it works for her even *after* she starts feeling the symptoms. No chemicals. no side effects."

— Colin Harris
Pacific Raven

"The problem is normally caused because of the conflict between what your eyes see and the equilibrium of your ears. Try putting a patch over one eye."

— Jeff Nelson
Former Capt. of *Moon Me*

"I was told to suck on either a lemon or lime wedge, and that works for me. A Japanese friend says he tucks a seaweed cracker inside his cheek."

— Linnea McNair
Fair Lady
Hasville, WA

"The drug of choice for seasickness is Stugeron. For us the best one we have ever used. The more time we spend at sea, the less and less we need to take something. But a remedy is always kept close at hand.

"We did a five-day offshore dive trip on the Great Barrier Reef many years ago. It was on an old converted fishing boat that rolled its guts out. By the middle of the first day everyone was sick as dogs. But we had our supply of Stugeron and handed it out to anyone who wanted it. The next day at breakfast we were the king and queen of the vessel. Everyone wanted to buy us drinks!"

— Chuck Houlihan & Linda Edeiken
Jacaranda

"Although I don't get seasick anymore (I did as a kid), I swear by Stugeron for my crew and guests. It's the only remedy I've found that works even after people start feeling queasy, and seems to have no — or minimal — side effects. After sailing some 80,000+ miles, usually with

crew or guests, I've had plenty of opportunity to see folks try every remedy.

"Based on my experience, Meclizine can work if you take it early enough — before you leave the dock — but it still doesn't work for everyone.

"I know some people that love Scopolamine, and it usually works well, but I don't love the side effects. And adding a second patch to the other ear because the first one isn't doing the job is a prescription for going psycho, but that's a story for another day.

"The pressure point remedies rarely work, but if you really believe in one of them, maybe it can work for you.

"Eating Trader Joe's Triple Ginger Snaps helps, both from the ginger and having a full stomach, which is better than an empty stomach.

"Taking anything can help, even a placebo (yeah, I've done that for some guests as a last resort), because if you believe you have ingested the solution, you stop worrying and obsessing about it, and think about other things, which is good.

"Incidentally, Stugeron is expensive in the US if you can get it, but crazy cheap in many other countries, like Greece. A box with 100 pills is only about \$3 there. Don't leave the dock without it!"

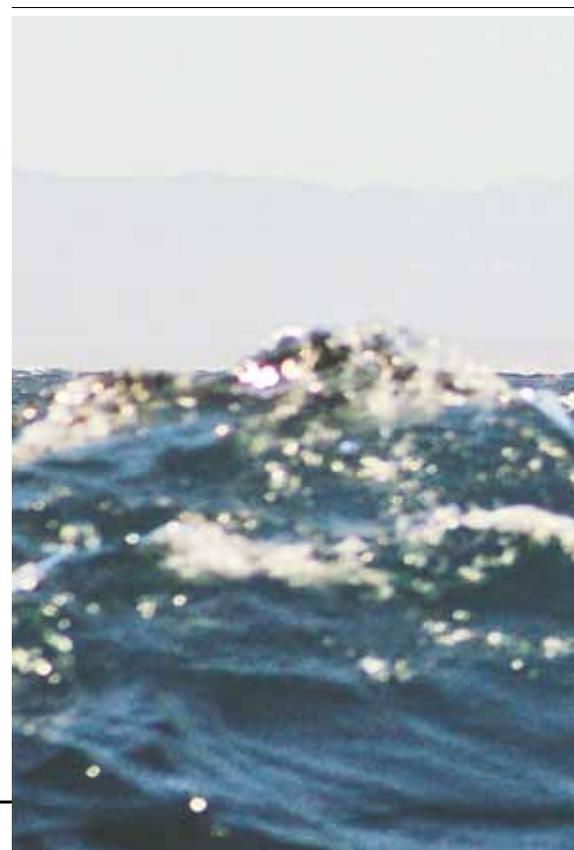
— David Kory



Some sailors who are prone to seasickness have tried a wide variety of cures. Many like Stugeron, but it's not sold in the US.

we've observed that no single remedy works for everyone, so most sailors — especially offshore sailors — have done a bit of experimentation before settling on the 'solution' that works best for them.

A few months ago we asked readers



READERS CHIME IN

"I've suffered from seasickness most of my adult life. I wear by the Scope patch, starting the night before, and put a new one on every three days. The side effect is a very slight dry mouth.

"I carry Stugeron for people who do not take precautions then become ill. It is the only medicine I've found that will reverse seasickness. The side effect of it is a slight "rush" or dizziness, which passes. It comes in two sizes: 10mg and 20mg. The 20mg is too strong if you are under 100 lbs, so be sure of which one you have and break the tabs in half if you need to.

"Lastly, don't be afraid to lie down on your back and shut your eyes. There is some type of 'reset' that goes on in the brain in this position. If you can sleep for 5 or 10 minutes, you will be amazed how much better you will feel when you wake up."

— Dan Courter
Charter skipper & ASA instructor

"I've been plagued with all kinds of motion sickness my whole life: car, sea, rides, even the motion of a merry-go-round — either being on it or just watching it. Then I had to go and marry

When the going gets tough, the not-so-tough can become incapacitated. And that can become dangerous. It's wise to research a cure.

a sailor.

"I have tried *every* remedy. Best thing that's ever happened to me has been Stugeron. I used to ask anyone who travelled outside the US to bring me some back. Now I just buy it online fairly reasonably. It doesn't make you sleepy and works great!"

— Ina Tabak
Nova

"I learned about the ReliefBand device from a fellow flight instructor who told me that he had a student who would get sick while taxiing out to take off.

The student found the ReliefBand and bought two — one for each wrist — and was able to start training. Within a few flights, he only needed one, and now only needs them in turbulence or unusual altitude training.

"I purchased a ReliefBand for my wife, who gets airsick easily. When she uses it, she doesn't get airsick. I have used it to prevent seasickness and it works for me. It is the only device I know of that can help once you are already sick.

"It works by giving an adjustable electric shock to the nerve that goes to the two middle fingers in whichever hand it is on. You can dial it up to the point

that your fingers contract but all that is really needed is to set it so you can feel a tingle each time it fires."

— Mark Banks

"I always bring along small ziplock bags with pieces of candied ginger and



Not into taking seasickness drugs? Perhaps these Boarding Ring glasses will help. We don't know if they work, but they look like fun.

oyster crackers (any small dry cracker will do).

"Bonine needs to be taken the *night before*, not when a person gets on the boat. Eat breakfast — something fairly bland such as toast, pancakes, waffles, cereal, oatmeal, etc. Keep your crew on deck and busy doing something."

— Adriana van der Graaf

"My being a captain with a 50-ton license, people are surprised to hear that I get seasick. After much practice with drugs, ginger, etc. (not pot) I like Meclizine. Ask a pharmacist; they often keep it behind the counter. It sells for \$5 or \$6 for 100 tablets, rather than 10 tablets when sold as Bonine.

"The key is that I take one starting a day or two before I am offshore and I never get sick, plus I can sleep anywhere when I come off watch. Oddly, my mouth is dry as if I smoked pot!

"One reason I love San Francisco Bay is that I never get sick inside the Bay!"

— Lisa Chaplin

"I read somewhere the Dutch remedy back in the day was to wear a small potato around your neck. Apparently the smell of soil and the potato itself kept you grounded so you would not get sick. When we went on a cruise it worked very well. Also we booked a cabin as near to the central axis as possible, and we could hardly tell we were moving in moderate seas. And last of all we kept ginger snaps and soda handy. These three things made our trip seasick-free!

— Pete Smalley

"To prevent *mal de mer*, two days before a big voyage, I start taking Meclizine,



LATITUDE / ANDY

MASTERING MAL DE MER —

LATITUDE / ANDY



consume a lot of vitamin C, and drink a lot of water. This helps with the drug's side effects.

"Several hours before departure, I tend to eat something light, but with protein/substance. Depending on conditions, I continue to take Meclizine for two or three days into the voyage. You need to stay warm and hydrated. If there are no 'conditions,' I stop taking it. Of course, the night before a voyage, it is also helpful not to eat anything spicy, avoid alcohol (especially tequila!), and to get a lot of sleep. On the rare occasion that I do feel sick, I 'let it all out' as soon

When sailing in 'confused' seas that are as high as your spreaders, even vastly experienced sailors can feel a little funky.

as possible (and not in the head). Trying to tough it out only prolongs the misery.

These tricks are helpful to me, but I had a Clipper Round the World crewmate who never overcame seasickness. Sadly, after three months of trying to get over it, he had to leave the race."

— Shana Bagley

"Stick a cotton ball into the left ear! It's a pressure-point thing, apparently. That's worked during the last 15 years.

We've had 15,000 guests aboard our charter sailing boat *Phantom* in the beautiful Bay of Islands, of Northland, New Zealand. The only ones who got sick were two Dutch people — who we think wanted to be sick anyway.

"It works: Shortly after sticking the cotton wool into their ear, green-looking people were asking what we were having for lunch.

"Sitting under a palm tree is also a great remedy."

— Rick Blomfield
Phantom Yacht Charters

"My wife swears by the electronic Sea Band — a pressure point device — that she wears on her wrist. We have two, one for her and one for any guest that might not do so well sailing. She even wears it when we fly.

— Steve Lopes
Blue Moon V

"The ReliefBand is the only thing that has ever worked for me, and I have been sailing for 66 years. It is also good for cruise travel on ships. I used one while on the Baltic last summer on a 400-ft ship that was traveling through 12-foot seas. I was one of the few people left in the dining room sipping wine and enjoying a wonderful meal, all because of my ReliefBand.

"I hope that this will help others. The real problem for me is its high cost."

— Beverley Bryant

I highly recommend the use of Promethazine (Phenergan) and Ephedrine, as defined in section 4. d. of the attached USCG document: "Commandant Instruction 6710.15D: Antimotion Sickness Medications." (I didn't discover this old CG document until recently).

"A fellow cruiser gave me a few of these red-and-white pills while we were doing an ugly Baja Bash in 1989. I continued

A SAILING DOC'S WARNING ABOUT STUGERON

Although some sailors swear by Stugeron, others — such as West Coast sailor Roy Verdery, M.D. — give cogent arguments against its use. The following is an excerpt from his Letter to the Editor on the subject:

I talked about medical preparations for cruising at the 2006 Zihuatanejo SailFest, and used that opportunity to review medications for seasickness — including StugeronT, which is a brand name for cinnarizine. Even though many people have found that cinnarizine is effective in preventing seasickness without noticeable side-effects, it is not a good drug. Cinnarizine is a 'sloppy' drug that interacts with at least three different receptors in the brain and the rest of the body, histamine and acetylcholine receptors like most drugs for seasickness, along with dopamine receptors. In addition, it is a calcium channel blocker. Incidentally, almost all adverse effects of cinnarizine are found by looking for information under the generic name. There is very little literature criticizing the brand name drug.

Low-dose cinnarizine, 25 mg, is sold in many countries as StugeronT (among more than 40 brands) for vertigo and motion sickness. Cinnarizine is banned — even in low doses — by airline pilots in the United States because it impairs judgment. Higher dose cinnarizine, 75 mg, is sold as Stugeron ForteT in countries where it is available, and is used to relax arteries due to its calcium channel blocking effects. High doses have also been reported to unmask Parkinson's disease, or make Parkinson's disease worse due

to blocking dopamine receptors. Drugs that have such different uses with such small differences in dose are just not good drugs — even if they are effective in some instances.

In these many regards, cinnarizine is similar to other medications taken for nausea and seasickness — including PhenerganT and CompazineT, which are available in the US and have similar physical and psychological side effects. In fact, all of the drugs for seasickness, including original DramamineT, meclizine (non-drowsy DramamineT), and Transderm-scopT, have many significant side-effects and need to be used with caution, especially if someone is operating complex and expensive equipment in situations where good judgment and clear thinking are critical.

Cinnarizine is commonly sold in other countries as 25 mg tablets, but it is usually effective at lower doses. Cinnarizine is not safe for pregnant women, or children younger than five. People who have taken cinnarizine, and who have found it to work without side-effects, should take the lowest effective dose. But they should consult their physician, especially if they have Parkinson's disease, take medications for depression, or have heart disease. Higher dose 75 mg tablets of cinnarizine, such as Stugeron ForteT, are aimed at a different problem than seasickness.

Don't hold your breath waiting for the FDA to approve it for sale in the United States.

— Roy Verdery, M.D.

to use them when needed over the next four years as my wife Jan, myself, and our son Joel sailed to Turkey. I have also used them occasionally during our more recent eight-year circumnavigation. This remedy was effective for me even when I delayed taking it until I was already feeling queasy. I had previously tried most of the remedies you mentioned, except smoking pot, with either no success or unacceptable side effects.

"Neither Jan nor Joel has ever suffered *mal de mer*. Interestingly, both of them seem to have built-in compasses and a uncanny sense of direction. I have neither. I wonder if there is a connection between seasickness and getting lost in your own backyard!"

— Dave Pryde
Baraka, Slocum 43

"There is some good information I found on the Coast Guard website. Their crew must act precisely in the worst of weather. Their method: Get moving. How sedentary are you? When was the last

time you did a somersault? The Coast Guard has machines with seats that mimic the rolling of high seas. Starting a couple of days before stormy weather, crewmembers spend an increasingly longer time in the chair, starting off with 20 minutes.

"I suggest to seasick-prone folks to try spinning around in circles. No kidding. Remember when we did this as children and fell down laughing and couldn't walk straight. For some a few twirls will bring on that nausea. Don't throw up. Relax do it again in an hour. Try somersaults, jumping, and balancing on one foot. The idea is to get the three ear canals in each ear fluid.

"Also avoid belowdecks. The guys from the Volvo [Ocean Race] say they are only on their feet or sitting when belowdecks for a maximum of five minutes. After that they are lying down with eyes closed.

"Last time I was sick was on a Faralones race. The mast came down about 11 miles out. The seas were 8 to 12 feet at a short interval. After 45 minutes of

cleaning up the sails, spars and rigging while lying abeam, the close focus got the best of me. I held onto my over-easy eggs and home fries, but it was a nasty ride to home port. I was almost delirious."

— Steve Sarsfield

With such varied recommendations, we hope you found this collection of advice to be more helpful than confusing. The bottom line seems to be that if you are prone to seasickness, you should try various remedies — perhaps starting with benign techniques such as inserting a single ear plug or eating ginger snaps — until you find the method that works best for you. Because it would be a real shame to give up something that's as fun as sailing — especially out on the open ocean — for fear of losing your lunch.

— **latitude/andy**

For a more scholarly approach to this gut-wrenching subject see Dr. Kent Benedict's classic article Taming of the Spew, under "seasickness" in Latitude's online archives at: www.latitude38.com.

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"No, not the white light," the skipper shouted from the helm. "Use the red one! You're wrecking my night vision!"

It was one of those dome lights with a three-way switch: Left was red, middle was off, and right was white. I had mistakenly hit the white light when I went below to check the chart.

"Sorry," I shouted back. "Didn't know there was a red mode."

The red light was bright enough, but reading the chart was difficult. All the colors looked the same, and I wasn't sure if the buoys were black or red. But eventually, with the help of the flashlight app in my phone, mostly shielded by my fingers to keep the brightness down, I picked out the reef buoy, got the characteristics of the flashing lights on the breaker, and could report with some confidence that our course was good.

We were sailing back from a very nice dinner at a restaurant across the Bay, and it had been slow going ever since sunset. I was one of several guests, most of them new to sailing.

"Can't we start the motor?" asked one of the novices with a tone that suggested more than a little impatience with our slow progress.

"I'm afraid the motor hasn't run in months," answered the skipper as he signaled me with a subtle kick to my ankle. He knew that I knew that the motor worked just fine, but he didn't want to ruin a very pleasant night sail. He wasn't lying, either. This skipper always sails in and out of his berth, and, in fact, probably hadn't run the motor in months.

"Brilliant," I thought to myself. "Now they won't be bugging him to start the engine, and we can enjoy the rest of the sail home."

"Arrrr!" exclaimed one of the more lubberly guests, mixing up pirate talk with what he had picked up from a recent reading of a Patrick O'Brian novel. "That will answer! We'll bloody well sail her in!"

I aimed my phone up at the masthead and clicked the flashlight app on again to check the wind direction.

"No, use the red flashlight," insisted the owner. "There are three of them in the drawer under the chart table, all with red filters."

"Actually," said one of the guests, "that's not really true about red light being safe for night vision. It's much more complicated than that, and in most cases a very dim white light would be better than red."

"Nonsense," said the skipper. "The Navy has been using red for three gener-

ations, and for good reason. Even in the submarine I served on, the control room was lighted red at night, so if we had to look through the periscope at night we would already be dark-adapted."

"Right," I added from the cabin as I fetched the red flashlight, remembering what I had read in a book about seamanship. "The cones are the color receptors in the retina, and the rods are the more sensitive black-and-white receptors for low light. The rods are not affected by red, so night vision is preserved."

"But the Air Force uses green," argued the guest, who we learned was an engineer of some sort specializing in human factors and interface design. "The problem is that everyone misinterprets the graph of rod sensitivity versus cone sensitivity."

By this time I was back on deck with the red-filtered flashlight, which the engineer promptly requisitioned so he could draw a graph. His drawing plotted visual sensitivity versus wavelength, or color. It showed two humps, one labeled "rods — night vision" and one labeled "cones — color vision."

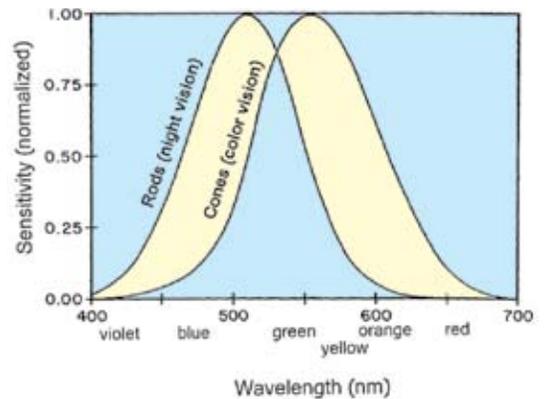
"The theory is to use a wavelength of light that activates the cones but not the rods," he explained. "From this graph, you'd think you could do that with a wavelength over 650 nanometers, which is red. But these are normalized curves, and you can't compare the two directly. Each curve only shows the percent of maximum, and since the maximum sensitivity of the rods is orders of magnitude greater than the maximum sensitivity of the cones, the rod curve is really much higher than these curves would suggest. If you plot the actual sensitivity you find that rods are so much more sensitive than cones that they are activated about equally at the long-wavelength tail of the curve. What this demonstrates is that red light does in fact activate the rods, and does in fact compromise night vision."

He drew another graph showing actual sensitivity to make the point.

"And this is on a log scale," he noted, "so the difference is really much bigger than the curve suggests."

"Avast!" bellowed the pirate guest. "I use me eye patch, mateys! When I board a ship for a cutting out, I always have one eye that's ready for action below decks in the dark!"

"Is that the real reason that pirates wear eye patches?" asked the skipper. "I always thought it was 'first day with the hook...'"



Classic representation of light sensitivity curves for rods and cones. The theory behind red light with a wavelength longer than 650 nanometers is that it will not activate the rods and therefore not affect night vision. But each curve is normalized to equal 1.0 at maximum sensitivity for that type of receptor.

"It seems to me," I suggested, "that when you swing from a halyard tail onto the deck of the prize ship with a cutlass in your teeth, that's the last place you'd want to compromise depth perception."

"Arrrr, damn your eyes!" the pirate answered. But the engineer had more to contribute to the debate:

"The other problem with red light only is that the red-receptor cones are concentrated right in middle of the retina and therefore at the center of the field of view. Peripheral vision is very limited unless rods are involved. And, of course, with red light it's hard to discern different colors, like the color features on a chart or a color-coded switch. Red light even gives some people dizziness and headaches. A very low-intensity white light works just as well as red for dark adaptation, and avoids all the problems associated with red. If the white light has a good dimming control with a good range of adjustment down at the low end, it's superior to a non-adjustable red light in almost every way."

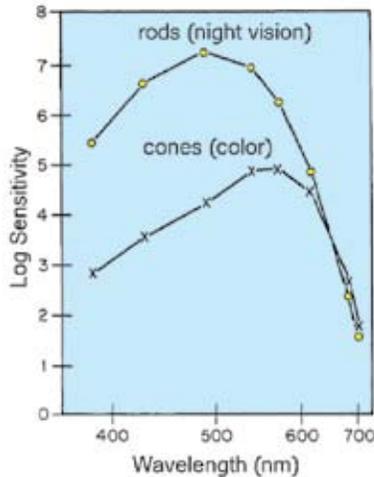
"Arrrr!" said the pirate passenger. "Shipwreck off the starboard bow!"

He was really pointing off the port bow, but the "shipwreck" was real enough. There was something out there, and a person was on it. When we drew close enough for the red flashlight to light it up, we could see that it was a becalmed windsurfer.

"Need a tow?" asked our skipper.

"Arrrr!" hailed our resident pirate. "Heave to and strike your colors! Or brace for a broadside!"

I borrowed back the red flashlight from the engineer, and used it to locate a towline from one of the cockpit lockers. We were almost completely becalmed, and it took some time to close the last



When actual sensitivity is compared, the rods and cones are approximately similar in red light.

few meters to the stranded windsurfer.

"Take our towline," advised our skipper. "It will be a slow trip in, no engine. But I think a land breeze is likely to come up within an hour or two. You can put your rig on the foredeck and we'll tow the board. There's hot chocolate ready in the galley."

"Here's the line," I said as I tossed it over.

"Max, is that you?"

It was Lee Helm on the windsurfer, running dark.

"Lee," I scolded. "Didn't your parents teach you to wear white after dark?"

"Wind died on me," she said. "And, like, this board with the hydrofoils is really slow in light air."

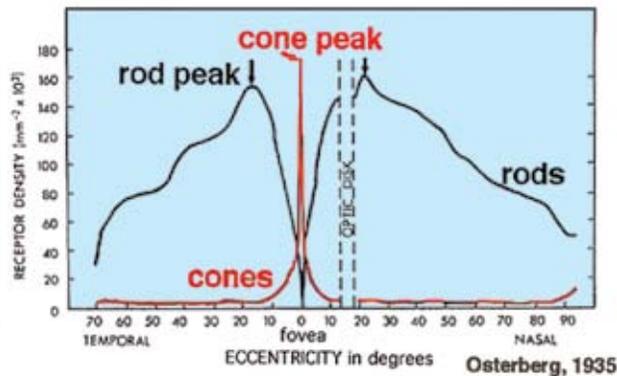
The pirate helped her slide the mast and full-battened sail onto our boat's foredeck, which it overhung by a large distance port and starboard.

"Arrrr! That won't answer in a half a gale," he observed.

"It's okay," she assured him. "If the wind blows it off the deck, I'll just, like, jump in after it and sail home." She made the towline fast and climbed aboard.

The skipper put me on the tiller while he went below to prepare hot drinks and snacks. From the helm, I noticed that our wannabe pirate had done one thing right: His French sailor shirt, with broad dark blue and white stripes, was the easiest thing to see on the foredeck in the starlight.

Lee was very grateful to have a mug of hot chocolate in her hands, poured under the glow of the red dome light over the galley. I checked the masthead again, and the windvane was doing lazy circles. The wind speed was zero, gusting to one. But it was a beautiful night on the Bay under a sky full of stars, and thanks to the skipper's ruse about the engine not working, none of the novice guests were



Red-sensitive cones are concentrated near the center of the retina, so peripheral vision suffers under red lighting. But cones discern higher resolution and respond more quickly to motion, so in dim red light the center image has higher definition with a faster frame rate. Red is good for a compass card but bad for running around on deck.

complaining about our lack of homeward progress.

"It's a sailboat," I explained. "Nothing happens on a schedule."

Meanwhile the owner had switched on the compass light from the switch panel in the cabin.

"Is there a dimmer on this compass light?" I asked.

"There should be!" said the engineer. "And if it were my boat, I think I'd use an adjustable white light, not red, for the compass light."

"But like, red still has the edge for reading detail and sensing motion," Lee proposed. Higher definition and higher frame rate."

"White is much better for moving around and handling sails," countered the engineer. And if the light level is low it's no worse on night vision than red."

"The definitive study was commissioned by the Navy in 1984," Lee asserted. "Max, do you have your phone with you?"

I handed Lee my smartphone, a new model that claims to be waterproof.

"Here, I can bring it up on the Web. The study is titled *The Relative Effectiveness of Red and White Light for Subsequent Dark-Adaptation* and the full text is online, if you look around. They wanted to find out if red lighting on submarines was the best practice at night."

"That's what we used on my sub," said the skipper.

"But what difference does it make on a submarine?" asked one of the guests.

"In case we had to use the periscope at night, or surface quickly," said the skipper. What did the Navy research conclude?"

"They recommend dim white," said Lee. "But... the data clearly shows that red has an advantage at higher intensities in terms of night adaptation. Not big,

but a clear advantage."

"So there!" said the skipper.

"But the advantage diminishes to insignificance at very low light levels," Lee continued. "They looked at the time to dark-adapt after a long exposure to working levels of low red light versus low white light, and also looked at the time to recover dark adaptation after a short exposure to white

versus red. In all cases red was a little better. But only a little better, especially at low light levels, and the report concludes that it's not worth all the other problems associated with red lighting."

This wasn't nearly conclusive enough for either the skipper or the engineer, and for the next 20 minutes they passed my phone back and forth, showing each other graphs and tables and quotes from various research abstracts.

"Here's one interesting tidbit," said Lee when she was able to intercept my phone. "Quote: 'It is for this reason that NSMRL recommended the use of an opaque eye-patch over one eye in place of red goggles.' So like, that old pirate thing about wearing an eye patch for instant below-decks night vision is endorsed by the Navy."

"Avast, me bucko!" I said to the pirate. "You was right about the patch!"

"Arrrr!" shouted the pretend pirate. "Yo ho ho and an extra ration of grog all around!"

Just then we felt a warm breeze. It was the land breeze, earlier than we'd expected. The sails filled and we started to move again. We gained speed as the wind freshened, and Lee's windsurfer rig threatened to blow overboard. In any event it was interfering with our jib trim.

"Time for my boot heels to be wandering," she said as she zipped up her wetsuit and pulled the board in close to untie it. "Toss my rig over as soon as I cast off the towline."

"Arrrr! Aye aye!" shouted the pretend pirate.

"Here's a pirate riddle," said Lee as she stepped down onto her hydrofoil windsurfer board. "What's a pirate's favorite element?"

The pirate had to think for a minute come up with an answer, while Lee recovered her rig.

"Me favorite element is... ARRRR-gone!" he shouted.

"No, silly," said Lee as she sailed off into the night. "Like, what kind of a pirate are you? It's gold!"

— max ebb

THE RACING

A Marin County-based team rocks the **Pro Am Regatta** in the BVI; it takes a village at the **Great Pumpkin Regatta**; the **Artemis** crew leaps to save an endangered umpire; SDYC hosts the **International Masters Regatta**, then wins the **San Diego Lipton Cup** back from defenders StFYC; we get caught up on fall **Box Scores**; plus **Race Notes**.

BVI Pro Am Regatta

Bitter End Yacht Club's Pro Am Regatta was held during the last week of October on the warm turquoise waters of Virgin Gorda Sound in the British Virgin Islands. The Pro Am provides a rare opportunity to race and socialize with some of the stars of the competitive sailing world as the resort guests (the 'Ams') crew for the 'Pros'. The Bay Area sailing community was ably represented by Michelle Farabaugh, Ross Tibbits, Peter Schoen, Leslie Richter, and Pam and Craig Healy.

This year's invited Pro lineup consisted of world match-racing champion — and winner of a previous Pro Am — Taylor Canfield; Pro Am defender and international Moth and J/24 champion Anthony Kotoun; Olympic medalist and Rolex Yachtswoman of the Year JJ Fetter of San Diego; one of the world's best competitive sailors and coaches, Dave Ullman of Southern California; Rolex

competition among the 'Ams' for the coveted Scuttlebutt Sailing Club Championship, which is decided in the Final sailed later in the week. Amid stiff competition on Lasers, Hobie Waves, and Hobie Getaways, Bay Area sailor Peter Schoen qualified for the Finals sailing a Laser for the first time in decades. (Schoen normally sails a Moore 24, *Mooretician*, on San Francisco Bay.)

Monday featured the Mount Gay Defiance Day race, a fun distance race to Virgin Gorda's iconic Baths and back, sailed in IC24 one-design keelboats and big catamarans. Of course the day wouldn't have been complete without the daily awards party featuring Mount Gay Rum hats and drinks.

The actual Pro Am began Tuesday morning with the much-anticipated unveiling of boat and crew assignments. Crews and boats were shuffled throughout the day to minimize the effects of differences in the well-used boats, and

to provide the 'Ams' opportunities to sail with each of the 'Pros'. The standings at the end of the day determined the order of the match-racing Finals on Friday, with Sally Barkow in first place by just three points over Dave Ullman, followed by Taylor Canfield in third place.

After Wednesday's fun-filled lay day, racing resumed on Thursday morning with a new wrinkle — boys vs. girls exhibition team racing, which required significant effort from the 'Am' crews through the tricky maneuvers. It was truly a unique opportunity to experience anything close

to the kind of action that takes place in professional team racing.

The Scuttlebutt Sailing Club Championship Finals took place on Thursday afternoon, with the qualifying 'Ams' at the helm of the IC24s (the IC24 is a descendent of the J/24). After five races, Peter Schoen took the 'Am' division with his crew of Bay Area sailors Craig Healy and Leslie Richter, plus Canadian Olympic hopeful Luke Ramsay, winning the



Scuttlebutt Sailing Club Championship and earning him three nights at BEYC and a virtual parking space at the virtual Scuttlebutt world headquarters.

"The Pro Am was great fun, and I'd recommend it to anyone," claimed Schoen. "It really is an adult fantasy camp for sailors. You not only get to sail with some incredible pros, you get to just relax and hang out with them and the other guests. I took away a few tricks I hope to use on my Moore 24. We'll be back next year to defend the championship!"

Friday's final results were determined by a series of match races among Tuesday's top four scoring skippers. By the end of the day, world match racing champ Taylor Canfield was victorious, but Sally Barkow put up a good fight to take second place. And in third place, Olympic 470 hopeful Annie Haeger beat her coach, Dave Ullman.

Next year's Pro Am will take place on October 25-30. "We're really looking forward to the 30th Pro Am," said organizer John Glynn of BEYC. "It promises to be one for the ages. We expect to see at least six past winners, as well as a few Am favorites. Repeat guests who have signed up already are lobbying for their favorite skippers to return! And as always, we will have a new wrinkle or two." See www.beyc.com.

— leslie richter



Left to right: Scuttlebutt Sailing Club champion Peter Schoen and his crew Leslie Richter, Luke Ramsay and Craig Healy with their prizes and swag at Bitter End YC.

Yachtswoman of the year and Volvo Ocean Race veteran Sally Barkow; and Annie Haeger, an Olympic hopeful in the 470. The stakes were high since the winning Pro receives an automatic invitation to next year's 30th anniversary event. And while the Pro Am is billed as a laid-back regatta, there was some highly competitive, close-quarters maneuvering on the racecourse.

Sunday's initial event was a qualifying

MAR JAVIERTO / WWW.ISHOOTBVI.COM



Spread: Sally Barkow and Annie Haeger face off in the Pro Am. Inset: Hobies and Lasers jockey for position at the start of the Scuttlebutt Club Championship qualifiers.

SPREAD: MAR JAVIERO / WWW.ISHOOTBI.COM; INSET: LESLIE RICHTER / WWW.ROCKSKIPPER.COM

Great Pumpkin Regatta

It's not often that Bay Area traffic snarls impact big weekend regattas. But on October 24, the Bay Bridge was closed due to a police shoot-out, following a chase in which the suspect stole a police car and the cops opened fire (the perp was arrested, not killed). Coincidentally, the Richmond Bridge traffic was stopped for an hour due to an accident. People were getting out of their cars and talking to each other. Fortunately for those boats that waited for late crew, an hour postponement ensued anyway, as the wind was slow to make an appearance.

On the Southampton Course, the first race was shortened to finish downwind. "Being over early is always an issue because of the ebb," commented Richard vonEhrenkrook, who won the really tight Cal 20 division. By the third race, the wind built to 12-15 knots.

The Olympic Circle Course likewise got in three races, but the first was on the edge of being undoable. The Deep Water Course only got two races in, the first in 5-6 knots of wind. During the second race, the breeze ramped up to 15 with the usual Berkeley Circle sloppy chop. Then it died again at the finish.

Saturday night's Halloween party was held in the temporary 'village' erected in the parking lot (the clubhouse is being prepped for renovation), hence the 'Vil-

lage People' theme. Something about the intimacy of the tent made for an even more epic party than usual, with enthusiastic dancing and a costume contest.

In Sunday's pursuit race, sailors can choose which direction to circumnavigate Angel Island and Alcatraz. With an ebb and a nice westerly at the start, the masses elected to head for Raccoon Strait and a counterclockwise course. Alas, the wind died at the entrance to the Strait, and 100 or so boats drifted on the current. Hunting for dropped pumpkins and parsing the trivia quiz kept the juices flowing. The middle of the CCW pack was still picking up speed in Tiburon when the clockwise racers entered Raccoon Strait. "Oh. We went the wrong way," was the refrain heard on many a CCW boat.

Bill Erkelens' D-Class cat *Adrenaline* made it back to the finish first. "We started on port, decided to go clockwise, tacked up the inside of a starboard lift all the way to Alcatraz, then had an awesome reach to Raccoon Strait and just enough breeze to keep going through the fleet. Our time was a few minutes more than one hour. We had perfect conditions and were lucky on where we went."

Bob Bloom's J/35 *Jarlen* was the first monohull to finish. "Pre-race discussions largely favored going clockwise, which would provide the best options for minimizing exposure to the challenging

ebb," relates *Jarlen's* helmsman, Jeff Dunnivant. "Seeing poor wind conditions in Raccoon Strait when we started confirmed our clockwise plan. We took advantage of the counter-current along the front of Angel Island as we approached Raccoon Strait, followed our pre-race strategy of sailing the north side of the Strait, which provided measurable gains over the fleet, and then headed north along the Tiburon Peninsula some distance to avoid more ebb before heading across the shipping channel to the finish. The crew work was like clockwork, which made for a low-stress pleasure sail." Andrew Moore, Carter Maser, Teresa Reese, Steve Sarsfield, Daniel Hanover and Kim Le crewed with Bloom and Dunnivant.

The last couple of boats finished by about 3:30, after which the delicate breeze called it quits, shutting out the competitors remaining on the course.

Back at RYC, regatta flags were awarded to the first five monohulls and multihulls, plus the 12th, 15th and 26th monohulls and the last two boats to finish. In the spirit of a 'fun race', Kers Clausen started this tradition back in the last century to provide recognition to middle-of-fleeters.

— *latitude/chris*

RYC GREAT PUMPKIN, 10/24 (3r. 0t)

WYLIECAT 30 — 1) **Uno**, Steve Wonner, 3 points; 2) **Crinan II**, Don Martin, 7; 3) **Whirlwind**, Dan Benjamin, 8. (3 boats)

EXPRESS 27 — 1) **Get Happy!!**, Brendan Busch, 3 points; 2) **Peaches**, John Rivlin, 10; 3) **Tequila Mockingbird**, Dan McGraw, 11. (13 boats)

OLSON 25 — 1) **Shark on Bluegrass**, Falk Meissner, 4 points; 2) **American Standard**, Bob Gunion, 8; 3) **Synchronicity**, Steve Smith, 9. (5 boats)

For more racing news, subscribe to 'Electronic Latitude online at www.latitude38.com

November's racing stories included:

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THE RACING

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Saturday's drop-mark races and party at RYC's Great Pumpkin (clockwise from top left): The Express 27 'Andale' hoists the spinnaker; fixing a halyard on a Wylie Wabbit; Wanda asked, "Where's my brother Waldo?" and found him; the crew of 'Sea Star' get into the Village People Halloween theme; the J/29 'Wave Dancer' is surrounded by the Express 27 fleet during Saturday's light-air races.

MELGES 24 — 1) **Looper**, Duane Yoslov, 3 points; 2) **Insolent Minx**, Zhenya Kirueshkin-Stepanoff, 3; 3) **Posse**, Sallie Lang, 6. (3 boats)

MOORE 24 — 1) **Immoral**, Matthew Van Rensselaer, 4 points; 2) **Topper II**, Conrad Holbrook, 6; 3) **Moorigami**, John Siegel, 9. (4 boats)

WYLIE WABBIT — 1) **Weckless**, Tim Russell, 6 points; 2) **Bad Hare Day**, Erik Menzel, 7; 3) **Kwazy**, Colin Moore, 9. (8 boats)

J/70 — 1) **Rampage**, Tom Thayer, 4 points; 2) **Prime Number**, Mark Thomas, 4; 3) **Penny Pincher**, Morgan Paxhia, 4. (3 boats)

OPEN 5.70 — 1) **Frolic**, Marc Finot, 4 points; 2) **Frisky**, Dale Scoggin, 5. (2 boats)

ULTIMATE 20 — 1) **U Decide**, Phil Kanegsberg, 4 points; 2) **Salsa**, David Krausz, 5; 3) **Uagain**, David Woodside, 9. (6 boats)

CAL 20 — 1) **Can O'Whoopass**, Richard vonEhrenkrook, 5 points; 2) **Magic Bullet**, Todd Craig, 9; 3) **Invader**, Byron Jonk, 10. (7 boats)

SF 30 — 1) **Shameless**, Schumacher 30, George Ellison, 5 points; 2) **Elusive**, Olson 911S, Charles Pick, 7; 3) **Heart of Gold**, Olson 911S, Joan Byrne, 8. (5 boats)

SPORTBOAT — 1) **Sea Saw**, Henderson 30, Tim Codrey, 3 points; 2) **CentoMiglia**, Flying Tiger

10, Mark Kennedy, 5; 3) **Arch Angel**, Antrim 27, Bryce Griffith, 5. (8 boats)

PHRF A — 1) **Racer X**, Farr 36, Gary Redelberger, 3 points; 2) **Deception**, SC50, Bill Helvestine, 6; 3) **Alpha Puppy**, 1D35, Alex Farell, 7. (6 boats)

PHRF C — 1) **Encore**, Sydney 36CR, Wayne Koide, 2 points; 2) **Alchemy**, J/105, Walter Sanford, 6; 3) **Stewball**, Express 37, Bob Harford, 6. (9 boats)

PHRF E — 1) **Ahi**, Santana 35, Andy Newell, 4 points; 2) **Shaman**, Cal 40, Tom Burden, 7; 3) **Sir Leansalot**, Hunter 40, Tom Lueck, 9. (5 boats)

PHRF K — 1) **Gotcha**, SC27, John Ross, 4 points; 2) **Arcadia**, Mod. Santana 27, Gordie Nash, 5; 3) **Giant Slayer**, SC27, David Garman, 10. (6 boats)

PHRF R — 1) **Two-Step**, Santana 20, Mark Werder, 4 points; 2) **Siento el Viento**, C&C 29-1, Ian Matthew, 5; 3) **Dominatrix**, Santana 22, Heidi Schmidt, 9. (5 boats)

RYC GREAT PUMPKIN PURSUIT RACE, 10/25

PHRF — 1) **Jarlen**, J/35, Bob Bloom; 2) **Stewball**; 3) **Uno**; 4) **Zamazaan**, Farr 52, Greg Mullins/Pete Rowland; 5) **Rufless**, Melges 32, Rufus &

Alexandrea Sjoberg; 12) **Quiver**, N/M 36, Jeff McCord; 15) **Moorigami**; 26) **Marrakesh**, Express 34, Craig Perez; 109) **Stink Eye**, Laser 28, Jonathan Gutoff; 110) **Crew's Nest**, Catalina 34, Ray Irvine. (136 boats)

MULTIHULL — 1) **Adrenaline**, D-Class cat, Bill Erkelens; 2) **Miller Racing**, Marstrom 32, Randy Miller; 3) **Ma's Rover**, F-31R, Mark Eastham; 4) #1609, Nacra F-18, Mattheaus & Marcus Leitner; 5) **USA90**, Nacra Infusion F-18, Ben Lamond/Shawn Hwang. (20 boats)

Full results at www.richmondyc.org

SSS Vallejo 1-2

The singlehanders who sailed from the Berkeley Circle to Vallejo YC on October 17 described "a very pleasant sail" in the Singlehanded Sailing Society's final regatta of the year. "I sailed clean on Saturday," reports Steve Katzman of *Dianne*, one of seven Express 27s, "and only won because *Taz!!* went on the wrong side of G1." (G1 marks the turn into Mare Island Strait.)

After enjoying each other's company and the hospitality at VYC on Saturday evening, most of the 54 solo sailors became doublehanders for Sunday's race to Richmond YC. Some tried to carry spinnakers, with varying success, down

THE RACING SHEET

Gazette newspaper. I got jammed in there and could not get my head out because the boats were still moving at that point. Artemis was still going forward, which was applying more pressure and thankfully the Artemis crew was quick to respond. They saw the problem, and my fellow umpire Alfredo Ricci and the other guys grabbed me and pulled me out from between the two boats. It was amazing that their boat was not their primary concern. Their primary concern was helping Alfredo and me. Their whole crew came running forward. Things could have got a lot worse if they hadn't helped us as quickly as they did."

Shrubb and Ricci, the driver at the time of the crash, escaped with minor injuries. "It was just part of the game we play," Shrubb said. "You have big, fast boats in a confined area, and the umpire boats have to be right in the mix, and sometimes these things happen."

"We were coming around the outside of the spectator fleet to get into position to see the boats entering into their final tack into the start," he said. "It was a narrow corridor between the spectator boats and the pin end of the start line. We were moving up into position, and Artemis came around from the other side



An umpire crew got up close and friendly with the Artemis crew at the Bermuda ACWS.

of the boats we were watching. They were kind of aiming at us, and we were aiming at them, and there was not a whole lot of room to go anywhere. We slammed the boat into reverse, but the collision was inevitable at that point.

"One minute they are saving me and then the next I'm handing them a bottle of champagne for winning the regatta," he said. "You could not have written a better storyline."

— *latitude/chris*

International Masters Regatta

"I'm going to tell my crew we've got to go faster," said Malin Burnham on

October 23, the first day of the International Masters Regatta, and that's exactly what they did. Just shy of his 88th birthday, Burnham can also celebrate his 2015 International Master Regatta first-place victory.

Racing in J/105s provided by hosting San Diego YC, the 12 invited skippers, all 60 and older, and their crews, all 45 and older, found consistent wind at 8-10 knots gusting to 15-18 that first day. Saturday proved lighter, necessitating a brief postponement.

Sunday's conditions were less than favorable, but the race committee tried their best to find whatever bit of breeze San Diego Bay could offer. They finally started a race right after 2:30 p.m. but abandoned it before the first boat reached the windward mark.

— *latitude/chris*

MASTERS REGATTA, 10/23-25, SDYC (5r, 0t)

J/105 — 1) Malin Burnham, SDYC, 12 points; 2) Jon Andron, StFYC, 16; 3) Sandy Purdon, SDYC, 26. (12 boats)

Full results at www.sdyc.org/masters

San Diego Lipton Cup

The following weekend, SDYC hosted their 101st Lipton Cup Regatta, also sailed in J/105s rotated among the 12

October was packed full of so many races that we're still getting caught up on results.

INTER CLUB SERIES (6r, 1t)

NON-SPINNAKER — 1) **Spindrift**, Cal 39 II, Deborah Stern, 7 points; 2) **Breakout**, Santana 35, Lloyd Ritchey, 11; 3) **Boogie Woogie**, Ranger 33, John Ratto, 14. (5 boats)

ISLANDER 36 — 1) **Windwalker**, Richard Shoenhair, 5 points; 2) **Zingara**, Steve & Jocelyn Swanson, 12; 3) **Zenith**, Bill Nork, 17. (5 boats)

CATALINA 34 — 1) **Mottley**, Chris Owen, 9 points; 2) **Queimada**, David Sanner, 9; 3) **All Hail**, Page van Loben Sels, 12. (8 boats)

SPINNAKER >134 — 1) **Double Play**, Yankee 30, Robert Fairbank/David Crone, 5 points; 2) **Hard N Fast**, Merit 25, Tim Harden, 9; 3) **Double Agent**, Merit 25, Scott Ollivier, 14. (5 boats)

SPINNAKER <135 — 1) **Crinan II**, Wyliecat 30, Don Martin, 6 points; 2) **Vitesse Too**, Hobie 33, Grant Hayes, 11; 3) **Flight Risk**, Catalina 38, Dan Gaudy, 19. (9 boats)

MULTIHULL — 1) **Mojo**, F-25c, Christopher Harvey, 8 points; 2) **Peregrine Falcon**, F-27, Bill Gardner, 9; 3) **Triple Play**, F-31, Richard Keller, 15. (10 boats)

Full results at www.jibeset.net

THE BOX SCORES

RYC SPORTBOAT REGATTA, 10/10-12 (7r, 1t)

OPEN 5.70 NATIONALS — 1) **Ocealys2**, Fred Boujou, Brickyard Cove YC, 9 points; 2) **Frolic**, Marc Finot, SeqYC, 18; 3) **Frisky**, Dale Scoggin, RYC, 21. (8 boats)

ULTIMATE 20 PCC — 1) **Ultimate Antics**, Bob Comstock, SCYC, 10 points; 2) **Black Sheep**, Chris Chambers, Sandpoint SA, 11; 3) **Junta**, Mark Allen, Great Salt Lake YC, 18. (13 boats)

Full results at www.richmondyc.org

J/24 REGATTA, BYC, 10/17 (4r, 0t)

1) **Downtown Uproar**, Darren Cumming, 5 points; 2) **Evil Octopus**, Jasper Van Vliet, 10; 3) **Shutup & Drive**, Valentin Lulevich, 11. (6 boats)

Full results at www.berkeleyyc.org

ALAN WELLER MEMORIAL OKTOBERFEST PURSUIT RACE, BYC, 10/17

1) **Shark on Bluegrass**, Olson 25, Tom Nemeth; 2) **Gig**, Humboldt 30, Gil Sloan; 3) **Sea Star**, Cal 39, Bob Walden. (5 boats)

Full results at www.berkeleyyc.org

StFYC JESSICA CUP, 10/17 (2r, 0t)

MARCONI I — 1) **Yucca**, 8-Meter, Hank Easom, 2 points; 2) **Kate II**, Blanchard Sloop, Kimball Livingston, 4; 3) **Elizabeth Muir**, Eastern Schooner, Peter Haywood, 8. (5 boats)

MARCONI II — 1) **Kookaburra**, Bird, Martin Koffel, 4 points; 2) **Cuckoo**, Bird, Bill Claussen, 4; 3) **Oriole**, Bird, Jock MacLean, 4. (8 boats)

GAFF — 1) **Yankee**, Stone schooner, Alexis Ford Kernot, 3 points; 2) **Brigadoon**, Britt Brothers schooner, Terry Klaus, 3; 3) **Makani Kai**, Angelman Sea Spirit, Ken Inouye, 7. (3 boats)

FARALLON CLIPPER — 1) **VIP**, Don Taylor, 3 points; 2) **Credit**, William Belmont, 3; 3) **Mistress II**, Jennifer Hinkel, 6. (5 boats)

Full results at www.stfyc.com

StFYC JOE LOGAN/CALVIN PAIGE, 10/17-18

STAR (5r, 0t) — 1) **#8072**, Douglas Smith, 10 points; 2) **Prom Queen**, Steve Gould, 14; 3) **#8362**, Danny Cayard, 17. (5 boats)

MERCURY (4r, 0t) — 1) **Arnold**, Doug Baird, 10 points; 2) **Stars**, Jim Bradley, 13; 3) **Space Invader**, David West, 14. (8 boats)

Full results at www.stfyc.com

YRA FALL CHAMPIONSHIP, BYC, 10/17 (2r, 0t)

PHRF 1 — 1) **Encore**, Sydney 36CR, Wayne Koide, RYC, 5 points; 2) **CentoMiglia**, Flying Ti-

teams from all over the US. The defending champions from St. Francis YC, skippered by Chris Raab, leaped to an early lead with excellent boatspeed on Friday, October 30, and won the first race. SDYC began to shake things up when they won the second race, but StFYC carried the first day.

"The StFYC considers the Lipton Cup to be one of the premier club challenge events in the country," said Sean Svendsen, tactician for StFYC.

"We went after the 100th last year with the hopes of a historic win for our club. Many said we'd won it 85 years prior but when we looked at the engraved plates, we couldn't validate that. So when you only win something once every 100 years, you really want to defend it in the 101st year. John Laun (the commodore of SDYC) told me once that there are only three things which matter to an SDYC commodore: air to breathe, water to drink, and winning the Lipton Cup."

Tight competition continued on Halloween, with Tyler Sinks' SDYC crew edging ahead of StFYC by two points. On Sunday, the hosting team put it away, reclaiming the Cup for SDYC.

— latitude/chris



LATITUDE / CHRIS

Bob Johnston's J/92 'Ragtime!' and Daniel Willey's Nauticat 44 'Galaxsea' return from Vallejo on October 18 in the SSS Vallejo 1-2.

LIPTON CUP, SDYC, 11/1 (10r, 0t)

J/105 — 1) Tyler Sinks, SDYC, 48 points; 2) Jon Pinckney, NHYC, 50; 3) Chris Raab, StFYC, 55. (12 boats)

Full results at www.sdy.org/liptoncup

Race Notes

Stephanie Roble, Maggie Shea, Genny Tulloch, Aimee Famularo, Meg Six, Janel Zarkowsky, Sally Barkow, Jamie Haines and Liz Shaw of the Epic Racing team won the Terry J. Kohler Perpetual Trophy, named after US businessman Terry Kohler, a longtime proponent of women's match racing. The American team

secured the 2015 **Women's International Match Racing Series** title by finishing fifth in the concluding event in Busan, Korea, on October. See www.wimseries.com.

It's impossible to discuss the history of the America's Cup in the 20th century without mentioning the name of **Dennis Conner**. Now the San Diegan has been inducted into the ISAF Sailing Hall of Fame. Buddy Melges was the other American inducted in only the

second round since the Hall of Fame was created in 2007. For details and the complete list of honorees, see www.sailing.org/news/41428.php.

The yacht racing community, or at least a certain quadrant of it, is mourning the passing of **Carol Doda**, who presided over the trophy presentation at the inaugural Plastic Classic race for '60s -and '70s-vintage fiberglass boats in 1985. Doda, of course, was best known for bringing topless dancing to San Francisco. In urban legend, she's been associated with the T Mark, the most distracting rounding mark on the Bay, but that has always been staffed by Bay View Boat Club volunteers and friends.

— latitude/chris

ger 10, Mark Kennedy, RYC, 5; 3) **Bodacious+**, 1D48, John Clauser, BYC, 6. (5 boats)

PHRF 2 — 1) **Insolent Minx**, Melges 24, Zhenya Kirueshkin-Stepanoff, SCYC, 3 points; 2) **Mintaka 4**, Farr 38, Gerry Brown, BYC, 3; 3) **Ahi**, Santana 35, Andy Newell, BYC, 7. (6 boats)

Full results at www.jibeset.net

LEUKEMIA CUP PERKINS CORPORATE CHALLENGE, SFYC, 10/17 (3r, 0t)

J/22 — 1) Liam Kilroy/Kilroy, 4 points; 2) Jim Swartz/Accel, 7; 3) Steve Mavromihalis/Pacific Union, 9. (5 boats)

LEUKEMIA CUP, SFYC, 10/18

PHRF <82 — 1) **Peregrine**, J/120, Tad Lacey; 2) **Miramar**, Frers 41, Jeff BruCIA; 3) **Swift Ness**, J/111, Reuben Rocci. (11 boats)

PHRF 84-114 — 1) **Looper**, Melges 24, Duane Yoslov; 2) **Painkiller**, J/80, Tim Russell; 3) **Jennifer**, J/70, Christopher Kostanecki. (9 boats)

PHRF 117-147 — 1) **Encore**, Wylie 31 Gemini Twin, Michael Vare; 2) **Legacy**, Wylie 31 Gemini Twin, John Sweeney; 3) **Bolero**, IOD, Richard & Mark Pearce. (5 boats)

J/105 — 1) **Natural Blonde**; 2) **Perseverance**, Stephen Kent; 3) **007**, Justin Hersh. (8 boats)

KNARR — 1) **Snaps III**, Knud Wilbroe; 2) **Fif-**

THE BOX SCORES

ty/Fifty, Brent Crawford; 3) **Wintersmoon**, Bryan Kemnitzer. (8 boats)

NON-SPINNAKER <145 — 1) **Min Flicka**, Hanse 370, Julie Le'Vicki; 2) **Q**, Schumacher 40, Glenn Isaacson; 3) **Freedom**, Worth 40, Jib Martens. (11 boats)

NON-SPINNAKER >146 — 1) **JustEm**, Cal 20, Sally Clapper/Ted Goldbeck; 2) **Spirit**, Alerion 28, Steve Rogers/Robert Sellers; 3) **Blue Ribbon**, Catalina 27, Kevin Moore. (12 boats)

CLASSIC YACHT — 1) **Elizabeth Muir**, gaff schooner, Peter Haywood; 2) **Seaward**, staysail schooner, Alan Olson; 3) **Yucca**, 8-Meter, Hank Easom. (7 boats)

Full results at www.sfy.org

StFYC FALL DINGHY REGATTA, 10/24-25

29ER (6r, 1t) — 1) Neil Marcellini/Aiden Doyle, 9 points; 2) Mollie Noble/Dan Brandt, 13; 3) Will Paulsen/Nolan van Dine, 16. (10 boats)

I-14 (6r, 1t) — 1) Brad Ruetenik, 5 points; 2) Terence Gleeson/Evan Sjustedt, 10; 3) Patrick Whitmarsh/Mikey Radziejowski, 22. (6 boats)

505 (6r, 1t) — 1) Mike Martin, 8 points; 2) Parker Shinn, 11; 3) Mike Holt/Carl Smit, 11. (13 boats)

CLUB 420 (5r, 1t) — 1) Michael Tellini/Ryder

Easterlin, 9 points; 2) Thomas Samuels/Andrew Huang, 10; 3) Victoria & Meghan Oldham, 15; 4) Gwyneth Dunlevy/Maddy Kuhn, 20. (18 boats)

LASER RADIAL (5r, 1t) — 1) Nicholas Sessions, 5 points; 2) Toshinari Takayanagi, 6; 3) TJ Mahoney, 14. (7 boats)

LASER STANDARD (5r, 1t) — 1) Rodion Mazin, 4 points; 2) Emilio Castelli, 8; 3) Mike Bishop, 15. (15 boats)

FINN (5r, 1t) — 1) Vladimer Butenko, 7 points; 2) Rob Coutts, 8; 3) Henry Sprague, 9. (8 boats)

Full results at www.stfy.com

TYC RED ROCK REGATTA, 10/31

SPINNAKER — 1) **Siento el Viento**, C&C 29, Ian Matthew; 2) **Hurricane Gulch**, C&C 33, Richard Selmeier; 3) **Neverland**, Tartan 37, Aidan Collins. (5 boats)

NON-SPINNAKER — 1) **Lion**, Olson 25, Lon Woodrum/Steve Nimz; 2) **Cinnamon Girl**, Beiley 26, Mariellen Stern; 3) **Diversions**, Harbor 25, Gerry Gunn. (4 boats)

Full results at www.tyc.org

IYC JACK & JILL + 1, 11/1

SPINNAKER — 1) **Dire Straits**, J/24, Dawn Chesney; 2) **Faster Faster!**, Merit 25, Suzanne Lee; 3) **Meliki**, Santana 22, Deb Fehr. (5 boats)

Full results at www.iyc.org

With a special report this month on cruising and chartering in the Land Down Under.

Sailing in Cook's Wake: Australia's Whitsunday Islands

"Monday June 4th Winds at SSE and SE, a gentle breeze and clear weather. In the PM steer'd thro' the passage which we found from 3 to 6 or 7 Miles broad and 8 or 9 Leagues in length. It is form'd by the Main on the west and by Islands on the East, one of which is at least 5 Leagues in length. Our depth of water in running through was between 25 and 20 fathom. Everywhere good anchorage. Indeed, the whole passage is one continued safe harbour, besides a number of small Bays and Coves on each side where Ships might lay as it were in a Basin. This passage I have named Whitsunday's Passage, as it was discovered on the day the Church commemorates that Festival and the Isles which form it Cumberland Isles — in honour of His Royal Highness the Duke of Cumberland."

— Captain James Cook

It's easy to feel the spirit of Captain Cook as you cruise between the islands on the northeast coast of Australia, in the clear waters of the Coral Sea. Dramatic green hills and steep rock cliffs were indeed reminiscent of the English Lake District, in the Duke's Cumberland County, at least to the crew I was with in June, all of us either Brits or former British residents.

During our recent cruise along the

No, that's not a bareboat's wheel. Although the author was sailing with friends, she could easily imagine bareboat chartering next time.

Queensland coast, we found that many of the islands that we explored — most with white sandy beaches — are as uninhabited today as they were in Cook's day. We often went 12 hours at a time without seeing another boat.

It crossed our minds that Cook and his men missed out on many of the pleasures we modern explorers enjoyed, such as fantastic snorkeling, meeting friendly natives, and onboard happy hours sipping Australian syrah and New Zealand sauvignon blanc while waiting for dinner to grill.

The Whitsunday Islands, a cluster of some 140 islands and islets, are the most popular yachting destination in the Southern Hemisphere for cruisers, racers and bareboat charterers. There are many options for connecting with a boat to take you out for a daysail, an overnight or a week or two of cruising. One reason to go now is the very favorable exchange rate. Four years ago one US dollar got you 91 Australian cents. Today, it gets you \$1.41. That means boat charters, dock fees, restaurant dinners and provisioning are now competitive with the Eastern Caribbean Destinations — and in many cases cheaper. (And the BVI doesn't have kangaroos.) Supermarket provisioning was comparable to the US, with restaurant meals cheaper than in much of the Bay Area. But you'll want to stock up on your favorite spirits at the airport's duty free shops before you fly in, as high taxes push up prices in Australia.

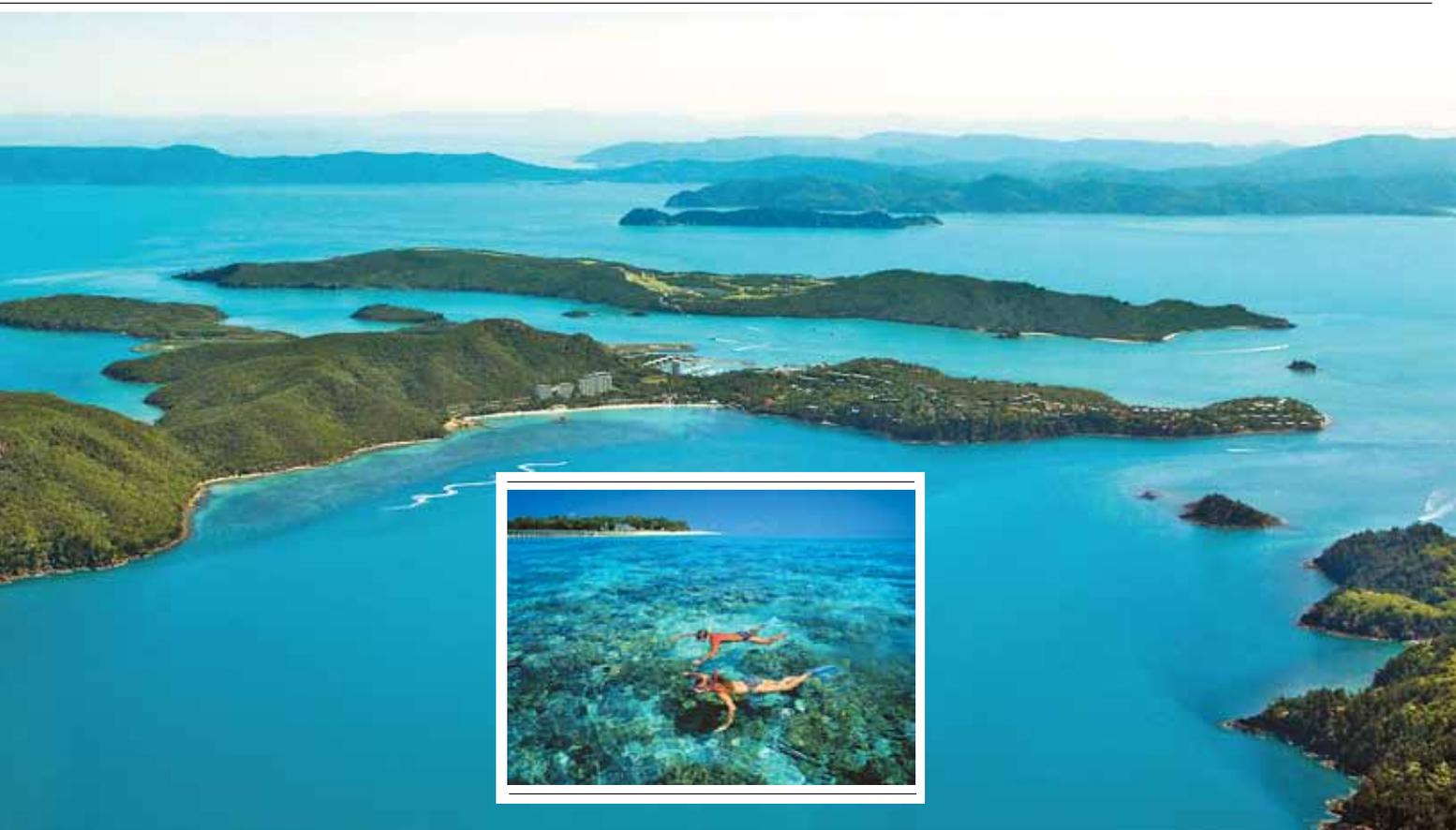
Our time in the Whitsundays included a week bopping around the islands, relying heavily on *100 Magic Miles of the Great Barrier Reef*, David Colfelt's bible that is now in its 10th edition. In addition to pointing us to snorkeling spots and things to do ashore, it gave ample options for protected anchorages, invaluable when winds picked up and kept changing directions. High-



lights included Nara Inlet, which looked more like a fjord than a typical tropical island. Snorkeling isn't recommended here, though, as it is a hammerhead breeding ground. (How cute would it be to see baby hammerheads?) Instead, we made the short hike up to see the Ngaro Aboriginal cave paintings, a part of the Ngaro Sea Trail, which includes land hikes and sea passages around South Molle, Hook and Whitsunday Islands, highlighting the native people of the area. Other stops in the area included snorkeling at Blue Pearl Bay and a walk along famous Whitehaven Beach, which was gorgeous even on a cloudy day, but is probably most fully appreciated by helicopter.

We skipped the island resorts, including Daydream Island, where moorings run AUS\$150 a night and resort beach towels are available from Reception with an AUS\$20 deposit. Unless you are a high roller, expect to skip One&Only Hayman Island, where one-bedroom suites run AUS\$1,930 a night and mooring fees are AUS\$175 for four guests (extra guests AUS\$35 each) for those who want to access the restaurant. (Hours: 11 a.m.-3 p.m.) Day passes permitting you to use the pool are \$120 per person, 9 a.m. to 4 p.m. With comfy berths onboard, we skipped camping options that





SPREAD COURTESY HAMILTON ISLAND TOURISM; INSET WHITSUNDAY ISLANDS SAILING ADVENTURES

It's easy to see why the Whitsunday Islands are a prime playground for sailors. That's Hamilton Island in the foreground. Inset: Snorkeling.

are also available on some islands.

Folks are much friendlier at Hamilton Island, where you'll find a domestic airport and a good assortment of hotels, shops and restaurants. It is the home, of course, of the famous Hamilton Island Yacht Club, which hosts the annual Hamilton Island Race Week every August. Berths run between AUS\$115 and AUS\$130 a night, which gives your entire crew full use of shoreside facilities, including showers, resort-style beach, and pool with swim-up bar.

The best way to explore the island is by golf cart hire: AUS\$87 for 24 hours or AUS\$57 for 4:30 p.m. to 8:30 a.m., which gets you to the top of the island for a spectacular happy-hour vista at One Tree Hill. Being too salty for fine dining, we stuck with fish and chips from Popeye's Takeaway, and meat pies and cakes from Bob's Bakery. We didn't need to stock up on anything besides milk, but the selection and prices at the General Store were better than expected.

We were disappointed not to have a drink at the Hamilton Island Yacht Club, which is a majestic piece of architecture that has no appearance of being a 'club' outside of race days. The outside bar,

which is only open from noon to 7 p.m., was empty while we were there. During Hamilton Island Race Week, berthing is reserved for boats that are competing, and the scene includes fashion and car shows and *lots* of bubbly. (Call the race week "Hammo" if you'd like to sound like a local.)

Less glamorous but highly useful is Airlie Beach, where most bareboat-charter and captained-tour companies are based. A popular mecca for backpackers, Airlie Beach offers a mix of hostels and hotels, restaurants and bars — plus services such as supermarkets and cheap Brazilian wax jobs.

(You can get even cheaper prices with trainees, but we tried not to think about that.) Abell Point Marina berthing fees for a 42-ft boat are AUS\$70 a night, which includes excellent shore facilities and the option of borrowing a car for a few hours to run errands. Ferry connections to and from Hamilton Is-

land are available at nearby Shute Island, handy for exploring or going to the airport.

Bareboat Charters — Options are plentiful, and you don't need to be a world-class sailor to feel comfortable here, as the sailing conditions are generally mild to moderate and navigation is straightforward. The most prominent company seems to be Whitsunday Escape (www.whitsundayescape.com),

A Sunsail yacht moored in the gin-clear waters of Shaw Island. A variety of bareboat firms offer both monohulls and cats in these islands.



COURTESY SUNSAIL

ELISA WILLIAMS



which has a fleet of both monohull and catamaran sailboats as well as power yachts, including Catalina 35s, Jeanneau 40s and 50s, Bavaria 41s and 42s, Seawind 1160s and 1200s, Leopard 42s and 43s, and Lagoon 420s and 440s. Their website boasts that "It doesn't matter if you don't have sailing experience. You can hire a powerboat and motor around the islands of the Whitsundays." Technically, Australian federal regulations require operators of VHF radios to hold an operating certificate, but the charter companies have a work-around. No special certification is needed.

Unlike charters in many parts of

Verdant hills to hike, warm water to snorkel in, and pleasant sailing conditions make the Whitsundays an alluring destination.

the world, you generally don't need to book a full week and pick-up days are flexible. Rates vary depending upon the season and the number of days chartered. Because of school holidays, their low season is actually 10 months long — anytime except September and October. After discount and adjusting for the currency rate, a seven-day charter on a Bavaria 42 is US\$2,678, which works out to about \$450 each for six people. At the high end, a Salina 48 catamaran, which has four double cabins and two

singles, would run US\$800 a person per week with eight onboard.

Other options include Queensland Yacht Charters and Sunsail (which operates out of Airlie Beach as Whitsunday Yacht Charter.

Sailing Tour Boats — If your group is smaller or larger than optimum for a charter — or if you're happy to trust someone else with the helm — there are dozens of other options for getting out on the water sailing for a day, a night or a few days. Tourism Whitsundays (www.tourismwhitsundays.com.au/tours/extended-tours/) has a good overview of established partners, including combo sailing/diving trips, cruises for couples, eco-tallships, etc.

Racing & Deliveries — Aussies are crazy about yachting and Hamilton Island Race Week is just one of the week-long regattas in the area in August. While spots on the fastest and fanciest boats

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OF CHARTERING

are, of course, hard to come by, locals say lots of boats are always looking for last-minute crew, particularly if they are experienced.

Airlie Beach Race Week is held the week before 'Hammo'. If you're looking for a ride, you can contact the club or simply walk the docks. Many boats also look for delivery crew to return boats to Sydney and Melbourne after the regattas are finished.

Great Barrier Reef— Because of time and local weather conditions, we didn't make it out to the reef itself. If you want to go, be sure to check with the charter company to make sure it's within your allowed cruising area (www.nprsr.qld.gov.au/parks/whitsunday-islands). The locals can help with permits that outline what you can see and do. However, if your main interest is in scuba diving, you may want to join a scuba tour that can include equipment and a fast boat that will take you to some of the best spots quickly.

Getting There— Virgin Australia and Qantas' Jetstar fly into Great Barrier Reef Airport at Hamilton Island from Cairns, Brisbane, Sydney and Melbourne. You either take a ferry or pay a charter surcharge to have a boat brought to you. (If you've got the time, it will save a lot of money to provision in Airlie Beach rather than using the charter company's catering.) Whitsunday Coast Airport in Proserpine is 25 miles from Airlie Beach, with bus shuttle and taxi service available.

When to Go— Want to avoid cyclones and deadly jellyfish? Then stick to the season when Captain Cook was there.



ELISA WILLIAMS

Although parts of Hamilton Island are exclusive, there are also public areas where visitors — such as bareboaters — can hang out.

Australia's winter — our summer — is known for having the most predictably calm winds and not having the jellyfish, which are more common from October to May.

— elisa williams



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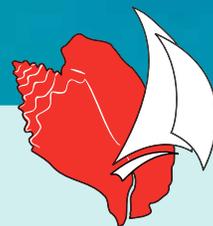
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CHANGES

With reports this month on **Astrid** being lost on the Tres Marias; on excitement at the start of **Sailors Run's** solo nonstop circumnavigation; from **Reflections** on getting a hard dodger built in Thailand after year of cruising; from **Capritaur** on being lost near Sardinia after control was taken from her owners; from **SeaGlub** on ease of getting paperwork done for getting into Mexico; from **Kharma Sea** on Patricia hitting Barra; and **Cruise Notes**.

Astrid — Hunter 37

Wayne Merritt

Lost My Boat on Isla Magdalena (Melbourne, Australia)

The \$64,000 question is how I lost my boat, which I was intending to sail to Australia, on one of the Tres Marias Islands north of Banderas Bay.

I made two big mistakes that night in early October that led to the loss of my boat. The first was leaving my chartplotter zoomed in so close that I didn't have a 'big picture' idea of where I was. The second was setting my waypoint for 500 miles away, which meant even though I was off course, it wasn't enough at the range to show up as a cross track error.

Once I got several miles beyond the dangers of Punta Mita and the Tres Marietas Islands, I relaxed, figuring I was now in open water. The weather wasn't horrendous, but thanks to the remnants of tropical storm *Marty*, the wind was nonetheless gusting to 35 knots on my port quarter. That created a significant ocean swell, brought rain, and cut visibility to near zero.

I'd already spent a few hours on deck trying to get some things sorted out, for having been tied up in a berth for a few months, *Astrid* wasn't in her best shape

Nobody visits the Tres Marias Islands unless they are forced to — because it's a Mexican federal penal colony and off-limits to visitors.

to be at sea. So I was pretty tired that first evening at sea. With the rain and crappy visibility, there wasn't much point sitting in the cockpit, so I retired to the salon, and stuck my head out of the cabin every now and then to look for the lights of shipping.

As far as I knew, I was about 20 miles SSW of the four islands of the Tres Marias archipelago, and heading northwest toward Cabo San Lucas. What I didn't know is that the weather had steadily been pushing me to the northeast. One of the reasons I didn't realize where I was is the difference between my intended course and my real course wasn't great enough to come up as a cross track error. Bear in mind that I hadn't connected my chartplotter to my autopilot. Doing so required a special cable, and ordering it was still on my 'to do' list.

Sometime after midnight I started to doze off. By then I was confident that I was no longer in danger of bumping into anything. But at 3:30 am, the chartplotter alarm went off, indicating I was in shallow water. "What the hell?!" I thought to myself as I woke up. "I must be 80 miles offshore." But I wasn't.

The top left corner of the plotter screen was green, meaning I was in shallow water. I zoomed the image out and realized that I was close to Isla Maria Magdalena. Swearing a lot, I ran for the cockpit. I couldn't see anything from the helm, but I changed course to move away from the coast.

Figuring I was on the southeast corner of Magdalena, and was now heading up along the channel between two of the Tres Marias, I decided to pass through the channel, which is about four miles across. It would also gain me the shelter of the island. Unfortunately, I still hadn't realized how close I was to the rocks — partly because I had now zoomed the chartplotter so far out that they weren't shown at that level of detail. Nor did I realize that I was still being pushed towards the rocks by the seas.

Before I figured out a bearing to the middle of the channel, I hit a rock. Then another. And another and another. By the time I got back to the wheel, *Astrid* was in the breakers and her keel was being



dragged across the bottom. It was all over. I had not been my greatest moment of seamanship.

I ended up being stranded on the island for 30 hours, as I got no response to my Mayday calls or setting off my EPIRB. I was finally rescued by panga fishermen who spotted the flare I shot off. I was not badly hurt.

Astrid could not be salvaged because of her condition, the situation she is in — the Marias Islands are a penal colony — and because I didn't have the funds to attempt a salvage.

I eventually contacted various port captains to explain what happened, and while in Mexico City getting a new passport, contacted the appropriate officials about the wreck. I wanted to do the right thing rather than flee the country.

The loss of my boat was all my fault. My biggest mistake was actually ignoring one of my biggest rules — never sail to meet a deadline. But I had, because I had set a schedule to get back to California and across to Hawaii. I

RAYMARINE



Chartplotters are great — unless they give a false sense of security.

MEXOFOTO



IN LATITUDES



ALL PHOTOS COURTESY SAILORS RUN

the boat. The only thing that prevented it from coming out of the boat is that it was bumping against the rudder.

As there was the potential for both water to flood into the boat via the hole for the shaft, and for the rudder to get jammed causing the boat to lose steering, it was a very serious situation. Fortunately Jeff is a resourceful guy with 75,000 ocean miles to his credit, so he didn't freak out and came up with a solution.

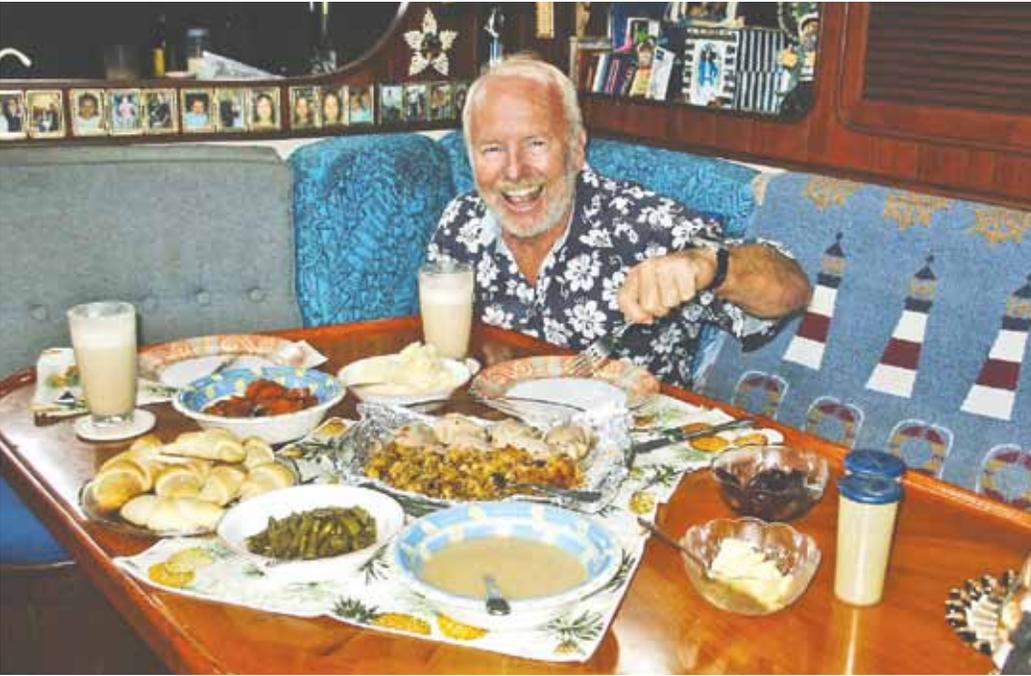
It was a very easy fix, in that all he had to do was hang upside down in the bilge for five hours while underway. He started by lashing down the shaft to keep it from spinning. Second, he activated the boat's high capacity bilge pump. Third, he doused the genoa and staysail, and hove-to under main and mizzen. Then came the hard parts.

"I worked feverishly to separate the coupling, hoping to find the nut that had come off the end and the key that locks the shaft to the coupling," Jeff recalls. He found the nut, but the key had slipped into the flooding bilge. Miraculously, he was eventually able to retrieve it after fishing around with a magnet.

Just when things were looking up, he discovered that he didn't have the correct socket to secure the big nut. The best he could do was tighten the nut by hand. All he has to do now is hope that the nut won't work off during the next couple of months while he sails around the bottom of the world in the rough Southern Ocean.

So what's it been like for Jeff on the way to Cape Horn? On Day 10, for example, he reported 15 to 25 knot winds out of the southeast with 6 to 9 foot swells. Conditions were good enough for him to reel off 176 miles, the third best 24-hour run ever for the much-travelled *Sailors Run*. The air temperature was between 72° and 76°, with squalls 50% of the time.

Cape Horn will be the first of the five southern capes that Jeff will have to round in order to achieve his goals. It's the southernmost.



Clockwise from above; Despite singlehanded, Jeff prepares and enjoys extravagant meals. Just kidding. 'Sailors Run' as seen somewhere in her many travels. Dolphins are his only friends at sea. Jeff and his beloved Debbie. Bahia Caraquez, Ecuador. 'Sailors Run' at the start of a Baja Ha-Ha.

should have stayed in La Cruz until the crappy weather to the south had blown away, and used the time to do some short shakedown sails. My hindsight is astonishingly clear!

— wayne 11/15/2015

**Sailors Run — Baba 40 Ketch
Jeff Hartjoy
Non-Stop Solo Circumnavigation
(Longbranch, WA)**

One of the things you'd prefer not to happen when you're 69 years old and attempting to sail solo around the world non-stop via the southern capes is have your boat sink from under you. After all, the water is cold and help is not close at hand. However, that's the possibility that Jeff Hartjoy faced just two weeks after departing Bahia Caraquez, Ecuador.

Having enjoyed "some of the best sailing days of my life" after starting his epic adventure in October, one day

Jeff charged the boat's batteries for 20 minutes with the inboard diesel and the transmission in neutral. After shutting down the engine he but sensed a "strange vibration". He says that he could hear something — the prop shaft? — "spinning and rubbing". But it couldn't be the prop shaft because he'd locked the transmission in reverse. Yet what else was there down there to create the noise and vibration?

"Holy shit!" was Jeff's reaction when he opened up the lazarette to gain visual access to the transmission area of the bilge and discovered that the prop shaft had come free from the coupler that connects it to the transmission. Because *Sailors Run* was moving along at seven knots, the unattached prop shaft was wobbling around madly trying to work it's way out of



SOUTH AMERICA TOURISM

CHANGES

"Today was laundry day, and I took care of business by using a bucket and several lines strung up in behind the dodger," wrote Jeff. "This all seemed well

SAILORS RUN



Jeff, in Mexico, not properly dressed for the Southern Ocean.

and good until a squall sought us out and pounced upon on *Sailors Run*. Things were suddenly chaotic in the cockpit as I struggled to roll in the headsail while being slapped in the face with a wet t-shirt. Later in the morning I peeled the not-so-good leaves off six cabbages and got them re wrapped in fresh newspaper." So the excitement never stopped.

"One of the things I learned from my solo trip around Cape Horn six years ago was to bring lots of cameras, and in order to capture the best shots and footage, make sure they could withstand getting drenched. I also learned when to burn lots of film and when to conserve it, so my next video will have considerably fewer 'nude shots'.

"My routine calls for a shower every third day, but I get many unscheduled showers in between. They are either salty showers from the sea or cold freshwater showers from the sky. It's all part of the sailing experience."

"On Day 11, I found myself just south of Lima, Peru, over 1,200 miles off the coast of South America. I'm a long way from help out here, so I have to balance the stress on the boat versus the desire to go faster. You might think 7 to 9 knots is not very fast, but when you are heeled over 20+ degrees, the water is raging along the side of the hull, and the boat

It's going to be months before Jeff has anything green and fresh in his diet. There's more sodium in these foods than there is in the ocean.

is suddenly struck broadside by a very steep 9-ft wave that explodes into one of those unexpected 'showers', it seems a little faster than it really is. And you suddenly feel extremely alive and pray that everything will hold together.

"So far I've been sailing with good speed as I attempt to nearly circumnavigate the South Pacific High, using it much like a giant pinwheel to sling shot *Sailors Run* into the 'Roaring Forties'. The transition from the winds on the outside of the High to the westerly winds in the Southern Ocean is one of the key parts to my having a fast circumnavigation. We'll see how it works out.

"Two days ago I found out that I'm not totally solo on this voyage, as it seems I have a stowaway. Yes, a cockroach must have got on in Ecuador, and now the question is whether he is solo or has friends along. I should say *was* solo, because his life came to a horrible end.

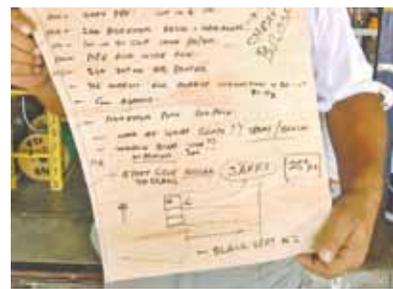
Maybe I should have taken precautions by placing poison everywhere except in the fresh produce. As least I'm 'packing' a can of Raid. I also put out a huge tarantula-looking rubber spider left over from Halloween in hopes to 'scare' any other roaches away. I hate waking up to a big cockroach crawling across my face, as I usually give myself a bloody nose and the thing disappears before I can get a light on.

"On Day 12 I saw a ship on the AIS that came within 31 miles of me. That's the first one I've 'seen' since a fishing boat at night a week ago.

"I think I have narrowed down the problem with the wind generator. I was out in the cockpit adjusting the windvane steering and got the wind coming in over the stern, and while looking at the windhawk at the top of the mast, I noticed the wind generator facing aft. 'What the heck', I thought, 'let's turn it around'. Much to my surprise, it started generating electricity properly. Now it seems almost for certain that the problem is dirty slip rings in the unit, which I hope to clean when the seas lay down. Even if I never get up there, the thing should work in much of the windy Southern Ocean.

"I have struggled a bit trying to get my head around this great adventure of mine. The planning took 18 months, and the preparations were such that I didn't sail in the five months before taking off.

"I have struggled a bit trying to get my head around this great adventure of mine. The planning took 18 months, and the preparations were such that I didn't sail in the five months before taking off.



Once at sea, it all seemed overwhelming. My sailing skills were rusty and my movements had to be methodically thought out and continually re-evaluated. Things began to improve after a week, and I'm happy to say that things are once again coming to me naturally. *Sailors Run* and I are again one with nature.

The one thing that will never be 'right' until I return is the yearning to hold my dear wife Debbie in my arms once again.

— el.jefe and latitude 11/19/2015

Readers — You can follow Jeff's great adventure at sailorsrun.com.

Reflections — Esprit 37 Gene and Sheri Seybold Protection From The Sun and Spray (Honolulu / Stockton)

We can't remember how long Gene and Sheri have been out cruising, but our *Latitude* records show that they started their Puddle Jump from Panama

SAILORS RUN



IN LATITUDES



PHOTOS COURTESY REFLECTIONS



Clockwise from above right; 'Reflections' hard dodger nearing completion. Gene glassing in the tropics. Sherri, on her knees seeking shade. The supplies needed list, writ large. The mold in place on the *Espirit 37*. The beauty of a hard top awaiting final painting before installation.

to the South Pacific way back in 2002. So even though they took a break from cruising for a few years in Hawaii, they've been out there a long time. Mostly recently they've been enjoying the many delights of Southeast Asia.

After all these years of being exposed to spray and waves over the bow, to say nothing of the tropical sun beating down on them, they decided to get a hard dodger/bimini built for their boat in Thailand. Our inclination would be to mock them for having gone so long without such protection, but then we remembered that we went without on *Profligate* for 19 years. So we've have to rate ourselves as bigger dummies than Gene and Sheri — were it not for the fact that we have photographic evidence that they participated in the hands-on building process of their hard-top. Suiting up

in a protective suits and grinding away at glass and cloth in the steamy land of cheap labor? Maybe they have been out in the sun too long.

We're not sure when the new addition will be installed on *Reflections*, but based on having had a hardtop on *Profligate* for almost a year now, we think the Seybolds are going to be extremely pleased. For in addition to offering great protection from the elements, we think they'll find that it will make their boat seem — and be — much larger.

We're reminded that Charlie and Cathie Simon of the Spokane-based *Taswell 58 Celebration* told us one of the key elements in the success of their 15-month doublehanded circumnavigation was cockpit protection that shielded them

from the spray, waves and sun — to say nothing of keeping them warmer when it was cold and cooler when it was hot. They say it was critical to their enjoyment.

We can barely describe how pleased with are with *Profligate's* hard-top, as it's transformed the cat. The massive cockpit suddenly became so much more usable. In order to stay out of the elements, we used to live in the salon in *Profligate*. Not anyone. And the addition has made the inside of the cat seem so much larger.

The top has some unexpected benefits, too. For example, suddenly there is an overhead hand-hold around the entire cockpit, making it much easier to move around safely in a bumpy sea. It also makes the big step up or down from the cockpit seat that much easier on aging knees.

In retrospect, we can't imagine how the *Wanderer* and *Doña de Mallorca* ever managed to flake the main when doublehanded. With a 70-ft luff and a 27-ft foot, it's a big Spectra sail. In a sloppy seaway it was a very difficult task for two to flake it, particularly as the boom was so high over the cockpit that it was difficult to reach.

After about 10 years — yes, we can be slow on the uptake — we got lazy-jacks. That helped a bit. But with the addition of the hardtop . . . oh man, it's soooooo much easier, as one or more people standing on it have the boom right at knee level.

As much as we like our hard dodger/top, we don't think all boats need them. For example, when day sailing on San Francisco Bay, one would be nice, but we're not sure it's important enough to justify the expense. But for day-after-day living in the tropics, you need to have your head examined if you don't

The new hard top will provide lots of protection from the sea and sun, as well as lots of light and good visibility. This is the finished mold.



REFLECTIONS

CHANGES

have hard-top. Examined for cancerous growths from all the sun you've been exposed to.

— latitude 11/15/2015

Capritaur— Hartley 39-ft Ferro Frank and Jackie Sibble Lost Control of Our Boat (Vancouver, B.C.)

Some stories of lost boats are more heart-rendering than others. This is one of them. Frank, built *Capritaur* himself, and it's been home to he and Jackie, who are both in their late 60s, since they were in their 20s. In addition, they've done two long cruises on her. The first was a cruise to the Caribbean and back 30 years ago.

The second — and last — started in 1998. They got as far as Turkey a few years ago, but when Frank suffered a kidney failure 10 years ago, they had to put *Capritaur* on the hard in Turkey for four years while he convalesced. They only recently resumed their cruise.

The other thing that makes the loss of *Capritaur* so sad is that the loss wasn't the couple's fault. Control of the boat was apparently taken from them twice, which led to the loss of their long time home. Here is their version of the story:

"My husband Frank and I left Vibo Marina in Calabria, Italy on September 16 of this year. We had two friends from Vancouver with us. While not sailors, they are adventurous travelers. Our plan was to sail to the islands off the northeast coast of Sardinia, where we would anchor and wait for favorable conditions to pass through the Strait of Bonifacio between Sardinia and Corsica.

"The first two days and nights of the passage were calm and hot. Despite the benign conditions our friends became a little seasick, and thus had no appetites

Few West Coast sailors appreciate how rough the Med can get when a mistral blows. The wind howls and the seas are short and steep.



and little energy. The wind came up on the third day, so much so that our Autohelm — which we'd had repaired at great expense just the year before in Greece — stopped working. Frank tried to teach both our friends to steer, but they just couldn't get the hang of it.

"The wind died on the fourth day, so the engine came back on. We figured it would be calm for the remaining 60 miles to Sardinia, but a mistral came up strong from the northwest at 6 pm. Frank and I had to take turns at the helm. Mistral creates bad sea conditions, and from time to time waves would come over the bow and drench me. After a while, I just couldn't do it anymore.

"Conditions were such that we got our harnesses out. Even though Frank and I really needed them to safety get to and from the helm, we let our friends use them.

"Things continued to get worse, for not only was our male friend very seasick, but the engine quit at 11 pm. Unable to do anything at the time, Frank tied off the wheel and came below to get out of the wind and warm up.

"As soon as we went below, our female friend, who at this time I would describe as being hysterical, insisted that we call the Coast Guard. Her husband was hallucinating, saying he was seeing capsized cruise ships and trees. Frank was busy in the engine room trying to bleed the diesel, so he didn't hear much of the conversation.

"When the Coast Guard contacted us and asked what the problem was, our female friend could only say that the engine quit. For some reason the Coast Guard only spoke with her, not Frank the captain.

[Editor's note: It's unclear from this report who called the Coast Guard.]

"Frank and I did not feel like we were in any danger, and had been in worse conditions. Our plan was to wait until dawn and then hoist the storm jib. It wasn't safe to do it at night. Above all, we wanted to get rid of our crew.

"The Coast Guard arrived about 10 am. We understood that they were going to tow us the rest of the way to Sardinia. Instead, they towed *Capritaur* to the side of a freighter that had shown up. We have no idea what the Coast Guard was thinking, but they pulled our boat right into the ship's hull! There were gapping holes in one side of the deck caused by the bases of that bow and stern pulpits and the stanchions being ripped out by the collision.

"Frank thought we could stuff the



holes up, so he and I were quite prepared to say with our boat. But the Coast Guard insisted that we be taken off along with our friends. After being assured that our boat would be towed to nearest port, Frank decided we'd better get off.

"Later that day we went to the Coast Guard base at Olbia to enquire about the location of our boat. We were stunned to be told that she'd been left to drift away in the Med! We were flabbergasted that they would do that. We'd left everything we owned on the boat.

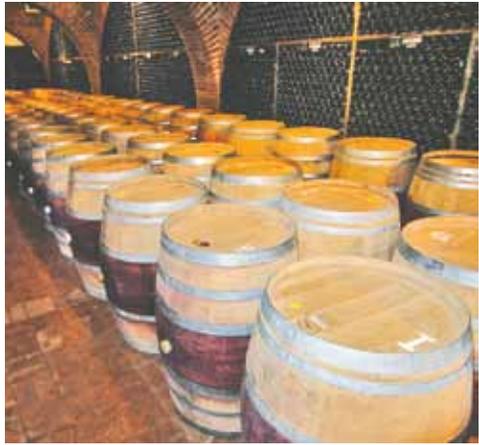
"Thus was the end for our beloved *Capritaur*. She was uninsured except for public liability. The consensus among our boating friends and lawyers we've spoken with is that there is nothing we get to get compensation from the Coast Guard."

— latitude & jackie 10/12/2015

SeaGlub — Hylas 46 Chris Glubka Getting TIPS and Other Paperwork (San Francisco)

It's 2015, a couple of years after the fiasco in which AGACE, a division of

IN LATITUDES



ALL PHOTOS LATITUDE / RICHARD



Clockwise from above; Marina Coral, one of Ensenada's two marinas, is also a resort. Careful, the Honeymoon Suite is not a high dive platform. Santo's Restaurant is one of our favorites. The Guadalupe Valley wine country is only a few miles away. Ensenada officials are in one building.

Mexico's version of the Internal Revenue Service, informally impounded several hundred foreign-owned boats, often on the most dubious grounds. *Latitude* did a great job of keeping everyone up to date as possible. For me the incident was just educational, while for those who had boats impounded, it was life-changing.

We hadn't sailed *SeaGlub* since making our passage from San Francisco to San Diego in July, and a group of friends came up with the idea that we ought head down to Ensenada for a week or so. Call it a Baja Ha-Ha hangover from all the parties we attended in San Diego, as we were craving more.

But first *SeaGlub* and crew had to get legal, and after all the stories from 2013 fiasco, I was apprehensive. Lo and behold, I'm here to tell a story of success, one of a large government body recognizing a problem and fixing it. Our experience of applying for a Temporary Import Permit (TIP) for our boat, getting tourist visas, and physically checking in

and out of Mexico, was streamlined and effective.

We started with the paperwork by logging onto the *Banjercito* (Mexican military bank) website a month before we wanted to leave for Ensenada in order to get our TIP. I was given the direct link to www.banjercito.com.mx/registroVehiculos/, but it wouldn't work for me. But I clicked on another link with success. From there it was just a matter of entering my personal information and boat information, including things like the engine serial number.

It was straightforward except at Step Four, when it asked if we were bringing in "Recreational Vehicles". I checked 'no', but on second look found I could have checked 'yes' for my dinghy, as one of the options in

the drop down menu was for boats less than 4.5 meters. I was later told it was not necessary to include it.

Next, I needed to send copies of my boat registration and passport. Somehow I missed that, but need not have worried, as the folks in Mexico didn't forget. At 6:45 am the next morning I received an email informing me that my form from 12 hours before hadn't been fully completed because I hadn't sent the copies of the boat registration and my passport. I replied to the email with pictures from my phone of each, and 24 hours later received an email that said I would receive my TIP in two days via DHL.

That was it? I was done!? It seemed too easy, but sure enough, two days later DHL delivered my TIP.

The one caveat I have is that unbeknownst to us, when we arrived in Ensenada we had to pay a port fee of 385 pesos — which at nearly 17 pesos to the dollar wasn't very much. Something else to remember is that if you arrive or depart Ensenada on the weekend, the fee is double. And you need to check out of Ensenada by 12:30 pm on any given day to be able to leave that day. Actually, I'd do it earlier just to be sure you don't get stuck until the next day.

Something else I wasn't aware of, there is a fee of \$27.50 for checking back into the United States that is collected at the Customs and Immigration dock in San Diego by U.S. officials. And they only take cash. You get a decal for your fee that is good for one calendar year.

Overall the experience was extremely efficient, and I say kudos to Mexico! I look forward to our next visit — and to much longer stays in years to come.

— chris 11/15/2015

Readers — The process of getting a If you love fresh seafood prepared every way imaginable, you'll love Ensenada. And at 16.50 pesos to the dollars, you'll love the prices, too.



LATITUDE / RICHARD

CHANGES

TIP and 'nautical visas' has become much since 2013, although it sometimes can still be a little confusing.

Chris didn't go into much detail about getting a visa for each member of the crew. Technically, you can't enter Mexican waters without one for each of the crew, but if you show up in Ensenada and pay the \$22 or so for each person, officials won't give you any trouble. If you apply for the 'nautical visa' online — which you trade for a regular 180-day tourist visa when you stop at Immigration window in Ensenada — make sure you do it individually and that each person keeps a receipt. If you don't, you either all have to leave Mexico at the same time, or those who don't leave with the others have to pay for another tourist visa.

To put things in perspective, AGACE made a colossal blunder in 2013, what with agents not knowing the bow from a stern of boats, or that many boats were never given Hull Identification Numbers (HINs). And bringing machine gun-toting marines and prison buses certainly didn't help. The worst thing about the four-month cock-up was the uncertainty, as boatowners were kept in the dark about what was going on. As it turned out, AGACE wasn't looking to shake anyone down for money, they were just trying to get their foreign owned boat paperwork in order. As 'victims' of the action, we found it more annoying than "life-changing".

While the paperwork process for taking an American-owned boat to Ensenada isn't extremely troublesome or expensive, it's nonetheless a pain for what are normally visits of less than a week. It's too bad that Ensenada can't be a 'free port' for visiting recreational boats. The number of boats visiting from California would dramatically increase.

Although the downtown area isn't as clean as it could be, Ensenada is actually a fun destination. In Marina Coral and **You can't say that you've been to Ensenada until you've been to Hussong's at night. Ask the band to play a little Metallica.**

CruisePort Marina, there are two great places to keep your boat with staffs eager to help you need with your paperwork. Marina Coral has a nicer resort facility, but it's a little ways out of town. It's not far from Sano's, our favorite restaurant. It's actually half a French countryside restaurant and half a hip L.A. bar. Ensenada is also close to the Guadalupe Valley wine district, which is worth a day. And you can't say you've been to Ensenada without stopping at Hussong's Cantina.

The best time of the year to visit Ensenada? We recommend doing it as part of the Southwestern YC's Little Ensenada Race in early October. The weather is great, you're part of a fun group, and there's also a 14-mile race around Todos Santos.

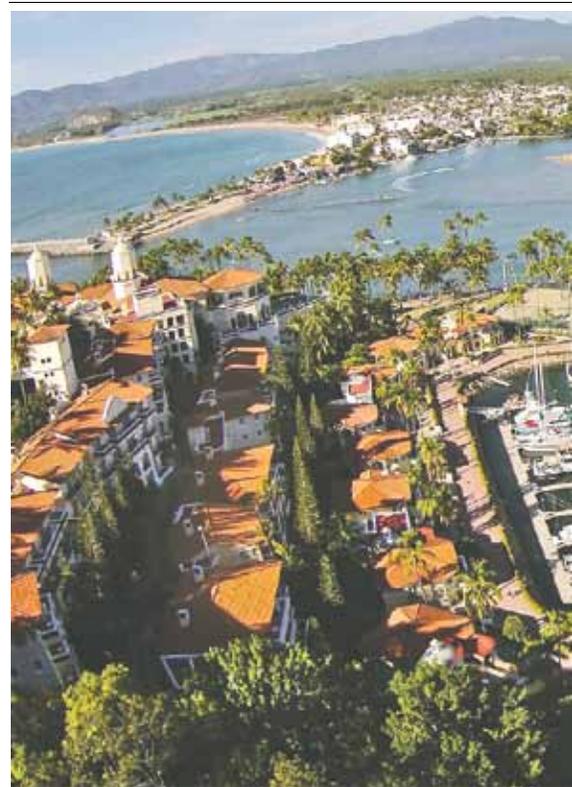
Viva Ensenada!

Kharma Sea — Formosa 41 Ketch Pitt Bolinate Surviving Hurricane Patricia (Cairns, Australia)

Given a choice, nobody would choose to have to try to live through the strongest hurricane to ever hit the western hemisphere. Yet that that's what cruising character Pitt and others had to do when Patricia came through the popular cruising center of Barra de Navidad. 'Navidad' is about 70 miles southeast of Cabo Corrientes, which is at the southern tip of Banderas Bay. Pitt's Formosa 41 ketch was one of about 65 boats tried up at Grand Bay Marina. About five other boats rode the storm out in the lagoon in the lee of Gilligan's Island.

"I've been through Odile, Paul, and two other hurricanes," says Pitt, "but holy shit, this was different. There were no gusts, just a solid, unrelenting wall of wind from about 6:30 pm to about 11 pm. Then it was gone. Nobody had an anemometer to see how high the wind got, but we were later told it gusts to about 185 mph. It was the worst thing that I've ever experienced, and I'm from Cairns, so I've been through hurricanes."

"After moving my boat into the very northwest corner of the marina, I took a room in the hotel. Sometime during the storm I got on my hands and knees and crawled down the marina dock. To give you an idea of how strong the wind was, even though surrounded by other boats, the 41-ft ketch *Solitary Bird* was rail down while tied to the dock. I only saw two



cases of significant damage. One was the dismasting of a small boat that has been abandoned for years. The second was a furling sail that hadn't been removed from a boat being shredded. But that was it, other than minor damage such as antennas and wind instrument sensors being bent. However, every dock box was blown over, as were all the marina light poles. Because of the sheltered location of the marina, there was no fetch to create havoc. The more exposed fuel dock, however, was washed away."

Initially the wind from Patricia came from the southeast, from the lagoon and golf courses. But as the eye passed, the wind came from the west, which meant the marina was protected by the big hill and the hotel.

"I think the thing that saved us was that it was over so quickly," says Pitt. "We had the strongest winds at 9 pm, and two hours later it was gone."

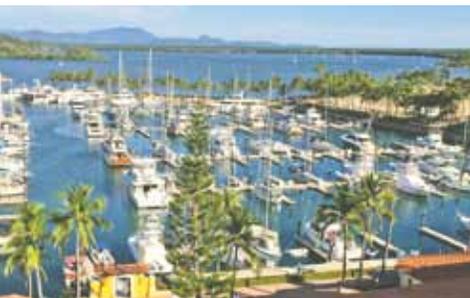
The miracle of Patricia, the stron-



IN LATITUDES



ALL PHOTOS LATITUDE / RICHARD



Clockwise from top: Grand Bay Marina is nicely protected from the open ocean. Careyes, which was being rebuilt, was near ground zero and was badly damaged. Another view of the Grand Bay Marina. Several boats anchored off Gilligan's Island for 'Patricia'. We're not sure how they did.

gest hurricane recorded in the western hemisphere, is that only six lives were lost. It could have been thousands. Two women inexplicably camping outdoors were killed when a tree fell on them, and four people were killed in an automobile accident way up near Guadalajara. Only about 3,000 'homes' were destroyed.

The reason the damage wasn't much worse is that *Patricia* came ashore at Cuixmala, a luxury eco-resort four miles to the south of the popular cruiser stop at Careyes and eight miles northeast of the cruiser hang-out of Tenacatita Bay. Cuixmala is one of the most sparsely populated areas on the Pacific Coast.

As second reason the damage was minimal is that the eye of the hurricane was only about 10 miles across, about one-fifth of normal. And 15 miles from the eye wall, the wind wasn't even blow-

ing at hurricane force. Lastly, *Patricia* developed so quickly there wasn't time for any storm surge to develop. Forecasters had called for a surge of up to 30 feet. "There was no discernible surge," says Pitt. "It didn't even rain."

Pitt has nothing but good things to say about the staff at the hotel, Dino the harbor-master, and everyone else.

"The hotel went into emergency mode, so there were free meals for everyone in the ballroom. If my boat and I were confronted with another hurricane, I would

absolutely ride it out at Grand Bay Marina. In my opinion it's the nicest marina in Mexico. One of the reasons is because Dino is the most simpatico marina manager I've ever met. If you have a problem, he will fight for you. I really couldn't afford to eat this summer, but I took a berth in Grand Bay Marina in May after the rates dropped. Dino told me, "I'm going to make sure you're safe, comfortable and happy. And he did."

The Mexican government also did a great job of disaster response.

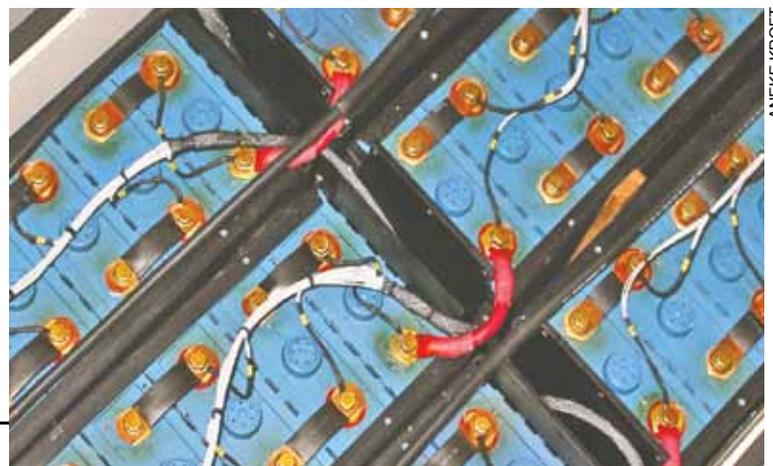
"Hundreds of workers came in from the power company, the water company, and the telephone company. And the army came in with machine guns to make sure order was restored, and lots of food to make sure everybody who needed it had milk, water and food."

Proud to identify as a "hippie", a dinghy sailor, and an adherent of the Lin and Larry Pardey, Pitt's *Kharma Sea* is unusual in that she has an electric engine. Despite being a diesel mechanic by trade, the first thing Pitt did when he bought his ketch in Ventura in 2009 was get rid of her Perkins 4-108 diesel. "It was an environmental disaster."

"Scott McMillian in Minnesota has been putting together electric engine packages for smaller boats such as Cal 30s for years," says Pitt, "so I finally convinced him to build a unit big enough for a heavy cruising boat such as mine. He sent it to me on a packing crate, with all the connections labeled. It took a friend and I about three hours to put together.

"I have 540-amp hour, 48-volt lithium ion batteries — like six Prius batteries — in my bilge. Because of my system, I haven't had to tie to the dock for more than 40 days in the last six years. And I've sailed 16,000 miles in Mexico, including two summers in the Sea, two winters on the mainland, and a full year

These are just a few of 'Kharma Sea's' many batteries. She's the most amped up boat that we've ever seen.



ANEKE KROFT

CHANGES

in San Carlos."

Pitt recharges the batteries using a couple of methods. "I get regeneration from the turning prop when I sail at over three knots. But I get most of it from either solar or from the two Honda 2000 portable generators that I connect to produce 3,500 watts. My boat has three separate battery banks. The house bank, the propulsion bank, and the windlass battery."

But there's a reason most cruisers stick with diesel for auxiliary power.

"I can do seven knots for two hours," says Pitt, "then I have to start recharging the propulsion batteries. But like I say, I'm a dinghy sailor, so I'm only looking to use the engine for short periods of time. For example, I was about 60 miles west of the Farallones heading to Canada when I had a chainplate break in 35-knot winds and 12-foot seas. My electric motor provided me with the power I needed to head up into the wind to drop sail, turn around, and find a good point of sail under which I could make repairs. That was all the auxiliary power I needed."

At the end of our conversation, Pitt allowed that he actually no longer owns his boat.

"I couldn't afford a *Classy Classified*, so I took our in ad on craigslist that read, '\$35,000 for a Siamese cat plus boat'. I got all kinds of response, including from Chuck and Debbie Whitt, a great couple from Washington who bought my boat. But, they want me to keep cruising her for another two years while I continue to bring restore her. They're not in a hurry because they have other boats.

"Chuck and Debbie are wonderful people. After *Patricia* there was phone service around Barra, but everybody's cell phone batteries were dead. So the Whitts loaned me their Honda generator, so I could take it around so everyone could charge up their phones."

Pitt is an expert fisherman. "I use 15

One of the things Pitt likes best about not having a messy diesel is not having to carry lots of oil and filters.

peso, one-liter bottles of tequila as bait. I wave them at every panga that goes by. Before long, I have dorado, lobster — whatever I want."

Apparently not everyone knows that it's against the law for foreigners to have any kind of shellfish in their possession — except on a plate in a restaurant.

Pitt also claims to be the 'greenest sailor'. "I only use five gallons of gas a week. And while I smoke a pack-and-a-half of cigarettes a day, I save half butts in my shirt pocket."

What would the world of cruising be with the Pitts of the world?

— *latitude 38 11/15/2015*

Cruise Notes:

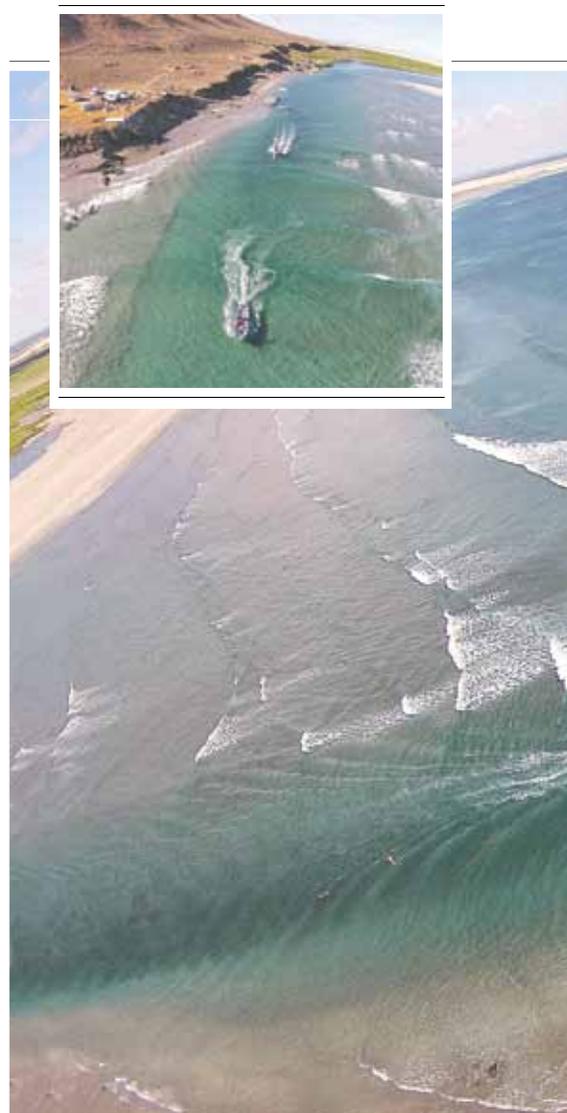
Age remains just a number for Warwick 'Commodore' Tompkins of the Mill Valley-based Wylie 39+ **Flashgirl**. Just months away from his 84th birthday, Commodore and his wife Nancy have set sail from French Polynesia for Hawaii and ultimately California. We hope Commodore and Nancy have an easier trip home than he and his crew did from New Zealand to French Polynesia.

"**Banderas Bay** is as good as any place we've been in all our travels," Fred Roswold of the Seattle-based Serendipity 43 **Wings** told *Latitude* in La Cruz last month. That's quite a statement, as Fred and partner Judy Jensen have spent the last 20 years cruising around the world. "Since we're staying at the Riviera Nayarit Marina, we now refer to ourselves as 'liveaboards' instead of cruisers," added Fred. "But we still take our boat out sailing."

"Apparently crooks have been installing Bluetooth chips in some **ATMs in Mexico** — mostly in Cancun and Cozumel — along with a chip that captures ATM card info and keystrokes," reports Bill 'Cover Boy' Lily of the Newport Beach-based Lagoon 47 **Moontide**. "The thieves come back later and download the information as soon as they get within Bluetooth range. It's a pretty safe

way to steal once the chip is installed. Fortunately, there is a way to check for the danger before using an ATM. Go to <https://krebsonsecurity.com/2015/09/tracking-a-bluetooth-skimmer-gang-in-mexico/> for the procedure. It's pretty simple."

Judy Lang, Bill's much better half, reports that she and Bill departed the Puerto Chiapas Marina in November for El Salvador. Presumably this means *Moontide's* bee in-



festation either went away or was solved. Most recently they've been enjoying the company of the many cruisers at Hotel del Sol in El Salvador.

There are some advantages to a couple cruising on a really large sailboat. Lots of room is one of them, good boat speed is another. There are some downsides, too, such as having so much boat to maintain and clean, the greater expense, and as Tal Gutbir and Marina Janecek of the Vancouver-based Doug Peterson-designed Southern Ocean 80 modern schooner **Ocean** have discovered, finding a place to haul out.

"We sailed from Cabo to Vallarta last December to spend the winter there and to look for a yard that could haul our 80-ft, 10-ft deep, 130,000-lb boat," writes Tal. "We wanted to paint our deck with Awlgrip and apply new bottom paint — which would require sandblasting our steel keel and applying a barrier coat. The quotes we got were higher than we hoped, as they were in La Paz, so we



IN LATITUDES



LATITUDE / RICHARD

Spread; A Latitude 38 drone view of the entrance to the mangroves at spectacularly beautiful Bahia Santa Maria. Note the panga heading out. Inset; The location of the channel on the inside is to the northwest. Outside in the surf, it depends on the state of the tide and the surf. Follow the pangas.

figured we'd have to wait until we got back to California to get the work done. A month later friends sailing in the extreme northern part of the Sea of Cortez told us that the **Rocky Point Boat Yard** at Punta Penasco has a 150-ton Travelift, a machine shop, and painters. Yard manager Salvador Cabrales, who is fluent in English, made a good impression on us over the phone and gave us a good quote. He said we could even leave our boat there for hurricane season.

"When we told cruisers we were headed to Penasco, they wondered if we were crazy, given that we'd be taking a deep draft boat to an area where the tidal changes are extreme. But coming from an area where we have 15-ft tides all the time, it was not problem. We anchored in Refugio before crossing to Penasco, and constantly had whales around us. In addition, the scenery was amazing, with

some of the most beautiful colors we've ever seen. Our boat with her 10-ft boat got into Penasco when it wasn't even high tide. Once there, we discovered they are building a cruise ship terminal as well as a new marina.

"As for the boat yard, we were very happy with the workmanship, and the fact the yard is just 90 minutes from the U.S. border. While Rocky Point is quite a bit out of the way for most cruisers in Mexico, it is an option."

Following the Ha-Ha some boats head right back up to California, lots go up to La Paz, a few go over to Mazatlan, and a bunch go to Banderas Bay. Not Jim and Kent

Milski of the Lake City, Colorado-based Schionning 49 **Sea Level**. The vets of four Ha-Ha's and a circumnavigation headed back up the Pacific Coast of Baja to Mag Bay, then did something we've always wanted to do — made their way 50 miles or so up the inland passage to the village of Mateo Lopez. Bob Hoyt, a longtime friend of the Ha-Ha who runs Mag Bay Outfitters, advised the Milskis that most days they shouldn't have any problem going over the bar and back into the Pacific. We'll have a full report with photos next month.

Despite the tragic passing of Philo Hayward a few months ago, we're happy to report that **Philo's Music Studio and Bar** in La Cruz, continues to rock on. The Wanderer and Doña de Mallorca were there the second week in October, and it was like old home week.

The first people we met were lovebirds **Christian Mancebo** and his world-traveled Czech fiancée **Petra Švehlová**. They were soon joined by the lovely **Maria Joaquín Sierra**, who for all intents and purposes was Philo's wife. It was reminiscing time, for Christian, who is now harbormaster at the refurbished Marina Vallarta, was the harbormaster at the Riviera Nayarit Marina when it opened about eight years ago. And Maria worked for him.

"The first two boats in the marina were Ha-Ha boats," laughs Christian, "and they arrived a couple of days before the marina was even open. The first was a Hunter, while the second was Jim Taylor — who for many years ran the racing program at the St. Francis YC — with his Beneteau 473 **Sooner Magic**. Jim sailed that boat more than anybody I've ever seen. And even though she wasn't for sale, somebody bought her based solely on a photograph of her that appeared in

While at Philo's, Marina Vallarta Harbormaster Christian Mancebo was bookended by the lovely Petra, left, and the lovely Maria, right.



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Latitude."

Christian then reminded us that Philo, who at the time had only had his music studio open in La Cruz for a short time, did everything he could to help the marina. "Philo pointed his wife toward the marina, and he let cruisers use his bathrooms. We didn't have any when the marina opened."

The next person we saw was Jeff Wahl of the South Dakota-based Wellington 47 **Island Mistress**, which he and wife Judy have had in Mexico for probably 10 years. They've made several attempts to take off across the Pacific, but something always came up. The latest thing to come up? Jeff and Judy have fallen hard for a Deerfoot 60 in Southern California, and have made an offer on her. Judy wasn't at Philo's, as she was with Holly Scott in Tahiti on a women's offshore sailing program. As for *Island Mistress*, she's currently in a \$250/month slip at the Chiapas Marina in southern Mexico.

Next up was our good multihull friend Arjan Bok of the San Francisco-based Schionning 43 cat **Rot Kat**. Having spent a few years with his boat in the Banderas Bay area, he moved her to La



LATITUDE / RICHARD

With anchorages such as this one at Caleta Partida, no wonder Arjan kept 'Rot Kat' in the La Paz area for so long.

Paz for a few years. But now he's back on Banderas Bay.

"The water sure has been warm where we've been," said Arjan. "Mazatlan, Isabella, Punta Mita — it's been 87 degrees

everywhere. It makes it hard to get out of the water."

Bok, who is big in plumbing in the City, expressed one complaint about 'commuter cruising'. "When I come back to the boat after a number of months away, nothing seems to work. Over the course of the couple of weeks I'm on the boat, I get it all fixed. But when I return in a few months, it's all stopped working again. It's use it or lose it."

Not everybody was arriving in Banderas Bay, as Rick and Karen Flucke of the Oxnard-based Catalina 42 **Eyes of the World** were just leaving. The couple had been up in the Sea of Cortez for awhile, but were heading down to Acapulco. Ask most cruisers what they think of Acapulco and they tend to frown. Not Rick and Karen. "We love Acapulco! It's one of the best places in all of Mexico. And you should see all the boats they have going around cleaning up the garbage in the beautiful bay."

The other place the couple really like is the Perlas Islands on the Pacific Coast of Panama — not to be confused with the

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beautiful San Blas Islands on the Caribbean side. "The Perlas are so beautiful and so uncrowded!" they say.

While most boats — including *Profligate* — had great post Ha-Ha spinnaker sailing from Cabo to Banderas Bay, it was a little trickier for boats making their way 135 miles north to La Paz.

"My boat and about 20 others snuck into La Paz on November 11, just before a Norther blasted the anchorage with up to 30-knot winds," reports Patsy *Le Reina del Mar* Verhoeven the La Paz-based Gulfstar 50 **Talion**. "The wind subsided a few days later and more Ha-Ha boats started to show up. The Sea is warm, the air is starting to cool, and old friends are getting reacquainted — all is great.

"There was another Norther before the big La Paz welcome party for Ha-Ha boats on the 19th," continues Patsy. "Over 200 people attended and had a great time. The Wanderer should have been there! Next up is the **Club Cruceros Cruiser Thanksgiving**.

Not one to let grass grow on *Talion's* bottom, shortly after Thanksgiving, Patsy

will be headed to Banderas Bay for the Department of Tourism's **Riviera Nayarit Sailors' Splash** party on December 11 to welcome Ha-Ha boats and other cruisers with free shirts and other goodies. This is followed on the 13, 14 and 15th by the **Banderas Bay Blast**, which is three days of Ha-Ha style cruiser racing, and includes the annual opening of the ultra prestigious **Punta Mita Yacht & Surf Club**, and the **Pirates for Pupils Spinnaker Run for Charity**. If Patsy does an 800-mile round-trip to be part of it all, you know it has to be good.

"During our passage in 45-knot winds to Richard's Bay, South Africa, we were engulfed by a 20-ft breaking wave that struck the port hull," report Mike and Deanna Ruel of the Delaware-based Manta 42 **R Sea Kat**. "What's that got to do with the accompanying photo?"



Either saltwater burns or Mike got all the salt water out of the propane lines of their cat's stove. The Indian Ocean is nasty!

Our stove's exhaust vent is on the port side, so the wave forced as much as two gallons of sea water through the vent. In landed on the stove and flooded our propane gas line. After several hours of disassembly and extracting the sea water with Q-Tips and alcohol, the propane flowed freely once again. This was good, because we love hot meals!"

The area around Richard's Bay is known as the 'Wild Coast'. After back

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CHANGES

to back storms with winds to 50-knots struck the Tuzi Gazi Marina where *R Sea Cat* is currently berthed, Mike and Deanna can guess the reason for the nickname.

Cruising can be hard on couples, but Steve Felton and Nikki Bailey — 'Nikki and Wikki' — of the Tacoma-based Hylas 44 **Penn Station** have done great for the last year. *Latitude* readers might recall that they became a couple when then friend Nikki helped Steve deliver his boat from Tacoma to San Diego for the start of the 2015 Baja Ha-Ha. In a scene right out of a chick flick, they were about to go their separate ways in San Diego when they both realized they loved each other. Having enjoyed many adventures across the Pacific, the young couple are now "at our new home in Auckland, New Zealand".

Well done!

T-Mobile device service works pretty well along Baja. The Wanderer and de Mallorca both have a low cost, non-contract T-Mobile plans that provide unlimited phone, data and text in Mexico and Canada, just like they were in the United States. The data is 2G, but it



PENN STATION

Steve and Nikki up in the Sea of Cortez after doing the 2015 Ha-Ha. They are calling Auckland their "new home".

wasn't horribly slow in Turtle Bay, Santa Maria or Cabo San Lucas. And after leaving Cabo, we had data as much as 14 miles offshore. Some people report their phones have chirped — and messages

have been received — as much as 40 miles offshore.

"I was very disappointed when I read the October issue *Changes* from the crew of the San Diego-based *Sunder 56 Tamarisk*, as I feel the last thing that lifestyle cruisers need is to have reputable magazines such as *Latitude 38* showcasing macho types with illegally obtained weapons on cruising boats." So writes Peter Nicolle of Malaysia.

"Not only were the weapons unnecessary, considering that there hasn't been a pirate versus yacht incident in the northwest Indian Ocean for years, and that yachts are now regularly transiting the Red Sea without incident. But it also gives officials in Third World countries reason to believe that cruising yachts are carrying guns. We cruisers already have enough problems with the belief that we are carrying drugs, illegal migrants, and prostitutes. Please think before you publish this kind of article."

We'll let each reader decide for themselves if the *Tamarisk* crew was being macho or being prudent. If officials are causing cruisers problems because they



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believe cruisers are carrying weapons, drugs, illegal migrants and prostitutes, it's news to us, as we haven't heard a one complaint to that effect. As for the assertion that private yachts are once again regularly transiting the Gulf of Aden and the Red Sea to get from Southeast Asia to the Med, it conflicts with all the reports we've heard. It's no longer Somali pirates that cruisers fear, but rather the chaos in Yemen and at various spots in the Red Sea. Everybody we know is going around via South Africa.

To the Wanderer's palette, there is nothing more nutritious and delicious for breakfast than **uncooked oatmeal mixed with blueberries, yoghurt and ice cold almond milk**. Yum oh yum. We also love this dish for a refreshing post spicy dinner dessert in the sweltering tropics, although we usually leave out the uncooked oats after dark. Either way it's a healthy dish, as blueberries are known for being an excellent antioxidant — and widely rumored to be an aphrodisiac for women. The dish is especially healthy if you use sugar-free yoghurt, which is widely available in

Mexico but inexplicably hard to find in the States. Make sure you get the low calorie almond milk, which we've found all over Mexico and in the Caribbean.

The wild card, of course, are the blueberries, because we only like fresh blueberries. Experts say if you keep blueberries dry and refrigerated, they can last up to two weeks. We know for a fact that they can last even longer than that. We bought about a dozen cartons of blueberries at the San Diego Costco on October 24 as part of provisioning for the Ha-Ha. And the morning of November 16, meaning three weeks later, we had a big bowl of our favorite breakfast, and the blueberries were crisp and delicious.

"Patricia, the most powerful hurricane ever recorded in the western hemisphere, thankfully turned out to be a November non-event here Banderas Bay, as we



If you're looking for a healthy dessert, it's hard to beat blueberries, sugar free yoghurt, and low cal almond milk. Chilled, it's delicious!

only had a bit of rain and some breeze," report Brad and Aline McDougall of the Edmonton, Alberta-based Hunter 49 **Grinn II**. "What we feel everyone should also know is that everyone on the staff at **Paradise Marina**, where we had our boat, did an outstanding job of making sure every last sailor and boat was taken care of. They did an excellent job of keeping us informed via the VHF, and alerted us to the fact that there was a mandatory



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evacuation of all boats in effect. Not only that, they provided all marina and hotel guests with safe shelter in a windowless building that had electricity, AC, and clean bathrooms. They feed us, too."

Paradise Marina Harbormaster **Dick Markie** was bubbling with good news in November. First, prestigious *Showboats* magazine, which caters to the high-end yachting market, selected Paradise Marina at their 'Marina of the Month' in the entire world for the month of October. In addition, Markie reports that boats on A, B and C docks can now pump their sewage right from their berth, as these docks are now plumbed for it.

"We have a large pump that can pumps 55 gallons of poop a minute — almost as much as politicians put out — directly into our resort's sewer system," said Markie. "The other docks will be getting that service next year.

As if that wasn't enough, Dick, his brother Ed, and Ed's sons Will and Joe, won first day honors at the big marlin fishing tournament at P.V. "It was my biggest catch since my wife Gina," said Dick, "but not as hard to reel in."

"I have a home on Los Frailes Bay

in the Sea of Cortez," writes Jeannette Johnson, "and we love to see the sailboats congregate here after the Baja Ha-Ha. The people are great and the boat lights are beautiful. But it's been brought to my attention by some long time sailors that that some mariners forget to dump their in deep water, and leave it in our bay. We'd all appreciate it if everyone could keep it clean."

For those who have forgotten, international law says you have to be three miles offshore to pump poop overboard.

How it's remained a secret for so long is a mystery to us, but there is a **second fuel dock at Cabo San Lucas**, one that charges 5% over normal Pemex prices to tie up instead of the extraordinary high flat fuel dock fees at Marina Cabo San Lucas. The second fuel dock is on the port side as you enter the harbor, and doesn't have much of a dock. But if you have a long boat and don't need much fuel, it's a less expensive option. Why most local boats don't go there is curious.

Because of the **terrorist attacks in Paris**, the French declared a state of

emergency, during which warrantless searches and other usually illegal government activities will be allowed for a minimum of three months. The state of emergency was quickly extended to the Overseas Territories such as St. Martin, St. Barth, Guadeloupe and Martinique. Only days later five Syrians pretending to be Greeks with Greek passports were caught trying to get into St. Martin after a flight from Haiti.

Eric and Pam Sellix, two-time Ha-Ha vets with their Clatskanie, Oregon-based Seawind 1160 **Pied-a-Mer III**, have made it across to Australia. These great folks, who used to run three restaurants and are now 70, are currently doing the Down Under Rally. A *Latitude* salute to you both!

As of mid November, the **dollar to the peso** exchange rate was a very favorable — for Americans — 16.77 to the dollar. Eighteen months ago, it just 12 pesos to the dollar. What that means is that you can get meals for a shockingly low amount of money. Or if you're having back trouble, you can have an appointment with Erik the chiropractor at Mega for just \$20.

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12-FT MULTIUSE, 1955. Sail, row, motor. Sausalito. \$1,800. Built in Hungary. Fiberglass double-hull. Restored 4 times. Gelcoat bottom, Awlgrip topsides. Powder-coated brass. Floorboards, oars, centerboard, rudder, anchor. New trailer - never in water. Tows nice. Call (707) 318-1225.



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ERICSON 25+, 1980. Berkeley Marina. \$7,900. With EZ Loader galvanized trailer, Yamaha 9.9 electric start. Many upgrades. Very nice. Call or text for more info: (559) 269-2174.

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17-FT ADIRONDACK GUIDE BOAT. 2015. Fall River Mills, CA. \$12,000. New, cedar/cherry. Looks like art, rows like a dream. Carries 2-3 with fish/camp gear. Stable, strong, light. With oars, cane seats, cover (no trailer). More information at fwinv@yahoo.com. Tell Santa!

13-FT BOSTON WHALER, 1987. S.F. \$7,300/obo. 13.3 SuperSport w/'03 Yamaha 40hp, 93 freshwater hrs. Carbs just rebuilt. 25gal fuel tank Refinished teak trim, full canvas. Great condition. No trailer. Email or call for photos. (415) 286-2901 or catcallahan@gmail.com.

24 FEET & UNDER

CATALINA 22, 1982. Napa. \$3,500. Swing keel. Pop-top cabin. 2005 trailer. Honda 8hp OB. Sails made by Pineapple: 80% jib, class jib, main with two reef points and a cruising spinnaker. Raycon ST1000 auto tiller. More info at (707) 254-7182 or gianlarr@juno.com.



24-FT C&C, 1976. Sausalito. \$2,800. Great sailing family Bay boat, stiff and fast, solid construction, roller furling jib. Also have complete original owner's manuals. Contact Dave at (415) 331-3612 or DavesDivingService@gmail.com.

25 TO 28 FEET

25-FT CATALINA 250K, 1999. Stockton Sailing Club. \$23,000. Wing keel, full batten main, wheel steering, all lines led aft, pressure water, cockpit cushions, trailer with mast-raising system, epoxy bottom with new bottom paint, 9.9 Honda outboard, roller furling, double backstay with adjuster and much more. Call (530) 790-6687.

26-FT MACGREGOR, 2003. \$16,500. Motorsailer, 50hp Mercury, rotating mast, rear custom seats, mast-raising system. Information at (512) 750-5735 or cabosportsfrank@yahoo.com.

25-FT CATALINA FIN KEEL, 1983. Pocatello, ID. \$6,500. Huntington Lake veteran. Pop-up with curtain, cockpit cushions, two anchors, stock main and jib, 150% Mylar Dacron genoa and main, whisker pole, spinnaker with pole. All halyards led aft. 1986 2-axle trailer. 7.5 Honda long shaft. Call (208) 237-7467.

26-FT HUNTER, 1994. Hanford, CA. \$10,000. Simple to rig, easy to tow. Spacious interior, full galley, head, dinette. The *Shortcake* has been sailed on Huntington Lake and Monterey Bay, stored in a barn. More info at <http://hanford.craigslist.org/boa/5263480461.html>. Contact ebgray-trucking@comcast.net or (559) 281-2385.

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28-FT PEARSON TRITON, 1966. San Carlos, MX. \$20,000/negotiable. Hull #606, Sloop-rig, Dyform 316 Sta-Lok standing rigging, fresh Hood full batten main and 125% furling jib, dodger. Beta BD 722 diesel w/< 400 hrs, 3 blade prop, Icom 802 SSB, Ray60 VHF, Raytheon 6000 autopilot. Standard Horizon wind/depth/speed instruments. Engle 44 qt. fridge/freezer, Force 10 gimbaled 1-burner stove. Two double battery banks, Xantrex Link 2000-R, solar panel, Simpson Lawrence 2 speed manual windlass, Anderson 28ST 2 speed winches. Fresh hull, deck and bottom paint. Heavy-duty professionally built two-axle trailer, 10 ply tires. Contact dbfoster2603@gmail.com.



27-FT CHOATE SLOOP, 1978. San Diego. \$6,500. Racing or cruising condition. Good sail inventory. Border Run winner twice in a row! New bottom paint, rod rigging, roller furl. Roomy. Clean boat. Contact sinistersmile5@yahoo.com or (619) 955-0845.



ERICSON 30+, 1981. Marina Green, San Francisco. \$18,000. Original owner. Universal 16hp diesel. Standing rigging replaced in December 2013. Lifelines and running rigging replaced in 1997. Harken self-furling jib installed in 1997. New sails in 1997. Marina Green slip included! Contact (650) 400-6898 or Dfoley@ewingfoley.com.



30-FT CLASSIC WOODEN BIRD BOAT. Hull #22, 1932. Oakland. \$12,500. Structurally sound and well maintained by owner. Hauled and inspected as of October 15, 2015. She is currently registered through 2017. Asking a fair price - serious inquiries only! For more information contact stevo35@hotmail.com.



25-FT CATALINA 250 WB, 1995. With trailer. La Honda. \$15,000/obo. Lake and Bay cruiser. Tandem trailer, bimini, Honda 9.9 with electric start, marine head, spinnaker/sock/pole, shorepower and more. Contact bob@bumala.com or (650) 747-0337.



25-FT ERICSON, 1979. San Francisco. \$29,000. Motorsailer in good condition in fabulous 40 foot berth at SF Marina, near the StF Yacht Club. Slip could be used for this boat or another. Please contact (650) 773-0322 or kipsheeline@gmail.com.



30-FT SCHUMACHER CUSTOM, 1981. Berkeley Marina. \$40,000. *Shameless*, a race proven racer-cruiser, is available for your thrills. Full set carbon fiber Pineapple sails, 3 kites, transport sails, dodger, Yanmar diesel, ready to race or cruise. *Shameless* is an Olson 911S, customized for SF Bay. PHRF 123. SF30 Class. Champion of Champions winner. Yours for \$40,000. Please contact (650) 464-2966 or george@ellison-fox.com.

30-FT WYLIECAT, 2004. Alameda. \$99,950. Excellent condition. Great boat for sailing shorthanded or singlehanded. Sail more, make fewer sandwiches. Pineapple carbon main, Santa Cruz Dacron main, Yanmar 1GM10, cockpit cushions, shorepower. Contact (510) 366-1476 or J_tuma@comcast.net.

29 TO 31 FEET



30-FT FISHER MOTORSAILER, 1977. Benicia. \$53,000. Strong, stable, comfortable ride in all conditions. Total refit last 4yrs including re-power with 60hp Isuzu, bow thruster, new prop, shaft, electronics, tanks, every pump, hose, and wire! Imagine sailing dry and warm, flicking a switch from the pilothouse to drop all-chain anchor, taking a hot shower, and relaxing in custom fantail stern-room. *MaxSea* sails and powers well; even trophied in 2014 Jazz Cup! Rare documented 9-ton classic. Info at <http://fog-northamerica.org>. Contact micgoose@aol.com or (916) 719-9355.



30-FT YANKEE, 1972. Owl Harbor Marina, Isleton. \$6,700. Sparkman & Stephens design. Fiberglass hull and deck. Volvo diesel, recently surveyed. Skeg rudder; tiller steering. Solar panel; many sails. GPS chart plotter, autopilot. Info at (916) 996-2297 or panuli5@yahoo.com.

32 TO 35 FEET

33-FT YORKTOWN, 1975. Brickyard Cove. \$27,500. 1975/2007 Mexico veteran. Great Bay/liveaboard boat. Exceptionally roomy and comfortable below. Diesel heat, 3-burner oven/stove. Isuzu 27hp. Many good sails and gear. Health forces sale. Information at (707) 495-3636 or Barbaradhayes@aol.com.



25-FT OLSON 25, 1984. Bay Area. \$14,950. Hull No 18, *Pearl*: winner of numerous regattas. National champion with smoke'n' mirrors. Easily equipped with premium gear. Evinrude outboard. Sitting on her trailer, ready to roll.

30-FT CAPE DORY, 1982. Marina San Carlos, MX. \$25,000. Upgraded rigging, gel batteries, full batten main, Furler, wheel, Lewmar ST30s, dodger, Autohelm, CQR, propane stove, solar panel, dinghy, EPIRB and more. Documented, custom trailer, US delivery possible. Contact (575) 758-8366 or jmac@laplaza.org.



30-FT HUNTER LEGEND, 1989. San Rafael. \$22,000. Clean boat in good condition, ready to sail. More info: (415) 686-9258 or parfenovictor@yahoo.com.



34-FT CATALINA 34, 1988. Sausalito. \$42,500. Very nice boat, lightly used and well maintained. Diesel, furler. New: North sails, electronics, nav pod, radar, autopilot, port light lenses, heat exchanger. Bottom cleaned quarterly. Teak refinished. (707) 974-1890 or samcturner@me.com.

34-FT IRWIN CITATION, 1978. Sausalito. \$11,000. Yanmar 2QM, Harken furler, rigid vang, wheel, Autohelm, bow/stern anchors, Lifesling, horseshoe, overboard pole, four-burner propane stove, 20gal holding tank, new interior, shower, 6' head room, 11' beam. Contact (415) 665-0233 or Wfiveash@yahoo.com.



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34-FT ISLANDER, 1974. Point Richmond. \$15,000/obo. McGlasson design, 32-ft LOD sloop. Wood interior, Yanmar diesel, Aries windvane, wheel pilot, dodger, bimini, radar, GPS/chartplotter, VHF w/AIS, EPIRB, three anchors, inflatable. Bottom painted July, 2015. Contact (707) 245-7835 or klsomers@juno.com.

33-FT NONSUCH, 1989. Grand Marina, Alameda. \$98,880. Queen of her fleet. True classic coastal cruiser, easy handling, fast and great livability. Low hrs, well maintained. Attention-getter wherever she goes. More info at <http://gypsyspirits.me>. Contact (530) 412-0144 or cbellasail@sbcglobal.net.



33-FT CUSTOM STONE SLOOP, 1958. Berkeley Marina. \$49,000/obo. *Little Packet*, 33-ft custom sloop, designed by Lester Stone in 1958 for Chris Jenks, commodore of the St. Francis YC. Unique design with comfortable sunken cockpit and dog house to tuck under. Varnished spars and trim. Self-tending jib makes her easy to sail. Current owner has sailed her since 1971 as far as Baja. She has always been well maintained. For more info contact dickwr8@gmail.com or (510) 654-7704 or (510) 604-7704.

32-FT FUJI, 1976. Marina Seca, Guaymas, MX. \$15,000. This circumnavigator needs a refit and some TLC. Owner needs a new back. Yanmar 40, roller furling h/s, davits, solar/wind, hydrovane s/s, s-sideband, radar, storm anchor, etc. Contact iniscott@yahoo.com.

34-FT CATALINA, 1987. Santa Barbara. \$39,000/obo. Beautiful C34 in SB Harbor. Buy the boat, use the slip. Extensive refit in 2010-2011, fast and safe. Must see, excellent boat to take to the Channel Islands. More information at (310) 634-6566 or iamasalmon@gmail.com.

33-FT CAL, 1972. Emery Cove Yacht Harbor. \$13,800. 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. Contact (626) 410-5918 or ngolifeart@gmail.com.



ARIES 32, 1981. Maui, HI. \$52,000. Bluewater double-ended cruiser, amazing sailer (not a wetsnail). South Pacific ready! New rigging, sails, radar, AIS, GPS, SSB, satellite, VHF and solar-powered electric auxiliary motor! More information at www.sailingkealoha.com. Contact (808) 264-5891 or peter@peter.com.



34-FT ISLANDER SLOOP, 1975. San Pedro, CA. \$20,000. Perfect sailboat for cruising. Everything new or upgraded. Good condition. Wood interior. Includes new 8'6" Achilles dinghy, 5hp Honda OB, and generator. Full inventory, photos, specs on request to (760) 855-9441 or margejean@aol.com.



32-FT JIM TAYLOR RACE SAILBOAT. 1998. Santa Barbara, CA. \$59,500/obo. *Danger Zone* is a Jim Taylor (Marblehead, MA)-designed 32-ft carbon fiber race boat. Carbon hull, deck, cockpit, Hall carbon mast and boom 1860+/- lbs. Custom carbon tiller/rudder/keel. 5 new North sails designed in 2014 by JB Braun-North Sails. *Danger Zone* won 1999, 2000, 2001 and 2002 New England PHRF championships. Current PHRF rating 36. Totally restored and refurbished in 2013-2014. \$12,000+ Nexus instrumentation package w/GPS speed/VMG, etc. New VHF radio/GPS. Fast and fun-capable of beating maxis in the right hands. We have, you can too! Custom trailer and delivery anywhere negotiable. Located SBYC. See online at www.danger-zone.net. Contact Steve at (617) 838-4648 or info@americanglobal.org.



33-FT CAPE DORY 330, 1986. Built in East Hampton MA. Ko'olina Harbor, Honolulu, HI. \$50,000. 9 GT, length 33-ft. beam, 10.2; depth, 7.9. Fiberglass. Diesel 35hp, New sails, Ham & VHF radio, radar. Info at (808) 281-7852 or (808) 205-1884 or milekav@msn.com.

32-FT CATALINA, 2000. Santa Cruz Yacht Harbor, Slip C17. \$69,000. 386 hrs on Yanmar 27hp diesel. New prop and bottom paint. Factory installed Raytheon NavPod electronics, Schaefer roller furling jib and canvas dodger. Refrigeration. Well maintained. More info at (831) 818-7683 or judithscollon@rocketmail.com.

36 TO 39 FEET



37-FT PACIFIC SEACRAFT 37, 1992. Emery Cove, Emeryville. \$130,000. 1992 but completely refitted in 2015 including: New Doyle genoa and main sails, new Furlboom, mast awlgripped, new electric winch, new stainless hatches and ports. New Ultraleather interior, new factory roof lining. new Max-Prop, new fuel tank. New Raymarine electronics: 48-mile color radar, GPS, AIS chartplotter, intelligent autopilot, binnacle pods, digital tank gauges water, fuel and waste, digital engine monitoring on 50hp Yanmar. New canvas, dodger cushions etc. All new LED lighting. This boat looks and runs as new. Contact MAAandPaul@aol.com or (925) 899-4220.



36-FT CHEOY LEE OFFSHORE, 1986. Napa Marina. \$8,000. Perkins diesel, wheel steering, sloop rig. Plastic class. Present owner of 25 years. Serious inquiries only. Call for details: (510) 816-2229.



36-FT CATALINA, 1983. Monterey. \$29,500. 25hp Universal diesel, Garmin GPS, depth, VHF, Raymarine ST60, Edson pedestal wheel, cockpit table and cushions, Adler fridge, pressure and hot water, Hood furler, #48 self-tailing winches, 110% genoa. More info: <http://flic.kr/s/aHskedvgMr>. Contact (831) 402-9799 or cwurzner@yahoo.com.



39-FT CAL, 1971. Oceanside, CA. \$15,000/obo. *Knot A Clew* just repowered, Perkins 4-108 diesel, new batteries, gauges, alternator, paint, tiller, fast. Signet instruments, Big Richie compasses. Oceanside slip. Ready for Newport to Ensenada, trophied last time. Contact: granahan@cox.net or (949) 280-6220.

37-FT CSY CUTTER, 1978. Discovery Bay. \$37,000. Two staterooms, two heads with showers. Perkins 4-108, runs strong. Large cockpit with bimini and cockpit table. Full batten main. Huge refrigerator, freezer. Caribbean and Mexico vet. This boat truly sleeps six in comfort. Photos available on request. Call (530) 219-1566 or sailorboyoune@gmail.com.



38-FT MORGAN 382, 1978. Brisbane Marina. \$42,000. This boat is both sea kindly and comfortable underway. She has a large well protected cockpit, and is rigged for doublehanding. This Morgan is well sought after because her 3-bladed prop is protected by a skeg. Her teak interior is both beautiful and comfortable. Original Yanmar 3QM, has just 500 hours. A very successful Ted Brewer design and an excellent Bay and offshore boat. Full list of equipment and photos available. Please contact bh.hackel@gmail.com or (650) 722-4546.



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36-FT SLOOP, 1938. Bellingham, WA. \$35,000. Burmese teak classic. King Boat Yard, Hong Kong 1938. Designer unknown, likely Phil Rhodes. Heavy standing rig, ocean veteran. Ported England 1940s, San Francisco 1950s. New deck, mast rebuilt 2010. Yanmar 2GM20 rebuilt 2012. Laminated teak frames 6" centers, copper rivets & roves. Blue Sea breaker panel. Solid fuel stove, kerosene range. VHF, depth sounder, radar, autopilot, lifesling, SL555 windlass, 2 CQR's, Avon. Recent survey. Sweet sailer. For more info contact (360) 592-0939 or pwilling@telcomplus.net.



37-FT PACIFIC SEACRAFT, 1989. Marina Bay, Richmond. \$118,000. A gorgeous boat with tons of recent upgrades - standing rigging, electronics & diesel. Sailed the PacCup in 2014 and the Ha-Ha in 2009. More information at www.sailboatlistings.com/view/54134. Call (925) 639-1185 or svkierrie@gmail.com.

TAYANA 37 MK II, 1984. San Carlos, Sonora, MX. \$45,000. Good condition Yanmar 3QM30F 5000+ hrs, runs good. Custom interior, newer main, staysail, 2 furling jibs 110%. New LP on hull. Bottom epoxy primed. Please contact sailiwa1984@gmail.com or (619) 816-0789 or (619) 818-7765.



42-FT TATOOSH, 1981. Alameda. \$99,900. Price reduced! From Robert Perry and Ta Shing. *Windrose* is safe, fast, comfortable, and cruise-ready. Beautiful teak interior, 2 cabins, 2 heads, Cruisair heater/air conditioner, new dual Seafrost refrigerator and freezer, Force 10 stove. Yanmar 55hp, Neil Pryde sails, spinnaker, Viking raft, 10-ft. Zodiac inflatable dinghy, 4hp Mercury, autopilot, Monitor vane. Full electronics: 2 new Garmin's, radar, Icom SSB, new Iridium sat phone, AIS/DSL VHF, new EPIRB, wind spd/dir, depth, 2 solar panels, wind generator, new 160 amp alternator. Extensive ground tackle and custom dual anchor rollers. Complete cruising canvas. Just returned from 4 years in Caribbean. Call (415) 497-9079 or jonessail@aol.com.



44-FT F&C, 1979. Morro Bay, CA. \$110,000 possible partial trade. One of the most gorgeous sailing yachts ever built. Designed and built by German Frers, sistership 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 hrs 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-30s sailboat. (805) 235-4046 or tackorjibe@gmail.com.



37-FT PACIFIC SEACRAFT, 1992. Puerto Vallarta, MX. \$119,000. Freshwater boat until 3 years ago! Low engine hrs (1300) and tons of spares. Ready to go in the Bay or around the world. More info at <http://pacificseacraftforsale.com>. Contact (563) 552-8077 or thecreativetack@gmail.com.

40 TO 50 FEET

42-FT TAYANA, 1981. Alameda. \$79,000. Classic bluewater cruiser. Yanmar 63hp installed 1991 1100 hrs. Monitor wind-vane. Icom 706 SSB. Electric head. Watermaker. Boomed staysail. Bottom epoxied barrier coat. Standing rigging replaced 2006. New bimini 2015. Contact (415) 205-0687 or dtsailor51@gmail.com.



47-FT CUSTOM CRUISER, 1983. Gary Mull performance cruiser. Pittsburg, CA. \$250,000. Fast, strong, aluminum with beautiful Awlgrip finish. Loaded to cruise. Just returned from 6 months in Mexico. Very special boat. More information at www.sailboatlistings.com/view/51161. Contact ed.witts@gmail.com or call (925) 948-5613.

46-FT MORGAN 462 KETCH, 1980. Mazatlan, MX. \$130,000. Extensively refurbished, teak interior, hull insulated, marble countertops, 2 Vitrifrigo AC/DC reefers & freezer. New Raymarine MFD, autopilot, Spectra 200 T, solar, wind gen, Kubota genset, Honda 15 w/starter, 9.5-ft. Caribe, chaps, davits, new epoxy hull. 105 lb. CQR w/300-ft. of chain, 65lb. CQR w/200-ft. of chain, 2 stern anchors. Spares and much more. More information at http://chapelsculpturestudio.com/pages/chapel_home.html. Contact (510) 593-4290 or chapel48@gmail.com.

44-FT MASON CUTTER, 1999. Los Angeles. \$315,000. One owner. Beautifully maintained. Built for cruising. Open salon. B&G, Raytheon, Furuno, Icom VHF/sideband, ACR-EPIRB. North Sails, Harken furler and blocks, Lewmar winches. 55hp Yanmar. CQR-HT chain, Fortress chain and Simpson rode. Heart inverter, Hubbell shorepower cord and inlet, Lifeline batteries. Dodger, bimini, sail cover. Cockpit cushions, bumpers w/ covers. SS handrails, mastbars, dorades. Force 10 stove/oven. Hauled 7/15. Micron CSC. New strut bearing. New varnish. Info at sue.ward67@yahoo.com or (562) 690-3709.

40-FT SIMPSON FELICITY, 2002. Oriental, NC. \$74,900. World cruising steel sailboat. Flush-deck pilothouse cutter. Roomy, safe, dry, well maintained and fully equipped after 10-year circumnavigation. Lots of fuel, water and storage in this capable, comfortable long-range cruiser. Info at www.sv-lotus.weebly.com or contact oxbowcompany@gmail.com.

46-FT CAL, 1974. Guatemala. \$79,000. Custom interior, dodger, furling mainsail, new rigging, spinnaker, davits, Furuno radar, plotter, autopilot, solar panels, generator, watermaker, VacuFlush, bow thruster, refrigeration, windlass. 11.5-ft. RIB 15hp dinghy, epoxy bottom, 85hp Perkins. More info at (949) 548-1050 or bobonparadise@hotmail.com.

41-FT NEWPORT, 1984. Upgraded to "beautiful." A gold mine of spares. Rod rigging, diesel, radar, GPS, autopilot. Complete with dinghy and excellent outboard. Lightly used in fresh water berth. Contact chardonnaymoon@att.net or (916) 217-6908.



46-FT KELLY PETERSON, 1985. Vuda Point, Fiji. \$198,000. Start sailing your dreams now! *The Rose* (hull #18) for sale in Fiji! 333 beautiful islands full of rainbows, waterfalls, magical diving, Fijian smiles and centrally located in the heart of South Pacific cruising and beyond. The boat is proven, well-fitted, in good shape and ready to continue hosting adventures. Currently in a cyclone safe pit at Vuda Point Marina. Easy access from the International Airport in Nadi. Major refit in 2010. Contact for details: (707) 291-4920 or pigans@comcast.net.



41-FT CT, 1976. Vallejo. \$52,000/obo. Veteran cruiser. Owned by the same owner since 1976. It has many cruising extras. Sails, anchors, and ground tackle. Set of world charts. 75hp Volvo diesel. Contact maspragg@aol.com or (415) 726-3322.



36-FT ISLANDER, 1979. Pier 39, San Francisco. \$35,000. New since 2011: standing/running rigging, Harken furler, Doyle jib, cabin cushions and upholstery, AGM batteries, head w/hoses, exhaust, instruments. 2-coat bottom paint 2014. Also: excellent mainsail, dodger, Force 10 stove, refrigeration, radar on stainless arch, oversize ground tackle w/all chain. Buyout of Pier 39 sub-lease (through 2034) is negotiable. SF Cityfront slip without waiting period. Low monthly fee, deeply discounted parking rates. Contact mark_brunelle@yahoo.com or (415) 846-5551.



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47-FT GULFSTAR SAILMASTER, 1979. Richmond. \$130,000. If your dream is to go cruising or live aboard on the Bay, this well equipped and well maintained cruising sloop is ready to set sail. Please take your time reviewing the extensive details on the website. I'm sure it'll become clear that this listing offers tremendous value when considering both the bones of the vessel as well as the many accessories desirable for the boating lifestyle. www.svwish.com. Contact (559) 269-6930 or (925) 461-1822 or captwish@gmail.com.



44-FT KELLY PETERSON, 1977. San Diego. \$110,000. Major refit 2012, new Yanmar 75hp, new fuel tanks, new rigging and chain plates, dodger, bimini, pedestal, super cold machine refrigeration, Force 10 three-burner stove with oven, deck and cabin Awlgripped new nonskid, new electronics including Raymarine E127 chartplotter, digital color radar, Standard Horizon Matrix VHF, all new batteries and Kyocera solar panels. Too much to list. May consider small trade. More at <http://endlesssummersailing.tumblr.com/>. Please contact (949) 291-6115 or jerrygahan@yahoo.com.



40-FT C&C, 1981. Marina Bay Yacht Harbor. \$65,000. New Beta diesel professionally installed, bottom paint 10/2014, new hull paint, stanchions, lifelines, batteries. Autopilot, windlass, 10 sail inventory, spinnakers. Racer/cruiser, PHRF 93, dry boat. For info contact garyfox@att.net.



42-FT BENETEAU 423, 2005. San Pedro, CA. \$185,000. Two cabins, deep keel, classic rig. This Mexico veteran is completely outfitted and ready to go cruising. For info visit our website: <http://finisterraspecifications.blogspot.com>. Contact (949) 491-3521 or (949) 500-4364 or yatdesign@aol.com.

43-FT HANS CHRISTIAN 43T, 1987. Emery Cove Yacht Harbor. \$160,000. Cruise ready, spinnaker, new elect. head. New inverter, new radar, dinghy and motor, autopilot, bottom just completed, GPS, life jackets. Please call (530) 644-7734 or (916) 698-3260 or aldiv@aol.com.



47-FT BENETEAU FIRST 47.7, 2003. Sausalito. \$229,000. Outstanding example of this Bruce Farr cruiser/racer. Bow thruster, Furuno radar, B&G instruments incl. autopilot w/remote. Xantrex 2500 watt inverter w/Prosine Digital control panel and galvanic isolator. Icom SSB and VHF w/remote at helm. Electric mainsail winch. Furler genoa furling. Feathering prop. 3 staterooms, 2 electric heads. Espar heat. Yanmar 75hp. Excellent condition. Original owner. Please call for additional equipment (916) 969-8077 or curtis@surewest.net.

50-FT SEARAKER CENTER COCKPIT. 1977. San Carlos, MX. \$99,000. I've owned *Victoria* for 27 years. Ed Monk-design, built in Tacoma. Hull #5. Perfect family cruiser. 3 cabins, 2 heads, private owner's cabin. More information on website: <http://bcgypsy44.wix.com/victoria>. Contact BCgypsy44@gmail.com.

42-FT PASSPORT, 1988. Portland, OR. \$146,500/ask. Proven passage maker. Very seaworthy, dry, comfortable. Moderate displacement, canoe stern, cutter rig. Magnificent teak interior with extraordinary storage. Lightly used, meticulously maintained, moored in freshwater last 10 years. More info and contact on website: <http://gfdm.net/passport42forsale>.

51 FEET & OVER



60-FT CREALOCK SCHOONER. \$275,000. W.I.B. Crealock-designed schooner. Custom built by Peacock Boatworks, Long Beach California in 1997. Steel is Real! Every feature you can name. Comes with slip in Hawaii. Delivered to any port on the West Coast. Captain-maintained. Leave tomorrow! Contact waxbrooke@yahoo.com.



46-FT HYLAS, 2000. Coronado, CA. \$349,000. Ready to bluewater cruise. Superb condition, boat interior reconditioned in 2013. Newer hull and bottom paint. 2 cabins, 2 heads, A/C, heating, washer/dryer, full canvas, in-mast furling, dinghy with 6hp outboard, 6-man liferaft. Info on website: www.seasilk.us. Contact (619) 995-9085 or craig@seasilk.us.



43-FT RON HOLLAND, 1986. Marina Riviera Nayarit, MX. Aft cockpit, 2 staterooms, 2 heads, spacious, well equipped and well maintained for cruising. Singlehanded all over Pacific Mexico in comfort and now lying in a fantastic location. See website at www.sanctuarycharters.com/sabbatical.php. Info: office@sanctuarycharters.com.



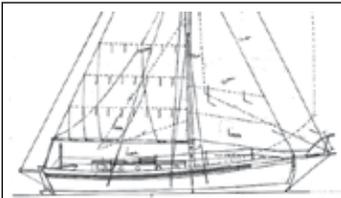
49-FT VAN DE STADT PACIFIC II, 1985. Costa Mesa, CA. \$20,000/obo. Project: totally disassembled. 49.3-ft x 15-ft x 8.5-ft draft. Professionally built in South Africa. Steel, ketch-rigged. Perkins 6-354. Dry stored for 10 years. Last sailed East Coast to CA in 2004. Contact (949) 690-2322 or steve.m.steinberg@gmail.com.



68-FT DERECKTOR, 1971. Richmond, CA. \$199,000. Fantastic fast aluminum pilothouse expedition yacht. 2011 refit including new Yanmar, mast, sails, refrigeration, electronics. Returned from doublehanded voyage across Pacific to Fiji. More info at www.apolloduck.com/feature.phtml?id=267073. Contact (415) 663-8776 or lorcarossmann@gmail.com.



43-FT BENETEAU 423, 1987. South Beach, SF. \$109,950/obo. Reduced price! Professionally maintained and constantly upgraded. Loaded for comfortable passage including large double reefer/freezer, air conditioning and new electronics. All new hatch and port windows, bottom paint and more in 2014! Great 3 stateroom/3 head layout, gorgeous galley, with Bose speakers in and out! Website w/photos: <http://tinyurl.com/k8s8b56>. Contact beneteauforsale@gmail.com or (510) 253-5883.



40-FT LYLE HESS CUTTER TOOLING. \$10,000. Lyle Hess English Channel Cutter 40 tooling for sale. This is the big sister to the Bristol Channel Cutter 28. This is Lyle's biggest fiberglass boat and is big for its length. This is hull tooling only. All data to build. Call Stan. (714) 501-9602.

MULTIHULLS

23-FT MULTI MARINE L-7, 2005. Santa Barbara. \$15,000. Trailerable 23-ft. L-7 trimaran. Fully refit 2015, fast and affordable. 16.5' beam, 8'6" on trailer. New main, CF daggerboard, CF rudder, LPU paint job, electronics, cushions, etc. More info: www.teamrealthing.com/2015/firefly-for-sale/. Please contact todd@cicadamarine.com.

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34-FT GEMINI-105M-CATAMARAN. 1999. Marina Bay Yacht Harbor. \$98,800. Fun, reliable, single-handable, liveaboard-berth. >9 knots in 24 knots, <10 degree heeling. Few through-hulls, easy maintenance. Excellent condition, all works, no blisters, meticulous upkeep. More info on <http://sfbay.craigslist.org/eby/boa/5294143550.html>. Contact (415) 870-6176 or kma@orionlightinc.com.



33-FT SEAWIND 1000, 1998. Alameda. \$135,000/obo. The boat has just returned from 4 years in Mexico, and has been surveyed and is strictly sound. It has new motors, sails, canvas, hull paint and thru hulls. (Photo is sistership.) Please contact Frank at Cabosportsfrank@yahoo.com or (512) 750-5735.



35-FT BENETEAU CATAMARAN, 1986. Ensenada, MX. \$65,000/obo. Boat has two 17hp Yanmar diesel engines, two 20-gallon water tanks, two 20-gallon diesel tanks, two double berths and furling genoa sails. Call (928) 301-2189 or (928) 899-0401 or edbooty10@yahoo.com.

HOBIE 20, 1997. Ashland, OR. \$4,300. With trailer. 2 mainsails, 3 jibs, spinnaker. Hulls in good condition. Trailer has new tires and bearings and 2 storage boxes. Boat was actively raced in 2015. (541) 660-4927 or nlsmith17@gmail.com.



31-FT CORSAIR 31 CENTER COCKPIT. 2001. Alameda Marina. \$79,000. Our beloved boat, *Joint Venture*, is seriously for sale. Work and age mean we have not used her much. She deserves a different owner. Rarely raced. Mostly cruised. Always dry-sailed. Very clean interior. More information on the website: http://randydyd.users.sonic.net/Joint_Venture_for_Sale. Please call (408) 483-3627 or contact randydyd@sonic.net.



FUSION 40, 2012. Pacific Northwest. Lightly used Fusion 40. 3 cabin/2 head yacht-owners version. Cherry interior accentuated by gray upholstery and Corian countertops. Built to cruise with oversized fuel and water capacity, two 30hps, Harken winches, code-0 with bowsprit and the opportunity to have the builder add other options. Great opportunity to purchase a well built, lightly used yacht directly from the builder. Reduced for exchange rate, call for details. (604) 465-1662 or (604) 600-1386 or bmax242@yahoo.ca.



38-FT LAGOON, 2000. Alameda. \$240,000. Owners version. This boat has been professionally waxed and detailed for the last 8 years. Newer house batteries and engine batteries, Gori props, new larger size wiring, Rocna anchor, newer instruments, boom brake, refrigeration, LED interior lights, Fusion marine stereo with Bose, newer sail, dinghy, outboard and bbq canvas. New auxiliary high output alternators. Recent engine service. Hypalon dinghy with 9.9hp outboard. New engine blowers. LED mast light. Contact 2000lagoon380@gmail.com.



31-FT BROWN TRIAMARAN, 1985. Napa. \$8,500. Recently painted inside and out. New bottom paint. Good sails, dodger. 9.9hp electric start outboard, pedestal steering. New solar panel. New GPS. For info: Dcrilly47@gmail.com or (707) 349-6664.

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43-FT NEREIA KETCH, 1983. Poulsbo, WA. \$45,000. *C'est La Vie* is a fully equipped cruiser looking for her next captain to continue her adventuring life. Comfortable liveaboard, refrigeration/freezer, watermaker, solar/wind generation, ample storage, world charts. Fiberglass hull, full keel/rudder, Yanmar 20hp engine. Sleeps 2-3. She has traveled to Alaska, Mexico and across the Pacific Ocean three times. Where will you take her next? More info/photos on website: <http://tinyurl.com/neriaketch>. Contact (206) 992-1450 or rocketbw20@gmail.com.



38-FT STEPHENS BROS, 1940. Farallon Clipper. Marina del Rey. \$47,500. Hull No. 3, *Fade Away*. Ready to race or cruise. Just out of the yard; no structural issues. Low-hour BMW D35. Autopilot, reframe, more, including historical documents. A beautiful boat and a noble cause. Info: (310) 804-4837 or rcaalvinmilam@aol.com.



38-FT NAUTIGAL, 1938. Point Richmond. \$20,000. Myron Spaulding-designed. Anderson and Christophany-built, Fir on oak with teak trim. Historical to S.F. Bay. Beautiful classic that sails like a witch. Good shape, sails. 26-year owner. Ask me anything. (925) 787-6741 or cjefstokes@msn.com.

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42-FT GRAND BANKS, 1983. \$179,999. A classic with aft cabin queen bed walkaround. Professionally maintained teak interior floors and decks. Twin Lehman 120 with 3,000 hrs and new Northern Lights genset. Cruised Pacific NW since 1983 by only 2 owners. Offered for quick sale. Jritcheysc@hotmail.com.

25-FT FARALLON WHALEBACK, 1988. Sausalito. \$28,500. Great condition (never used as a commercial vessel). V-8 gas, 510 hrs on rebuilt engine. 150 gal fuel tank, new prop and shaft and strut. Super tough and seaworthy. Contact (415) 331-3612 or davesdivingservice@gmail.com.

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24-FT PACIFIC SEACRAFT DANA, 2001. Channel Islands Harbor. Explore the Channel Islands aboard easily managed superbly equipped bluewater yacht. Not local? No problem. Enjoy sailing and "living aboard" at luxurious Anacapa Isle Marina (clubhouse, pool, Jacuzzi), or Ventura or Santa Barbara harbors for extended periods. Ideal sailing conditions year-round; perfect getaway from cold winters/hot summers. Want partner who will enjoy maintaining her high level of readiness and "classically-styled" appearance. Initial investment \$16,000 with monthly expense approx. \$450. (805) 469-2460 or mwilson501@gmail.com.



42-FT HUNTER PASSAGE 42, 1994. Puerto Rico/Virgin Islands. Negotiable. Shared ownership or long-term lease. Boat is located in eastern Puerto Rico, just a daysail from the beautiful Spanish Virgin Islands. From there it's just another daysail to the US Virgin Islands and British Virgin Islands. I use the boat during June/July/Aug. You may use the boat any other time. You may take it as far south as Grenada if you wish. Four-month minimum lease. Perfect boat for Caribbean island hopping. Fully equipped for offshore passagemaking. More information on website: www.bonnevillesailing.com/sailing-vessel-life.htm. Contact (801) 792-1421 or doughndrx@gmail.com.



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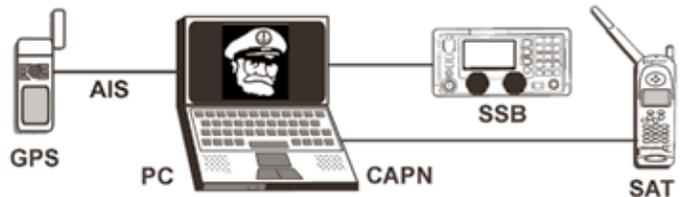
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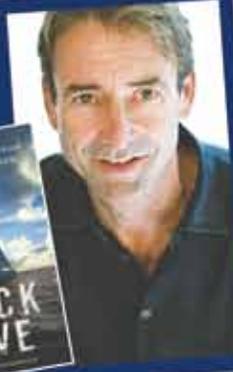
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The entire Team at KKMI would like to thank the racers, cruisers, day-sailors, fishermen and all the boaters who made up the extraordinary Class of 2015. We appreciate the opportunity to have served you and wish you a Happy New Year!

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