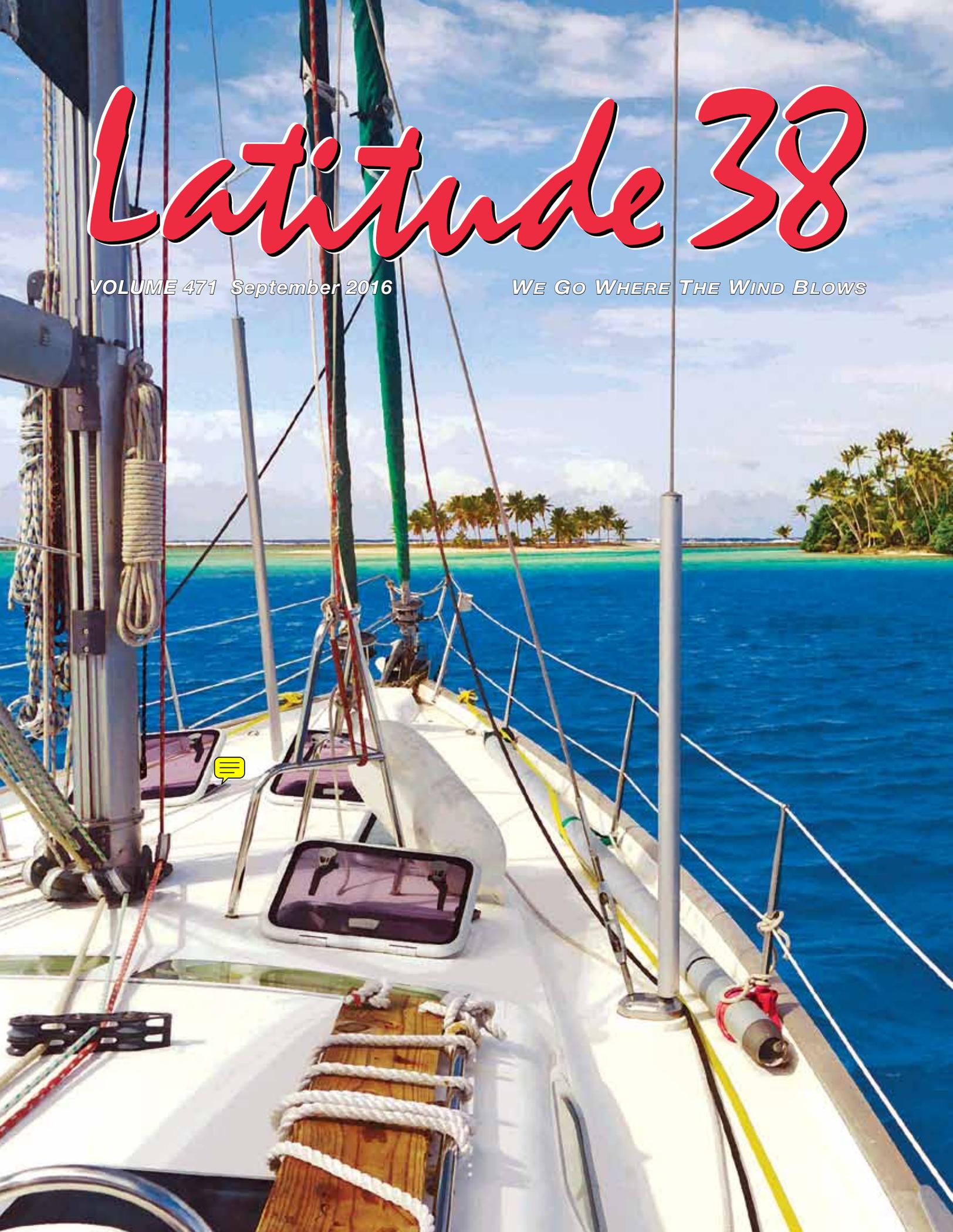


Latitude 38

VOLUME 471 September 2016

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Star Power

PHOTO BY SLACKWATER_SF



Jim Murphy chose his Santa Cruz 40, *void star*, to go “cruising far and wide.” Fast, well-built and comfortable, the boat seemed ideal and he began sailing it around San Francisco Bay. To improve his sailing skills and because his cruising would be short-handed or singlehanded, he began racing with the Singlehanded Sailing Society on the Bay.

Jim recognized the performance of Pineapple Sails on the race course, so came to us for a carbon main and jib. He then set off for the Pacific Northwest, where he was met with very challenging conditions along the Oregon coast. His racing sails proved “durable and reliable in tough cruising conditions.”

*void star**

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Cover: One of the rewards of completing the Pacific Puddle Jump crossing to French Polynesia is being able to drop your hook in dreamy anchorages such as this one, in the Tuamotu Archipelago.

Photo courtesy of *Echo Echo*

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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.



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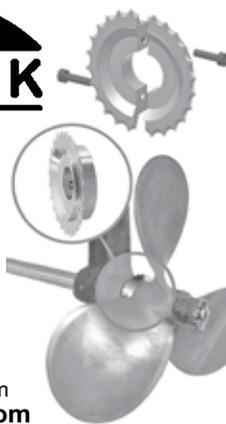
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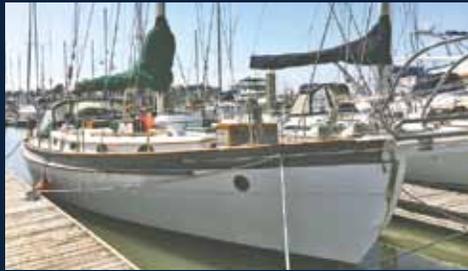
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Sept. 1 — Corinthian Speaker Series presents 'A Life Adrift: From the Caves of Wartime Germany to the Board of the Federal Reserve', with Robert Heller, staff commodore of SFYC. Free & open to the public, but RSVP to (415) 435-4771. Info, www.cyc.org/club/speaker.

Sept. 2, 3, 10, 24, Oct. 1, 15 — Sail aboard the historic scow schooner *Alma* out of Hyde St. Pier, S.F., 12:30-4 p.m. \$20-\$40. Info, (415) 447-5000 or www.nps.gov/safr.

Sept. 3, Oct. 1 — Family Fun Days, Maritime Museum/Aquatic Park Promenade, S.F., 10 a.m.-2 p.m. Includes a youth competition on 9/3 to win a sail aboard *Alma* that day. RSVP to lucien_sonder@nps.gov. Info, (415) 447-5000 or www.nps.gov/safr.

Sept. 3-24 — Sailing in Access Dinghies, 10 a.m., every Saturday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

Sept. 4, Oct. 2 — 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.

Sept. 4-25 — Veterans' Sail, 10 a.m., and Keelboat Sail, noon, every Sunday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

Sept. 5 — Labor Day. Take a worker sailing!

Sept. 7 — Cruising Mexico Seminar, downstairs at Encinal YC, Alameda, 4-6 p.m. Free admission; a free beer for the first 100 participants; prizes. Dick, 011 52 (322) 226-6728 or Geronimo, 011 52 (669) 916-3468.

Sept. 7 — *Latitude 38's* Mexico-Only Crew List Party, upstairs at Encinal YC, Alameda, 6-9 p.m. \$7 cash only; free for paid 2016 Baja Ha-Ha skippers & first mates. Info, www.latitude38.com/crewlist/CrewParty/CrewParty.html or (415) 383-8200, ext. 0.

Sept. 7-28 — Wednesday Yachting Luncheon Series, St-FYC, 12-2 p.m. Lunch and a dynamic speaker each week for about \$25. All YCs' members welcome. Info, www.stfyc.com.

Sept. 7-28 — San Diego's South Bay Sea Scouts meet aboard the schooner *Bill of Rights* at Chula Vista Marina on Wednesdays at 7 p.m. Sea Scouts is for guys & gals ages 13-20. John, (619) 852-7811 or mossfish@gmail.com.

Sept. 8, Oct. 13 — Single Sailors Association monthly meeting, Ballena Bay YC, Alameda. Social hour at 6:30 p.m.; dinner, 7 p.m.; meeting, 7:30. Info, www.singlesailors.org.

Sept. 9-11 — Wooden Boat Festival, Northwest Maritime Center, Port Townsend, WA. \$12-\$17; kids 12 & under free. Info, www.nwmaritime.org.

Sept. 10 — Fiberglass & Composites with Gordie Nash, Spaulding Marine Center, Sausalito, 10 a.m.-2:30 p.m. \$50 donation includes hands-on workshop and lunch. Info, (415) 332-3179 or info@spauldingcenter.org.

Sept. 10 — About Boating Safely, Encinal YC, Alameda, 9 a.m.-3 p.m. Beginner boating class. \$35. Doug, (510) 295-7430 or www.cgaux.org/boatinged.

Sept. 11-17 — SoCal Ta-Ta IV 'Reggae Pon Da Ocean' cruising rally from Santa Barbara to Two Harbors on Catalina Island, with stops at Santa Cruz Island, Channel Islands Harbor and Paradise Cove. Info, www.socaltata.com.

Sept. 14-18 — Boats Afloat Show, Chandler's Cove, South Lake Union, Seattle. Tickets \$5-\$18; kids under 11 free. Info, www.boatsafloatshow.com or (206) 748-0012.

Sept. 16 — Sail under the full moon on a Friday.

Sept. 17, Oct. 15 — Sea Music Concert Series, aboard *Balclutha*, Hyde Street Pier, S.F., 8 p.m. 9/17: Diana Gameros & Maria Jose Montijo; 10/15: Hank Cramer. \$12-\$14 or \$36 for 4-show series. Info, (415) 561-7169 or www.nps.gov/safr.

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37.4' Catalina 375, 2009	NEW LISTING 169,000
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34' Catalina 34 MkII, 1997	SOLD
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CALENDAR

Sept. 18 — Open House & Introductory Sail, Cal Sailing Club, Berkeley, 1-4 p.m. Free. Info, www.cal-sailing.org.

Sept. 18 — Maritime Crafts, S.F. Maritime Museum, 1-2 p.m. Free. Info, (415) 561-7169 or www.nps.gov/safr.

Sept. 21 — 'The Rebirth of Freda, a Maritime Treasure' with traditional boatbuilder Bob Darr, Spaulding Marine Center, Sausalito, 7 p.m. Donations suggested. Info, (415) 332-3179 or info@spauldingcenter.org.

Sept. 22 — Autumnal Equinox.

Sept. 24-25 — Women's Sailing Seminar, Island YC, Alameda. \$250 until 9/2; \$275 thereafter, includes continental breakfast, lunch, goodie bag. Info, www.iyc.org/wp/wss.

Sept. 30-Oct. 2 — Northern California Westsail Rendezvous for past, present and future Westsailors, Marina Bay, Richmond. Info, www.westsail.org/event-2143278.

Oct. 5-Nov. 16 — Amateur Radio and SSB Aboard class, Berkeley YC, 7-9:30 p.m. on six nights. Class is free; \$2 for coffee/tea service each night. See www.arrl.org/shop for course materials; use code BACK2SCHOOL. Chuck, (510) 972-4592 or chuckbullet@gmail.com.

Oct. 6 — Corinthian Speaker Series presents 'The Perils of Electronic Charts', with Tuuli Messer-Bookman, professor of marine transportation at Cal Maritime Academy. Free & open to the public, but RSVP to (415) 435-4771. Info, www.cyc.org/club/speaker.

Oct. 30-Nov. 12 — Baja Ha-Ha XXIII cruising rally from San Diego to Cabo San Lucas, with stops at Turtle Bay and Bahia Santa Maria. \$325-\$375. Registration closes 9/15. Info, www.baja-haha.com.

Racing

Aug. 31-Sept. 10 — International Knarr Championships. StFYC, www.stfyc.com.

Sept. 2 — Windjammers Race from San Francisco to a finish off the Santa Cruz Wharf. SCYC, www.scyc.org.

Sept. 3 — Jazz Cup, a 26-mile race from north of Treasure Island to Benicia, co-hosted by South Beach and Benicia YCs. Info, www.southbeachyachtclub.org.

Sept. 3 — North Bay Series #6. VYC, www.vyc.org.

Sept. 3-4 — Perpetual Regatta on South Lake Tahoe. LTWYC, www.tahoeWindjammers.com.

Sept. 3-4 — Labor Day Regatta for Mercurys on Carmel Bay. Stillwater YC, www.sycpb.org.

Sept. 3-4 — Redwood Regatta, Big Lagoon, with free camping. Humboldt YC, www.humboldtyachtclub.org.

Sept. 4, 11, 18, 25 — Governor's Cup Series on Folsom Lake. FLYC, www.flyc.org.

Sept. 4, 18 — Fall Series on Lake Elizabeth. FSC, www.fremontsailingclub.org.

Sept. 4, 25 — Fall 1-4 PHRF. MPYC, www.mpyc.org.

Sept. 5-11 — IOD Worlds. SFYC, www.sfyc.org.

Sept. 9-11 — Victoria One-Design Class Nationals at Spreckels Lake, Golden Gate Park. S.F. Model YC, www.sfmvc.org.

Sept. 9-11 — King Harbor Race Week in Redondo Beach. King Harbor YC, www.khyc.org.

Sept. 10 — South Bay InterClub Series final race. Info, www.jibeset.net.

Sept. 10 — Classic Boat Invitational Regatta. SYC, www.sausalitoyachtclub.org.

Sept. 10 — OYRA Series final race. RC's choice of course. OYRA, www.yra.org/yra-racing/oyma-series.

Sept. 10 — Single/Doublehanded Race #4. SeqYC, www.sequoiayc.org.

Sept. 10 — Cal Cup Windsurfing Series final race day.

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CALENDAR

BYC, www.berkeleyyc.org.

Sept. 10, Oct. 8 — Fall Series. SSC, www.stocktonsc.org.

Sept. 10, Oct. 8 — Buoy Series Races on Clear Lake. KBSC, www.kbsail.org.

Sept. 10-11 — Multihull Regatta in Richmond. RYC, www.richmondyc.org.

Sept. 10-11 — Tahoe Laser Championships, Stampede Reservoir. Info, <http://svendsens-grand-prix.myfleet.org>.

Sept. 10-11 — Millimeter Nationals on the Estuary. EYC, www.encinal.org.

Sept. 11 — Commodore's Cup. EYC, www.encinal.org.

Sept. 11 — Late Summer Race on South Lake Tahoe. LTWYC, www.tahowindjammers.com.

Sept. 11 — Fall 1-3 One Design/Luke's Regatta. MPYC, www.mpyc.org.

Sept. 15-18 — Rolex Big Boat Series, with one designs for J/70s, J/105s, J/120s, Farr 40s, C&C 30s, more? Plus PHRF, ORR and Multihull divisions. StFYC, www.stfyc.com.

Sept. 17 — Tornberg Regatta. TYC, www.tyc.org.

Sept. 17 — Commodores' Regatta. MPYC, www.mpyc.org.

Sept. 17, Oct. 15 — Fall One Design #2 & #3 in Santa Cruz. SCYC, www.scyc.org.

Sept. 18 — Small Boat Series #7/Bart's Bash. EYC, www.encinal.org.

Sept. 18 — Fannette Island Race on South Lake Tahoe. LTWYC, www.tahowindjammers.com.

Sept. 18 — Baxter/Judson Series final race. PresYC, www.presidiyachtclub.org.

Sept. 18 — Spring Lake Series final race. SRSC, www.santarosasailingclub.org.

Sept. 23-25 — 5o5 PCCs. StFYC, www.stfyc.com.

Sept. 24 — Half Moon Bay Race. SSS, www.sfbaysss.org.

Sept. 24 — CBRA races run by StFYC. Info, www.yra.org.

Sept. 24 — Barth Memorial Regatta. CPYC/SeqYC, www.sequoiayc.org or www.cpyc.com.

Sept. 24 — One Design Series #5 in West Sacramento. LWSC, www.lwsailing.org.

Sept. 24 — Singlehanded Race on Clear Lake. KBSC, www.kbsail.org.

Sept. 24, Oct. 1, Oct. 8 — Novice Match Racing Academy in Solings. Long Beach YC, www.lbyc.org.

Sept. 24-25 — Totally Dinghy. RYC, www.richmondyc.org.

Sept. 24-25 — YRA Season Closer at Corinthian YC. Info, www.yra.org/yra-racing/weekend-regattas.

Sept. 24-25 — Herb Meyer Regatta. SBYC/BAADS, www.baads.org/sailing/racing.

Sept. 24-Oct. 2 — J/70 Worlds. StFYC, www.stfyc.com/j70worlds2016.

Sept. 25 — Fall SCORE #2. SCYC, www.scyc.org.

Sept. 28-Oct. 1 — Shields Nationals in Monterey. MPYC, www.shields.mpyc.org.

Oct. 1 — Oktoberfest. OYC, www.oaklandyachtclub.net.

Oct. 1 — Shorthanded Races. TYC, www.tyc.org.

Oct. 1 — Summer #5. SeqYC, www.sequoiayc.org.

Oct. 1 — Red Bra Regatta for all-female crews. SBYC, www.southbeachyachtclub.org.

Oct. 1 — Jerry O'Grady Singlehanded Race. CPYC, www.cpyc.com.

Oct. 1 — Champion of Champions. VYC, www.vyc.org.

Oct. 1 — Auxiliary Cup. SFYC, www.sfyyc.org.

Oct. 1-2 — Mercury PCCs. LAYC, www.layc.org.

Oct. 1-2 — West Marine Fun Regatta for young sailors in Santa Cruz. SCYC, www.scyc.org.

Oct. 2, 9, 16 — Berkeley Chowder Races #1-3. BYC, www.berkeleyyc.org.

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CALENDAR

Oct. 4-8 — Etchells NAs. SFYC, www.sfyf.org.

Oct. 7-9 — Express 37 Nationals, hosted by BYC. Info, www.berkeleyyc.org.

Oct. 7-9 — Ultimate 20 North Americans. RYC, www.richmondyc.org.

Oct. 7-9 — US Match Racing Championship in J/22s. San Diego YC, www.sdyf.org.

Oct. 8 — Los Gatos Invitational Challenge Race. LGYC/SeqYC, www.sequoiayc.org.

Oct. 8 — Champion of Champions. Info, www.bvbc.org.

Oct. 8 — Andreas Cove YC Race Day on the San Joaquin River. Info, www.andreascoveyc.org.

Oct. 8 — Chowder Cup #1. ElkYC, www.elkhornyc.org.

Oct. 8-9 — Sportboat Invitational. RYC, www.richmondyc.org.

Oct. 8-9 — 505 Regatta. SCYC, www.scyc.org.

Oct. 8-9 — Sea Otters High School Regatta in FJs. MPYC, www.mpyc.org.

Oct. 9 — El Toro Stampede hosted by RYC. Info, www.eltoroyra.org.

Oct. 12-15 — US Sailing Mallory Cup Adult Championship at StFYC in J/22s. Info, www.ussailing.org.

Oct. 14-16 — Express 27 Nationals, hosted by BYC. Info, <http://express27.org>.

Oct. 15 — Oktoberfest. BYC, www.berkeleyyc.org.

Oct. 15 — Twin Island Race #3, around Alcatraz and Angel Island in either direction. SYC, www.sausalitoyachtclub.org.

Oct. 15 — Joan Storer Regatta. TYC, www.tyc.org.

Oct. 15 — Commodore's Cup. SeqYC, www.sequoiayc.org.

Oct. 15 — Single/Doublehanded Race #5 & Commodore's Cup. SeqYC, www.sequoiayc.org.

Oct. 15 — Ross Wood club race #5. CYC, www.cyc.org.

Oct. 15 — Fall Shorteez Regatta (PHRF 180 and higher). CPYC, www.www.cpyc.com.

Oct. 15 — Intraclub #4. RYC, www.richmondyc.org.

Oct. 15-16 — Fall Classic. SFYC, www.sfyf.org.

Oct. 15-16 — Vanguard 15 Fleet 53 Championship on Tomales Bay. Info, <http://vanguard15.org>.

Oct. 22-23 — Pacific Union Leukemia Cup & Perkins Challenge Regatta. Info, www.sflcup.org & www.perkinscup.org.

Beer Can Series

BALLENA BAY YC — Friday Night Grillers: 9/2, 9/16. Info, (510) 865-2511 or www.bbypc.org.

BAY VIEW BC — Monday Night Madness. Fall: 9/5, 9/19, 9/26 (make-up). Terry, (408) 210-0517 or www.bvbc.org.

BENICIA YC — Thursday nights through 9/29. Joe, (707) 628-2914 or www.beniciaclub.com.

BERKELEY YC — Every Friday night through 9/30. 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.

COYOTE POINT YC — Every Wednesday night through 10/12. (650) 347-6730 or www.cpyc.com.

ENCINAL YC — Friday nights. Summer Twilight Series: 9/9. Darrell, (510) 502-8110 or www.encinal.org.

ISLAND YACHT CLUB — Friday nights. Summer Twilight Series: 9/16. John, (510) 521-2980 or www.iyc.org.

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

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night on South Lake Tahoe through 10/5. David, (530) 545-9155 or www.tahoeWindjammers.com.

LAKE WASHINGTON SC — Every Thursday night through 9/29. Info, www.lwsailing.org.



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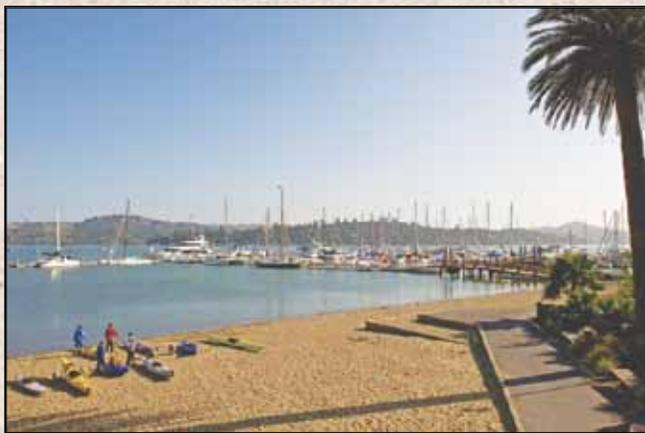
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CALENDAR

MONTEREY PENINSULA YC — Sunset Series: Every Wednesday night through 9/21. Info, www.mpyc.org.

RICHMOND YC — Wednesday night races: 9/7, 9/21, 9/28. Eric, (510) 841-6022 or www.richmondyc.org.

ST. FRANCIS YC — Bluerush Thursday Night Kite Racing: 9/8, 9/22, 10/6. Friday Night Windsurfing Series: 9/9, 9/23. Info, (415) 655-7756 or www.stfyc.com.

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 — Every Wednesday night through 10/26. Info, (831) 425-0690, www.scyc.org.

SAUSALITO YC — Tuesday nights. Summer Sunset Series: 9/6, 9/20. Info, www.sausalitoyachtclub.org.

SEQUOIA YC — Sunset Race Series. Every Wednesday night through 10/5; Hannig Cup: 9/7. Andrew, (650) 575-0637 or www.sequoiayc.org.

VALLEJO YC — Every Wednesday night through 9/28. Dave, (925) 580-1499 or www.vyc.org.

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.

September Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	HIGH	LOW	HIGH	LOW
9/03Sat	0111/5.6	0713/0.7	1355/5.5	1936/1.4
9/04Sun	0152/5.3	0747/1.1	1424/5.4	2017/1.4
9/05Mon	0236/4.9	0822/1.6	1456/5.4	2102/1.4
	LOW	HIGH	LOW	HIGH
9/10Sat	0057/1.1	0821/4.1	1302/3.1	1858/5.3
9/11Sun	0156/0.8	0916/4.3	1404/2.9	1958/5.4
	HIGH	LOW	HIGH	LOW
9/17Sat	0015/6.1	0611/0.2	1249/6.0	1835/0.6
9/18Sun	0107/6.0	0652/0.6	1327/6.2	1924/0.3
	LOW	HIGH	LOW	HIGH
9/24Sat	0043/0.2	0759/4.8	1259/2.6	1900/5.7
9/25Sun	0151/0.2	0901/5.1	1409/2.4	2009/5.7

September Weekend Currents

date/day	slack	max	slack	max
9/03Sat	0235	0553/3.5E	0935	1211/2.9F
	1505	1822/3.2E	2215	
9/04Sun		0040/2.4F	0322	0634/3.2E
	1008	1247/2.6F	1531	1853/3.1E
	2303			
9/05Mon		0128/2.1F	0410	0717/2.8E
	1041	1324/2.3F	1553	1923/2.9E
	2354			
9/10Sat	0406	0627/1.3F	0931	1210/1.5E
	1512	1725/0.9F	1908	2341/2.3E
9/11Sun	0454	0724/1.6F	1026	1306/1.7E
	1618	1829/1.1F	2021	
9/17Sat	0112	0435/3.8E	0816	1109/3.3F
	1344	1655/3.8E	2041	2333/2.9F
9/18Sun	0205	0522/3.7E	0854	1149/3.3F
	1417	1734/4.0E	2128	
9/24Sat	0257	0528/2.0F	0843	1131/2.0E
	1442	1705/1.7F	1920	2320/3.0E
9/25Sun	0407	0643/2.2F	0948	1244/2.3E
	1601	1817/1.7F	2048	



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1990 42'	Endeavor CC	\$99k
2006 41'	J/124	\$229k
2004 40'	J/120	\$171.9k
2000 40'	J/120	\$153.9k
1998 40'	J/120	\$159k
1996 40'	Freedom 40/40	\$127.9k
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1988 36'	Freedom	\$55k
2001 36'	Beneteau 361	\$114.75k
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1996 36'	Sabre 362	SOLD
2006 35'	J/109	\$173.9k
1999 35'	1D35	\$59.9k
1998 35'	1D35	\$63k
1998 35'	J/105	\$66.5k
1985 34'	Islander 34	\$39.9k
2014 23'	J/70	\$50k

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38' Beneteau Oceanis 38 2015
\$259,900 Contact: San Diego



NEW LISTING - EXCEPTIONAL

33' Alerion Express 33 2009
\$215,000 Contact: Alameda



NEW LISTING

32' Jeanneau Sun Fast 3200 2009
\$109,900 Contact San Diego



ONE OWNER - GORGEOUS

59' Compass Yachts 55 2001
\$450,000 Contact: Alameda



NEW LISTING - LOW HOURS

42' Sabre Hard Top Express 2004
\$379,000 Contact: Alameda



NEW LISTING - RARE

41' Back Cove 41 2015
\$685,000 Contact: San Diego



NEW LISTING

31' Tiara 3100 Coronet 2014
\$299,000 Contact: San Diego



NEW LISTING - CLEAN

28' Chris Craft Launch 28 2004
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NEW LISTING - TRICKED OUT

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LETTERS

COMANCHE'S RECORD RUN ACROSS THE ATLANTIC

I thought it was terrific that Jim Clark's 100-ft *Comanche* smashed the old transatlantic record in late July. According to reports, the 'big bottom girl' covered the 2,880 miles in 5 days, 14 hours and 21 minutes, an average of 21.44 knots. That smashed the old record, set 13 years ago by Robert Miller's 139-ft *Mari-Cha IV*, by more than 30 hours. That's an improvement of almost 20%!

What made the record more impressive is that Ken Read, the boat's usual skipper, had other commitments, so he was replaced by Casey Smith. But Northern California's Stan Honey was the all-important navigator.

I'd like to know a little bit more about the record run, and wonder if you might be able to contact Stan and ask him the following questions:

- 1) What was *Comanche's* top speed?
- 2) What was the boat's best 24-hour run?
- 3) What was the highest apparent wind speed?
- 4) Were there a lot of sail changes?
- 5) Did they ever have to jibe?
- 6) From the photos I've seen, the boat is very wet at high speed. So I'm wondering if the crew had to wear foul-weather gear the whole time when on deck.
- 7) Did the boat get wet below?
- 8) Did any of the experienced sailors get seasick?
- 9) Out of the 16-man crew — did Kristy go along? — how many drove?
- 10) I presume the boat was noisy, but I wonder if Stan could give an idea of just how noisy?
- 11) Presumably the boat bounced around a bit. Was it hard to sleep?

Jeff James
Delta Dreamer, Catalina 30
The Delta

Jeff — Stan was nice enough to take time to answer all your questions.

1) Comanche's maximum 10-second average GPS speed over ground was 31.84 knots.

2) Our best 24-hour run was 550 miles.

3) The maximum apparent wind speed was 39.5 knots. The maximum true wind speed was 32.2 knots. The average TWS was 21.5 knots. The average true wind angle was 130.5 degrees.

4) We made nine sail changes between the fractional zero, masthead zero and A3. We also did four reef/unreefs.

5) We only jibed a few times. We crossed lines of rain squalls around 0600 EDT of July 23, and again around 2200 EDT on July 23. In both instances we spent about an hour on port working through the light air behind the squalls. Then nearing the finish, we spent about two hours on port jibe after passing outside the Traffic Separation Zone that is south of the Isles of Scilly.

6) Comanche is a wet boat. The crew always wore foulies.

7) Comanche did get wet below, but the crew didn't have to bail as much as during prior events because we carried the removable hard dodger.

8) I don't think any of the crew got seasick because we had a very flat sea state. We never had seas greater than 1.5 meters.



'Comanche' in action.

CARLO BORLENGHI



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LETTERS

In any event, it would be hard to tell if anyone got sick because experienced sailors deal with seasickness quickly and subtly.

9) Kristy was unable to join us. Out of the 16-man crew, there were six primary drivers.

10) Comanche is noisy below. On this particular passage, however, we had flat seas and all reaching and running, so we were not pounding. Also, Comanche was set up to only use human power for the winches and hydraulics, so the engine only ran when we were shifting ballast or charging batteries.

11) Was it hard to sleep? Experienced sailors are mostly able to fall asleep nearly anywhere, anytime.

By the way, as a navigator Stan Honey achieved tremendous success and holds a unique position in the sailing world. But above all, as a positive person and great team player much appreciated by everyone, he is not unlike Magnus Olsson.



GILLES MARTIN-RAGET

The Bay Area's Stan Honey is in a league of his own.

For those who don't know the unassuming Honey, consider his incredible record as a navigator: Fastest time across the Atlantic. Fastest time across the Pacific. Fastest time around the world. And 11 wins in the Transpac. He's sort of like the America's Cup in that there is really no second best.

By way of comparison, Manouch Moshayedi's 100-ft super maxi Rio100, which crushed the old Pacific Cup record from San Francisco to Kaneohe Bay, Oahu, averaged 17.8 knots. However, Keith Kilpatrick and crew did hit 32.7 knots, which is a higher top speed than Comanche's.

↑↓ WHY NOT MORE CNG ON BOATS?

Having read the 'Lectronic piece about the boatowner in San Diego who was badly burned as a result of a propane explosion at La Playa Cove on August 20, I wish someone would explain to me why CNG (Compressed Natural Gas) has disappeared from boating and been replaced by propane.

When I restored my Cal 40 Conquest 10 years ago, I had a hard time finding a CNG valve system. And when I did, it was very expensive. I have sailed to Mexico and Hawaii with CNG. I know propane was always desirable in Mexico because it was readily available, but why did it go away in the States?



JEFF SPANGLER

This 26-ft fiberglass sailboat was already engulfed by flames when San Diego fire boats arrived on the scene.

Mike Kennedy
Conquest, Cal 40
Los Angeles

Mike — Propane has four advantages over CNG. 1) Propane produces 2.5 times as much heat as does the same amount of CNG. 2) Propane is not classified as an environmentally unfriendly gas, but CNG is. 3) Because propane is under so much less pressure, the tanks are lighter than CNG tanks. 4) The demand for propane is so much greater than CNG that CNG distribution for boats has been spiraling down since the



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LETTERS

heyday of the 1980s.

CNG has one big advantage over propane. It's not as explosive.

To its credit, in the right situations CNG can be an excellent fuel for vehicles.

⇕ **SELLING THE DREAM, AND THE REPLACEMENT PARTS**

I've just published a book about the history of the Westsail line of sailboats, and *Latitude* readers might be interested. It's titled *Westsail the World, a Collection of Almost True Sea Stories as Told by Westsail Owners and Ex-Owners*. I selected and edited the stories.

Even before the 1970s it was well known that sailboats were more of an emotional purchase than a rational one. Yet until Westsail came around, most boat companies promoted cold facts and specifications about their boats, hoping that sailboat buyers were knowledgeable enough to translate such dry information into visions of sailing dreams being fulfilled.

Westsail was different. After buying the molds of the Kendall 32 at auction in 1971, owners Snider and Lynne Vick took a different approach. Thanks to Lynne's advertising agency talents, they realized the importance of the emotional appeal. Westsail marketed the sailing dream.

And boy, was it a successful concept! Westsail delivered more than 1,100 boats in less than 10 years. Indeed, they were perhaps too successful at selling their boats. For in addition to having to quickly add many new workers to meet production demands, it often took them well over the budget to complete a finished boat. The problem was that in the early 1970s, unlike now, oil — and thus resin — prices were exploding. As a result, Westsail could make a nice profit on every kit boat they sold, because they could be easily built in just a week. It was different story with completed boats that could take almost a year to build, so they lost money on many of them.

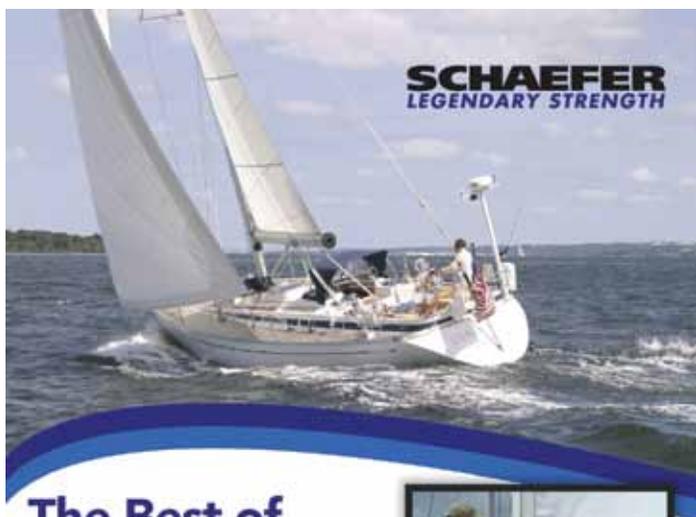
I've had a long history with Westsail, although a relatively short one with the Westsail Corporation. I was hired to supervise the construction of the first four Westsail 32s for the newly formed corporation, then went on to supervise the construction of the next 250 or so boats. I was then put in charge of making the tooling for the Westsail 42, and Westsail hired another production supervisor. When I got done with the tooling and molds for the 42, I was told my services were no longer needed. There were no hard feelings, as I had fun and a good run.

After I left Westsail, I started my own company, Worldcruiser Yacht Co. For the next 10 years I built a number of custom boats in Costa Mesa. I also finished off a lot of Westsails for owners who had bought kits but didn't realize how much work it took to finish them. "Bring the boat over," I'd tell them, "but stay out of our way when we're working."

After 10 years of doing that, I ran out of customers and closed down. I then went to work for Willard for a couple of years as program manager, building boats for the Navy.

But Westsail owners kept calling me for parts, so I started Westsail Parts Co. in 1988. I worked out of my garage and storeroom — and still do. With more than 1,000 owners on my list, I get calls for parts every day. For example, I just shipped two water tanks to South Carolina, a tiller to England, and some other stuff to Singapore. I primarily sell metal hardware — rails, tanks, rigging, masts and booms. I sell quite a few engines, too. I've sold more than 150 engines over the past 20 years, especially replacing the original seawater-cooled two- and three-cylinder Volvos. I don't sell any fiberglass parts.

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I was hired by Warner Brothers to be the technical advisor for the making of the movie *The Perfect Storm*. Readers will remember that the Westsail 32 *Satori* was a part of the history of that epic storm. That was a fun gig.

Anyway, the stories in this book are about the history of the company, about people building or trying to build the boats from kits, about cruising and racing adventures, and about the owners' association. In fact, proceeds from the sale of the books will be contributed to help maintain the Westsail Owners Association.

Books are available for \$24.95, with free shipping in the US from Amazon or from me. Contact me at bud@westsail.com or (714) 549-9331.

Bud Taplin
 Westsail Parts Co.
 Newport Beach

Readers — *Despite the Westsail 32s being mocked by many in the sailing industry as being 'Wetsnails', the 'Westsail the world' phenomenon turned the sailing world on its head in the early 1970s. But despite selling so many boats, Snider and Lynne Vick had to declare bankruptcy in 1977. A new owner kept the company going for a few years but didn't understand selling the dream concept, and that was the end of it.*

Where are Snider and Lynne today? Bud says they still keep a Westsail 42 in Belize, but they live at Point Roberts north of



DOUG SODERSTROM

Gary Burton's 'Elizabeth Ann', seen here in the Gulf of the Farallones, was one of four Westsail 32s in this year's SSS TransPac.

the San Juans, perhaps the only place in the (lower) United States that you can't reach by land unless you go through Canada. Snider owns a Shell gas station and a shipping service. Although the Sniders let Taplin go so many years ago, they remain friends. In fact, Taplin ships Westsail parts to Canadian customers through Vick.

In a testament to the lasting appeal of the Westsail 32 dream, four of them just completed the Singlehanded TransPac. In fact, they had their own 'one-design' class.

COMMUNES AND CRUISERS

We're lucky enough to have nice neighbors at the Alameda Marina where we berth *Honey*, the Islander 36 that is our Bay Area boat/home. Last Sunday these neighbors hosted a 'morning coffee' on one of the powerboats. It was a delightful group of sailors, old salts and wannabes. The conversation was varied as could be, and the subject of 'community' came up.

We told stories of our 12 years on 'the Farm', an intentional spiritual community that we helped start in Tennessee. This group started out in San Francisco with Monday night classes at the Family Dog on Ocean Beach in San Francisco. Eventually the group created a caravan of 70 buses and 350 people who had pooled money to buy the land in Tennessee back in 1970.

Years later Robert and I would join less organized cruiser communities on San Francisco Bay, in Mexico, in Central America, and in Ecuador. In many ways we found that the boating communities in these places came closer to the ideals of the commune than did 'the Farm'. Each cruiser owns their

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LETTERS

own boat, runs their own finances, and in essence is running their individual scene, while at the same time participating in the community by sharing local knowledge, giving encouragement, running the nets, helping each other with boat problems, reaching out to the local community, and coming to the aid of anyone in trouble.

With the cruising season rapidly approaching and the Baja Ha-Ha not too far off, we are starting to check off our list in preparing *Harmony*, our Freeport 41 cruising boat, for our 17th year of cruising. We are looking forward to once again living our dream.

The cruising community is worldwide and springs up in Mexico in places like La Paz, La Cruz, Puerto Vallarta, Mazatlan and the Tenacatita area. The latter is where we'll soon be, again enjoying the camaraderie of other cruisers in that wonderful anchorage. We can hardly wait to get to the beautiful warm water, the gorgeous beach, and even nearby Barra, where we pick up family and friends who come to share the warm weather and the cruising experience.

P.S. As always, we enjoy *Latitude 38*, which we find to be enlightening, humorous and informative at the same time.

Robert and Virginia Gleser
Honey, Islander 36
Alameda

Harmony, Islander Freeport 40
San Carlos, Mexico

Readers — As many readers know, Robert and Virginia are the much-loved 'Mayor' and 'First Lady' of Tenacatita Bay, and organize many of the popular social activities in that area. They divide their time between their Freeport 41 that's mostly on Tenacatita Bay, their Islander 36 in Alameda, and the Farm in Tennessee. Like the Wanderer, they believe in living in different parts of the world for significant amounts of time each year.



JOHN ROGERS

The Mayor's Gathering at Tenacatita Bay, better than a commune.

↑↓ THOUGHTS ON DRONES FROM THE INSIDE PASSAGE

After I retired from the Navy, I've just tried to live a quiet and simple life aboard my sailboat here in the Inside Passage. I'll turn 75 in September.

'Drone ships', such as the August 8 *Lectronic* reports, were proposed and discussed at the international shipping conference in Amsterdam, and encouraged by the likes of Rolls-Royce. Just the thought of a drone cargo ship makes my head hurt.

Clark Tabor
Itchy Feet, Yorktown 41
Rosario, Orcas Island, WA

↑↓ IN THE BEGINNING IT SOUNDS LIKE A GOOD IDEA

When I first encountered an article about fully automated drone ships, I thought: "Cool." Then, I started talking to my friends who live aboard ships about what they actually do during a passage.

We are a long, long, LONG way from the reality of fully automated ships. Currently, ships have far too many breakdowns during passages to even come close to achieving any real savings. Imagine sending a tugboat out to fetch one, or

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dropping a crew aboard to fix one! Also, many of the systems on a ship need preventative maintenance. Guess when that maintenance gets done? You got it, during a passage. The engineering crew aboard ship is busy more than half the time with maintenance. The reason they do this underway is because when the ship is in port it's not making money for the owners.

As someone who works in the tech industry, I can certainly see a time when ships will be completely automated. But at this point the reliability and economics don't indicate that it makes sense.

By the way, for the same reason you teach your children to stay off major roadways when playing outside, sailors will need to learn to stay out of the shipping lanes when sailing the oceans. I'm pretty confident that if sailors learn that the automated ships can't see them and really don't care, then there will not be many collisions.

There is, however, the issue of coming to the assistance of other vessels that are in trouble. It's not clear how an automated ship would do this. But given that we've taught planes to fly and cars to drive without people, I'm pretty sure we'll work that out too.

Beau Vrolyk
Mayan, 74-ft Alden schooner
Santa Cruz

Beau — Maybe we're not as far off as you think. For if all is going according to schedule, Boeing is right now conducting open-ocean tests with their 51-ft Echo Voyager, an unmanned undersea vehicle (UUV) with a range of 7,500 miles and capable of six months at sea. Echo Voyager's huge improvement over the previous-generation underwater drones, the 32-ft Echo Seeker and 18-ft Echo Ranger, is that it does not require the assistance of a surface ship or constant human supervision. It's powered by batteries and surfaces every few days to release exhaust from the generators used to charge the batteries.

↑↓ A HUMAN ON WATCH — PREFERABLY AWAKE

I'm 10 years from my sailing/boating retirement, but share *Latitude's* concerns about unmanned cargo ships in the open ocean. It just doesn't seem safe not to have a human on watch — and preferably awake.

I'm enjoying life in Thailand. I have some mobility problems, but I have a few very skilled and caring caregivers attending me. I'll be 78 next month! But I'm still reading and enjoying every edition of *Lectronic*.

John Keen
Knot Yet, Gulf 32 Pilothouse Sloop
San Francisco to Thailand
Knot Yet II, Nordhavn 46 Power Yacht
Thailand to Malta

↑↓ NOT SO STRANGE

I can see at least one positive outcome of the remote controlled cargo ships — minimizing the chance of a pirate attack by eliminating the presence of a crew that can be held hostage for ransom. If pirates took over a drone ship they would not have hostage protection when the navies of the world came looking for them. Also, the pirates would lose a lot of leverage for demanding ransom if the only thing they had to bargain with was cargo.

I guess drone ships would still have to take a pilot on board when entering a harbor. Pilots don't generally operate

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Walter Smith, owner of the Cal 40 *Redhead*, took 1st in Class, 3rd Overall, and 1st Crewed Boat in the 2016 Pacific Cup.

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LETTERS

the vessel. It would be a little strange to have a pilot on the bridge communicating with a ground facility to change course or speed.

John Stevenson
Sarah, Pearson 424 Ketch
Jacksonville, FL

John — If we've sent what's essentially a drone to the moon, frequently have commercial airliners land without human help, and soon will have driverless cars on the road, we don't see why harbor pilots couldn't be done away with, too. After all, they have a far-from-perfect safety record, they risk their lives when boarding ships outside the Gate in rough weather, and nationwide knock down a breathtaking average of more than \$400,000 a year.

You might have noticed that L.A. Harbor pilots were in the news recently, as the L.A. Times reported that they are the highest-paid public employees in Los Angeles, making an average of \$434,000 a year. So it was something of a scandal when a job opening that came up was filled, out of 50 applicants, by 33-year-old Michael Rubino. Rubino just happens to be — what a hell of a coincidence! — the son of Chief Port Pilot Michael R. Rubino. Young Michael didn't last long, however, as it was soon discovered that he had lied about his job experience. At last word, he was seeking to get back into a bar pilot apprentice program in San Francisco.

↑↓ WHAT ABOUT PIRATES?

What would prevent pirates from taking over drone ships?
Herbert Miller
Grace, San Juan 21
Lake Gunterville, AL

Herbert — Surely security drones could handle that task. A bigger threat might be hackers. We could visualize a ship full of sneakers leaving Hong Kong being hijacked by hackers and taken, by remote control, to St. Petersburg, Russia.

↑↓ SUBMERGE AND POP UP A WEEK LATER

'Drone ships' sound like a good idea to me. But I think cargo submarines would be even better. After all, they'd be below the surface, not in anyone's way. They go out the Gate, submerge, and pop up in Hong Kong a week later.

David Hume
Hawaii

Readers — We refer you to the previously mentioned Echo Voyager. She gets seven miles to the gallon. We're not sure how much more fuel a submerged cargo ship would burn compared to one on the surface.

More reader responses to drone ships next month.

↑↓ ONE OF THE FINEST EXAMPLES OF ALUMINUM HULLS

In response to Chris Barry's letter about the lack of aluminum sailboats, my wife and I are presently the owners of an aluminum-hulled 1964 Kettenburg K43. She was built in San Diego by the Kettenburg Boat Yard and Yacht Dynamics, the latter a subsidiary of the former McDonnell Douglas aircraft company. We are convinced that the aluminum K43 we own, hull #5, is probably one of the finest examples of early aluminum hull construction and engineering in the United States. Interestingly, the hull is aluminum, but the deck and cabin structure are made of plywood and wood encased in fiberglass on the outside.

I grew up in Guernsey, a Channel Island which is located



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approximately 30 miles off the French coast in the English Channel. From an early age I was exposed to many French aluminum yachts that visited the island. Between 1975 and 1980, I studied marine engineering at the City and Guilds of London, and in the mid-1980s was part owner of a wooden-boat repair shop in Auckland, New Zealand. Although I have sailed long distances — i.e. Los Angeles to Tahiti, Japan to Russia, and down to Guam — in many wood, fiberglass and metal yachts, my preference, based on the lesser maintenance issues, is metal sailing yachts.

I was living in Southern California in 2004 and searching for a metal-hulled yacht when I came across *Proteus*, the aluminum K43 that had been built for legendary sailmaker Kenny Watts. A total of 19 K43s had been built, three of them in aluminum. My wife and I tracked one down in Washington state, but I couldn't find the other ones.

My wife and I have spent the past 12 years refurbishing *Proteus* from top to bottom. Interestingly, the aluminum hull is in near perfect condition. Unlike the French aluminum yachts that were constructed with flat plates and hard chines to save money, our K43 was constructed with a superb marine-grade electro-coated aluminum rolled-plate hull, which was encased in epoxy resin below the waterline.

Although now more than 52 years old, the aluminum hull has minimal plate corrosion (shallow pitting) in a couple of internal locations. Interestingly, the boat has no keel bolts, as lead ballast was directly encapsulated within the aluminum keel plating, plating that is half an inch thick below the waterline. We have experienced some blistering of the epoxy under the waterline, but when treating the blisters, have found the metal under the epoxy to be in perfect condition.

The only significant issue has been the hull-to-deck joint. This is because the original bedding material used to seal the aluminum hull to the plywood deck has broken down over time, allowing moisture to get in. In all instances possible, we have applied stromium two-part epoxy aluminum paint on all internal and external metal surfaces.

After purchasing the boat, we installed an AC shore current isolation transformer from Charles Marine. The isolation transformer make the AC current entering the boat jump over a magnetic field, and in doing so, stops any negative current's traveling back through the shorepower line, something that can cause electrolysis.

Over the 15 years that I have owned the boat, I have experienced minimal zinc anode replacement, and no aluminum corrosion. I have also systematically been updating the internal DC wiring to make sure that there is no negative or positive electrical charge effecting the hull.

Our K43 is a joy to sail.

Tim and Cassie Chauvel
Proteus, K43
Los Angeles

Readers — Records show that in her first year of racing under Ken Watts, Proteus won the prestigious Whitney racing series of Southern California. In later years under three dif-



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'Proteus' won big races despite having a small rig.



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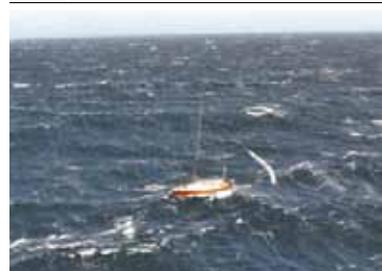
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LETTERS

ferent owners, the boat went on to win the YRA Champion of Champions Race on San Francisco Bay, did a 14-month cruise to the South Pacific, and on another occasion sailed from Hawaii to San Francisco and back.

↑↓ PULLED TO SAFETY AFTER A DIP IN THE OCEAN

On April 27 this year, *Lectronic* reported that due to incoming water and other damage, the Peterson One Tonner *Kentucky Woman* had to be abandoned off the San Mateo coast. Conditions were said to be rough, with 40- to 50-knot winds and 20-ft waves. After battling the boat's problems and weather for 16 hours, the skipper used the boat's Spot Messenger to send a Mayday. The Coast Guard arrived 40 minutes later, and after a dip in the ocean by the rescue swimmer and skipper, the skipper was pulled to safety.



USCG

'Kentucky Woman' in distress off the California coast in April.

I owned *Kentucky Woman* for over 25 years before selling her. She was a great old One Tonner, and along with her old crew, I really miss the old girl. I would like to know what happened to her.

I currently own a Santa Cruz 27 and two Lido 14s.

Thomas Hume
 Cookie Monster, Santa Cruz 27
 Everett, WA

Thomas — The Coast Guard reported that *Kentucky Woman* was left to drift. Due to the fact there had been incoming water, we presume she sank within a matter of days. We can recall at least two other sailboats that were abandoned off the California coast this year and allowed to drift.

We're not sure if there has been a change in Coast Guard policy, because the Coasties used to always open seacocks or otherwise make sure abandoned boats would sink so they wouldn't become hazards to navigation.

↑↓ TIME AND TIDE

Maybe Max Ebb can answer the following question for me: Why can you ride the flood from Angel Island to Stockton, but when returning from Stockton, you run out of ebb around Benicia? The question assumes that you leave Angel Island at the beginning of the flood, and you leave Stockton at the beginning of the ebb, and use the same throttle setting in both directions.

I have asked a sailmaker, a harbor pilot, and the chief navigation officer at the Bay Model the same question, but none of them had an answer. But inquiring minds still want to know.

Robert Fairbank
 Double Down, Schumacher 30
 San Francisco

Robert — Max and Lee answered this question way back in 1980. Nothing has changed, so here it is again:

"The South Bay tides resemble a standing wave — like one end of a sloshing bathtub. The North Bay tides move as a progressive wave, from the ocean to the Delta, like a very long trench with one end open to the sea. When the ocean goes up, water flows into the river. This pulse of flood current propa-

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LETTERS

gates upriver. When the ocean goes down, the ebb current also propagates upriver.

"It's a system with a lot of inertia and a lot of friction, with the forcing function of the ocean tide level acting at one end only. It's not symmetrical. The effects of ocean tides always move in the same direction, from Angel Island to Stockton.

"When you're sailing upriver, you can ride the wave of flood current all day. When you're coming downriver, you're moving opposite the wave of ebb current, so you pass through it quickly."

↑↓ THE PATRIOT ACT IS MESSING WITH MY FINANCES

I recently moved aboard my boat and have been happily sailing around the San Francisco and Monterey bays. But I have run into a problem as a result of the Patriot Act.

I have been informed by two financial institutions that my United States Postal Service box address is not a "proper domicile," and thus my accounts were flagged. In order to reduce money laundering and such, the Patriot Act require a "proper domicile" to open accounts with financial institutions.

I've had this problem with Morgan Stanley and the Liberty Group. Both are requiring that I list a physical address. I was proactive with the Liberty Group folks, as I did not want them to be surprised or otherwise cause trouble that would have surprised me later. I suspect I will soon be having the same problem with Bank of America, but for now mum is the word.

Morgan Stanley didn't just pick up on my lack of an address, they froze my accounts! Fortunately, I simply reverted back to my old address, which is still valid for another month or so. I have a good relationship with them, and they worked with me to quickly fix the issue.

Here is what I have found so far:

— Most people in my situation use a relative or friend's address and call it their home. It's an inconvenience for the ones receiving mail, but with paperless billing and such for online banking, it might not be too bad. But still, there are things like voter registration and calls to jury duty that will need a person to look into.

— I found a website called www.escapees.com, which has a service with addresses in Texas, Florida, and one of the Dakotas. This service caters to RV people, but should work for sailors, too. You do need to take steps to virtually move to those states and establish a residence, but they will forward your mail, and they will give you a legal physical address — or so the story goes. I am a little unsure of this approach, but it seems viable. But I would actually prefer not to move out of California. It's not a great tax state, but it is my home and where I have lived all my life.

— I could sign up to be a liveaboard at some marina. They provide an address that I think would suffice for this law. But liveaboard slips are hard to come by. And I don't want to live in a marina. I'm living on the hook and planning to do it even more than I am now.

I hate the government, and would like to know how this legislation ever got passed. All I want is to be able to have my mail go to a place on the Peninsula, but the box number is not a residence, so I can't use it at the financial institutions. Funny, the Patriot Act would have the founding fathers rolling in their graves. They should have called it the 'Nail the Citizens Act'.

Peter McCormick
MacPac, Nantucket Island 38
Redwood City

Peter — The Patriot Act requires people to have a proper

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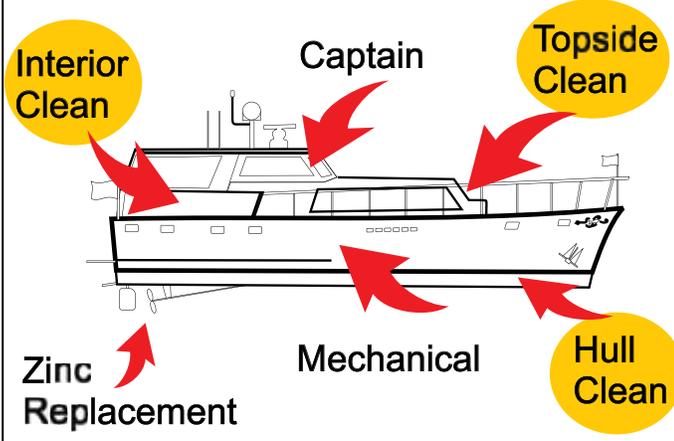
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domicile, meaning a place they live or even just intend to live — as opposed to a residence — in order to have accounts with financial institutions. The idea was that this would help the government prevent money laundering, and has been about as successful as gun-control laws have been in Chicago. We hope you're not one of those who thinks it has something to do with the government's keeping tabs on you, because our government would never do anything like that.

In addition to having accounts at financial institutions, a proper domicile is also required if you want to get a passport, register to vote, register a car, and things like that. The biggest reason, of course, is so you won't miss out when they want to send you a letter calling you to jury duty.

You're correct; there are a lot of people in positions similar to yours, and not just the homeless. It also includes cruisers, members of the merchant marine, full-time RV people, nurses who work internationally, and many more.

The most common and perfectly legal solution is, as you mentioned, to use the residential address of a family member, good friend, ex-wife, someone like that. Preferably find someone who won't just throw your mail in the trash.

Another popular solution is using a mail-forwarding service. It's true that the Patriot Act does not consider a PO box or the like to be the address of a proper domicile, but some mail forwarding services have long been able to provide street addresses that have been accepted by the government.

The most popular states for getting a mail forwarding address are Florida, South Dakota and Texas. It's just a coincidence that those are three states without any state income tax. Such mail services usually start at about \$10 a month, and they can handle almost all of your affairs.

Perhaps the most popular mailing service with cruisers is the highly regarded St. Brendan's Isle in Green Cove Springs, Florida. They can open bank accounts for you, get credit cards, register you to vote, and much more. If you want them to, they will scan the front of any mail you get, and ask you what you want done with it. Upon request, they'll open the mail, scan it, and send it to you.

By spending a little time on the Internet, you can determine if St. Brendan's Isle is the best service for you, but it has proven to be for many cruisers.

We were born in Berkeley and haven't lived in any other state, but don't understand your sentimentality for a spendthrift state that is horribly in debt despite nicking most people for 11% or more in income tax.

↑↓ THE CLIPPER ROUTE

I'm planning on sailing my boat back to the US from Mexico next spring via the offshore 'Clipper Route'. I would love to hear from anyone who has used that route.

I'm wondering just how far west they had to sail before they started getting lifted to the north. Did the Pacific High play a big part in their course strategy? And any other tips or advice they might have.

Steve Hersey
SeaScape, Union 32
San Carlos, Mexico
sailingseascape@hotmail.com

Steve — Hopefully you'll get some response to your letter. But we're going to caution you that you shouldn't assume that you'll be able to sail west when leaving Cabo. More than a few people tell us they've had to sail southwest — yes, almost 180° away from their ultimate destination — before they got the gradual lift. It's especially hard for boats that don't point

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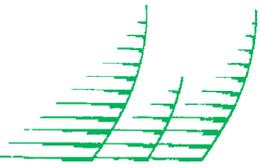
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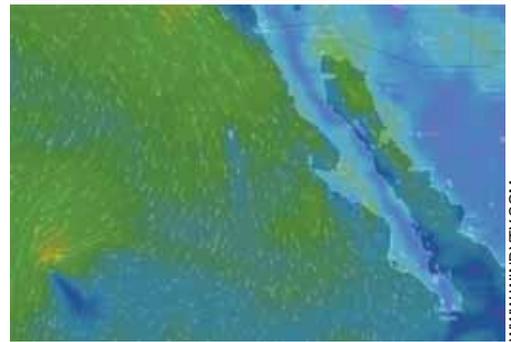
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There is, however, a great new tool that can really help you out in your decision-making. It's Windyty, the Internet site that gives you a great animated — rather than static — view of the wind anywhere in the world. We'd watch that carefully for several weeks before you take off, and use it to plan your strategy.



A snapshot from Windyty of the current winds off Baja California on the morning of August 24.

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↑↓ SIX ON A BOAT IN MEXICO, SIX ON A CANAL BOAT IN EUROPE

As I remember, last year the Wanderer had a suggestion for what cruisers doing 'six and six' should do in the six months it's too warm to cruise in Mexico. The suggestion was buying a small canal boat in Europe. If I'm not mistaken, he claimed that it was less expensive than buying a motorhome and RV-ing around the West, and less of a burden than trying to spend six months couch surfing with family and friends.

If I'm not mistaken, this would be the Wanderer and Doña de Mallorca's second summer of doing this. I'd like to know how it's turned out, and if it's still as inexpensive as he claimed it was last summer.

Fred and Judy Holleren
Sacramento

Fred and Judy — Based on our experience with our canal boat in Europe for three months last summer and three months this summer, we think it's a no-brainer to buy and keep a canal boat in Europe for the six months you're not cruising in the tropics, as opposed to buying an RV and taking it around the West or staying with F&Fs.

If you have miles and book early, you can get to Europe and back for just taxes and fees. If you don't have miles but book early, you can get economy fares on the likes of Wow or Norwegian Air. The latter flies new 787s from Oakland and L.A. to cities in Europe.

Thanks to the continuing favorable exchange rate, the cost of living remains pleasantly low in Europe, except for hotels and fuel. Once you get your boat, you won't need to pay for the former, and because the speed limits are so low on the rivers and canals, you don't burn as much fuel as you might think.

No matter if you dine out in France, Belgium or the Netherlands, restaurant meals are quite reasonable. Even in Paris or Amsterdam, figure on paying less than \$20 for three courses. And the Dutch in particular don't skimp on portions or sides, which is why they are the biggest people in the world. The meals are even less expensive than you initially think because the tax is included and you hardly tip anything. So a \$20 dinner in Paris is about 30% less than a \$20 dinner in the States. Decent wine in typical French restaurants usually doesn't run much over \$5, particularly in the countryside. You can buy a whole bottle of decent wine in a store for \$5.

We highly recommend that you look for a boat in the Netherlands, probably the province of Friesland, for several reasons. First, the quality of Dutch boats is superior to the French boats, and the Dutch do a much better job of maintaining their boats



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than do the French. It also helps that most Dutch speak English, and in the Netherlands, your bill of sale is your registration. It's more complicated when buying and registering a boat in France.

If you're on a budget, you can find a decent 30-ft Dutch steel boat — not a romantic-but-expensive-to-maintain old barge — for \$20,000 to \$30,000. If you want something more spacious and luxurious, plan on paying \$50,000 to \$60,000 for a nice one in the 36-ft range. You don't need anything bigger. In fact, a couple doesn't need anything bigger than a 30-ft boat.



LATITUDE / RICHARD

'Marjani', the kind of canal boat you can buy for \$25,000

Berthing and mooring are cheap. In fact, they're free in many places in the Netherlands and France. And in France, sometimes the water and electricity are free, too. You can berth a 30-ft boat across from Central Station in Amsterdam for \$10/night, about \$190 less than the average hotel room. By far the most expensive place we stayed was Paris, where we paid \$45/night for our 42-footer, a boat that is much larger than anyone needs. But we were in Paris, for God's sake.

You can tie up almost anywhere along the shore in France as long as your boat won't be a hazard to navigation. The Netherlands also has plenty of places to tie up for free.

As you'll read in Changes next month, we asked the Aussie owner of a 28-ft cat in the Arsenal Marina in Paris if his family of three could cruise the French canals on \$1,000 a month. "Easy," was his reply. This assumes that you're cooking most of your big meals on the boat.

Doña was getting a coffee and a croissant in Paris in the morning for as little as \$2. You can get delicious sandwiches for less than \$5 for lunch.

What you must have on your boat are bicycles. The Wanderer rode about 200 miles in Paris alone this summer, enjoying some of the greatest times of his life. Most of the riding along the rivers and canals is flat because river and canal water can't go uphill.

It costs the Wanderer \$2,500 to keep the 42-ft Aqua Rosa in a slip with electricity for the nine-month off-season. Places farther from Paris are less expensive, as are off-season slips for small boats. We hire a guy to winterize the boat and do any engine work. It's not overly expensive.

Since only slime grows on the bottom, most people only haul their boats every four or five years. That's not expensive either. Since it's not a saltwater environment, canal boats require much less maintenance than boats on the ocean.

What are the downsides? Traveling by canal boat is slow. Very, very slow. In many places the speed limit is 5 mph. And there are some canals with more than 150 locks. You are not going to find any thrills on a canal boat, at least until you tie up at one of the larger cities. But the countryside is often spectacularly beautiful, the history is epic, and the culture is as rich as can be.

Because canal boating is so slow and bereft of excitement, three months a year is enough for many people. Thus it's possible to go partners on a canal boat, cutting the purchase price in half.

The Wanderer sold the 31-ft Marjani to former Latitude ad salesman Mitch Perkins, his brother, and his brother's wife. He ended up with two people furious with him. First, Doña de Mallorca, who vehemently wanted to keep the boat, since it gave her a home in the Netherlands in perpetuity for just

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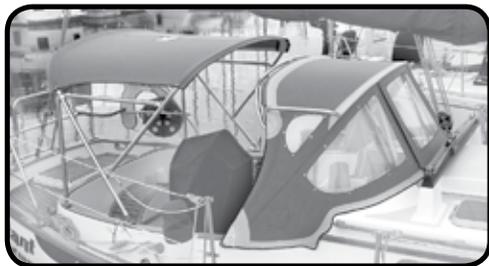
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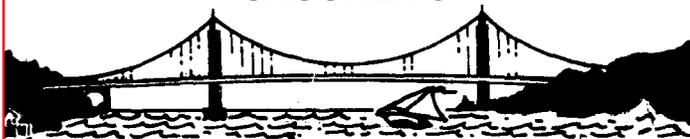
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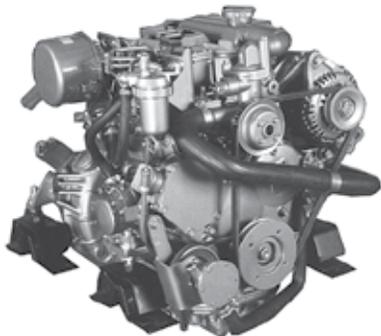
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LETTERS

\$100 a month. (Fortunately, we were told we can use Marjani anytime the owners aren't.)

Perkins was also mad. "You've ruined me!" he said. "I'd always thought California had everything I ever needed. I was blown away by Europe from the very first night in Zwolle, and now have to structure my life around spending time in Europe every summer."

↑↓ THEY WERE HAVING TOO MUCH FUN TO REALIZE HOW UNFORTUNATE THEY WERE

After a great day cruising in Croatia on our quite luxurious Catana 52 catamaran *Escapade*, my wife Debbie and I enjoyed a delicious dinner and watched a good movie, and then I took a long hot-water shower before climbing into my spacious bunk. We're anchored right next to a 25-ft boat that is currently home to five adults, three kids, and a huge dog. One of the kids sailed a couple of miles out here from Stari Grad on his Laser and is now spending his second night on the 25-footer. Earlier I saw somebody waking up after spending the night sleeping on the foredeck wrapped in a sail for warmth.

I would feel guilty about having it so much nicer than they are having it, but I'm old and I ache all over. Plus, they are so busy having fun sailing, swimming, and playing around that they don't have time to realize how unfortunate they are.

Greg Dorland
Escapade, Catana 52
Squaw Valley

Readers — Given the choice, which would you take, luxury or youth? We'd take youth, because you can have mega fun on a mini boat.

↑↓ UNWANTED BOAT VISITORS

I saw *Latitude's* aerial photo and article on Sausalito Yacht Harbor and Pelican Harbour in the August 15 *Lectronic*. As a tenant of Sausalito Yacht Harbor, I wish we had security gates. I've found that many tourists, especially Asians, don't hesitate to step aboard boats so they can take some photos of themselves on them.

Marc Johnstone
Ragnar, Catalina 36
Sausalito

Marc — Tourists love to stroll along the Sausalito Yacht Harbor walkways and look at the boats, don't they?

While we understand the downside for boatowners of not having a security fence, it's nice there is still an old-school marina that doesn't seem like a prison. In fact, off the top of our heads we can't think of another marina that doesn't have security gates.



LATITUDE / RICHARD

Sausalito Yacht Harbor and Pelican Harbour as seen from above.

↑↓ GLEN COVE IS PERFECT FOR US

When *Latitude* wrote about 'location, location, location' for marinas, we can report that we've found a marina with a perfect location for us. We're talking about Glen Cove Marina in southeast Vallejo, which is our home away from home.

The marina is protected from the prevailing SSW winds by a conveniently located bluff, yet it's only 50 yards from

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LETTERS

the Carquinez Strait, which many sailors consider to be the second windiest sailing venue in the Bay and Delta.

Glen Cove is a safe and friendly marina. In the three years we've berthed our boat here, we've become comfortable with not worrying about leaving a tool or even an electronic device in open view in the cockpit or on deck for days at a time.

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Bill and Kathy Crowley Erewhon, Newport 30-2 Napa

↑↓ SURF'S UP FOR SAILORS IN OCEANSIDE

If a boatowner also likes to surf — like I do — there aren't many better locations for a marina than Oceanside Yacht Harbor. One of the best beach breaks in Cali is just across the channel.

David Hudson Mare Alta, Downeast 38 Oceanside

David — Other marinas in the Sailor/Surfer Hall of Fame would include La Cruz, Santa Barbara, Ventura, Oxnard and the Ala Wai. We'd give honorable mention to Newport Beach, and Barra Navidad. Are we leaving anybody out?

↑↓ AN AERIAL PHOTO OF BROOKINGS

Since you ran the aerial photo of two of the Sausalito marinas, I'm sending you one of the public marina at the Port of Brookings in Oregon. It comes from their website, but I know the pilot who flew the plane for the shot.

The public marina has new management, so I'm probably no longer persona non grata. Heck, maybe I'm even persona molto benvenuto. The old management left on short notice under a big cloud, as public port managers so often do.

Who knows, maybe I'll put old Breta back in the water. Maybe.

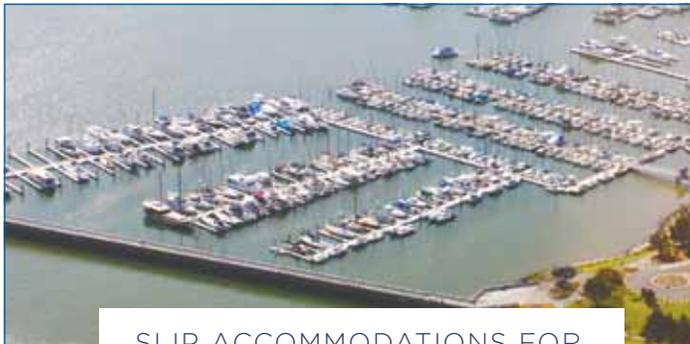
Roy Wessbecher Breta, Columbia 34 MkII Santa Clara

Readers — It's been years now, but Roy completed one of the all-time budget circumnavigations with a humble and basic Columbia 34 MkII. She's currently on a trailer in his driveway where he books her through Airbnb.

You might remember he also bought a Lafitte 44, which was swept out of the harbor at Brookings after heavy rain and destroyed on a nearby rocky beach. He had no insurance, and the Coast Guard and the marina have denied responsibility.

↑↓ NEW HOPE FOR PUERTO ESCONDIDO

In case anyone hasn't heard, the Fonatur Marina in Puerto



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LETTERS

Escondido was sold effective July 1 and is now known as Marina Puerto Escondido. There are two new owners. The managing partner is the local business person who built the small marina adjacent to the Fonatur Marina in the canal three years ago. The other partner is the Hammon Group out of El Cajon, California.

As part of the unusual sale agreement with Fonatur, the new owners must construct a marina in the Ellipse and a 62-unit hotel adjacent to the Ellipse in the next three years — or the property reverts back to Fonatur with no compensation. Needless to say, the new owners are motivated to complete these improvements as fast as possible.

So far the new staff have proven to be very friendly and helpful.

One big change is that all mooring-buoy, marina, and dry-storage rates are now being quoted in US dollars. The new rates, plus the increasing value of the dollar versus the peso, have effectively raised the rates by about 50% compared to the previous Fonatur rates in pesos. That means for our 46-footer, the total daily rate on a mooring buoy is now \$13.34/day or \$346.84 a month. We think those rates are still reasonable, and, if they aren't raised again, shouldn't scare people away.

However, the new owners have adopted one new policy that would not come under the heading of 'cruiser-friendly'. Unlike other marinas in Mexico that have an adjacent or nearby anchorage, Marina Puerto Escondido does not have and doesn't want to have a program for anchor-outs who want a place to tie up their dinghies so they can patronize the stores, restaurants and so forth.

I have had several talks with Javier Fuerte, the new marina manager, trying to impress upon him that it is a common practice for anchor-out dinghies to be accommodated at places such as Marina de La Paz, San Carlos Marina, Marina Riviera Nayarit in La Cruz, and others. They allow dinghies from outside the marina to land for a daily fee of between \$1 and \$4 a day. I have also tried to impress upon Javier that these people may not be your customers today, but they may be tomorrow. Neither of these two points made much of an impression on Javier, although he did say he would "put it on the table" for the partners in the future.

In case anybody else would like to weigh in on this issue, Javier's email is fave_xyvrai@hotmail.com.

I do hope Marina Puerto Escondido's big plans come to fruition, so that Puerto Escondido can finally achieve the potential we have all known for so many years to be here.

We are spending yet another summer in the Sea of Cortez, although we'll be doing a housesitting gig in the Sacramento area in September before returning to the boat and heading for the mainland for the winter.

Jake and Sharon Howard
Jake, Hunter 45
Seattle, WA/Sea of Cortez

Jake and Sharon — 'Unrealized Potential' could be the nickname of Puerto Escondido. The first time we were ever on a boat in Mexico was at Puerto Escondido back in 1978. We were there — along with Pat Rains of Point Loma Publishing — when



Puerto Escondido is beautiful in a desert sort of way.

LATITUDE / RICHARD

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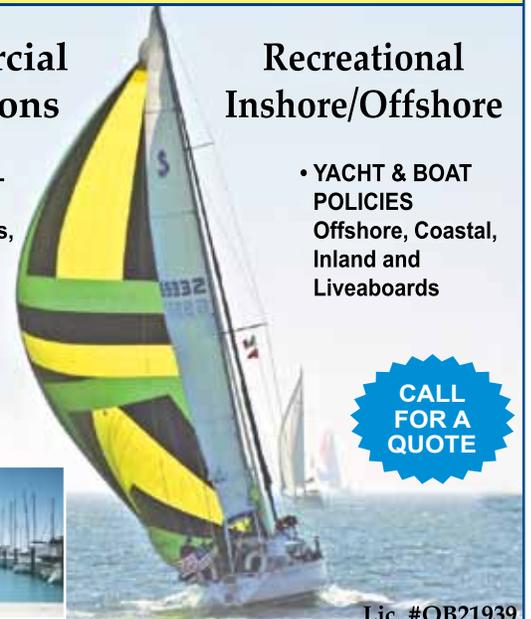
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LETTERS

Fonatur officials unveiled the first of their many grand designs for that well-protected harbor. Who knows how many millions of dollars have been pissed away there, and how many projects have failed.

In addition to providing one of the most protected anchorages in the Sea of Cortez, Puerto Escondido has the towering and stunningly beautiful peaks of the Sierra de la Gigantica as a backdrop. Watching the light of the morning sun on the striations is something special. In addition, there are fine anchorages as close as four miles on offshore islands. Honeymoon Cove on Isla Danzante is the closest, and there is also all of Isla Carmen, which is almost the size of Catalina, not much farther away. Alaska Air provides service from nearby Loreto, the nearest 'big city', to Los Angeles twice a week.

As far as Latitude is concerned, the 110-mile stretch between La Paz and Loreto is the most rewarding in the Sea of Cortez. Indeed, for those who aren't wiped out immediately following the end of the Baja Ha-Ha, we recommend a quick trip up to the La Paz-Loreto area before the Northerners start. It's often the best time of year, with great weather and warm water.

⇕ **SAILING, NOT MOTORING, ACROSS THE PACIFIC**

In response to the editor's request for folks who have crossed the Pacific while using little or no fuel, I crossed the Pacific Ocean from Puerto Vallarta, Mexico, to Gladstone, Australia, in 1988. I did it with two friends aboard my C&C 34 *Warp 9*.

The first leg of the Pacific crossing was to Hilo, Hawaii. We didn't even start the old Atomic 4 engine once during the 24 days it took us to make the crossing. We had put in two brand-new deep-cycle batteries just before leaving, and also bought one of the very first solar panels. We didn't know if the engine would start after so many miles and days — it did — but we were prepared to sail into Radio Bay if we had to.

After a few months in Hawaii we sailed to Palmyra, which was allowed back then. We didn't start the engine until we got to the entrance to the pass. And so on all the way to Australia. I think we only filled the 20-gallon fuel tank once in the whole crossing, as we only used the engine for anchoring, docking and entering harbors.

Since then, I've continued sailing by teaching my four kids to sail their own boats, doing the Ensenada Race eight times as skipper (winning my class twice), doing the Pacific Cup in 2014 with my son, and doing the SoCal Ta-Ta in 2015 aboard the Ericson 32 *Latitudes*.

Thanks to the Poobah for organizing the SoCal Ta-Ta and publishing a great magazine, which reminds me of all my early sailing travels across the Pacific.

Marc Marois
ex-*Warp 9*, C&C 34
Irvine

⇕ **THE MARY ROSE IS EVEN BETTER THAN VICTORY**

The August 12 *Lectronic Latitude* piece about the sinking of the *Conestoga* brought to mind a new museum exhibit in Portsmouth, England, that we recently had the good fortune to see while our Switch 51 waits out the Caribbean hurricane season on the hard in Grenada.

The *Mary Rose* was the flagship of King Henry VIII, yes, the famous fat one who beheaded two of his wives, and sank in the Solent as he watched from land during a battle with France in 1545. Speculation is that newly added gunports down low in the hull caused flooding when the ship heeled to a sudden breeze.

The ship's remains were painstakingly raised over a num-

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"...in Nova Scotia he gave himself up to a disapproving contemplation of the unruly behavior of the sea." – Robertson Davies



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LETTERS

ber of years, making the *Mary Rose* one of the oldest, if not the oldest, raised wreck. About one third of the hull was covered by sediment and quite well preserved. She is beautifully displayed in a way that allows viewing of the entire ship.

But the truly amazing aspect of the exhibit is the breadth of items recovered near the wreck, even including the bones



WWW.MARYROSE.ORG

An artist's depiction of the sinking of the 'Mary Rose'.

of the ship's dog, who apparently lived with the carpenter. The items recovered, from sailing hardware and weapons to shoes and bathing articles of crewmembers, paint an exceptional picture of life aboard a Middle Ages warship. Anyone interested in sailing history

should see www.maryrose.org and go visit in person if given the chance.

To our thinking, the *Mary Rose* exhibit overshadows even the *Victory*, Lord Nelson's flagship in the famous battle of Trafalgar. She was launched in 1765 and remains intact, in truly amazing condition, as a commissioned British Navy warship. She sits out in the elements next to the *Mary Rose's* museum.

Peter Malloy
Neko, Switch 51
San Francisco

↑↓ THAT PIECE WAS GARBAGE, JUST GARBAGE

It's been a long time since I've written in response to a *Lectronic* article. Simply put, why did you have to write such a trashy, gossipy, scathing, invective-laced article that is partially conjecture about people's leisure time? I'm referring to the 'She's a Guest On His Megayacht?' *Lectronic* item that appeared on August 17 and was about Ivanka Trump and others who were guests on David Geffen's megayacht *Rising Sun* in Croatia.

There were too many lines in poor taste for me to even list them all! I fancy myself a conservative in terms of political leanings — although I'm not a supporter of the present presidential ticket — and even I can't get comfortable or take pleasure in reading such a tabloid-worthy commentary on some of the most liberal hypocritical Democratic financiers out there. That piece was garbage, just garbage.

Keep it classy *Latitude*; otherwise, you just sound like a poor sport with a bad attitude. My two cents.

Ashley Knox
Ohana Kai, Catalina 30
Corona del Mar

Ashley — We appreciate your opinion, but think you missed the point — which is that money, not necessarily a political point of view, is the common denominator of the very powerful, and what a very small and interwoven group that is.

We received two letters on that piece. As you'll see from the next one, the other respondent had a completely different reaction from yours. But before we run that letter, we're going to rerun the *Lectronic* item here so everybody knows what we're talking about:

'Yachting with the Enemy' is the headline that the Daily Mail gave to their recent article about global movers and shakers

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LETTERS

enjoying some R&R on yachts in Croatia. The DM reported that Ivanka Trump, new mother and the daughter of you-know-which presidential candidate, and her husband Jared Kushner, son of a New York real estate honcho who is in big trouble with the Feds, were vacationing aboard the 450-ft yacht *Rising Sun*.

The huge yacht was built for Larry Ellison, who later sold it to David Geffen. It may also be remembered that Geffen is the poor boy from Brooklyn who lied about graduating from UCLA in order to land a job in the mail room at a prestigious talent agency in Hollywood. Based on his incredible business savvy, the diminutive and proudly gay man, now in his 70s, became a multi-billionaire.

Geffen is used to having celebrities on his yachts. Earlier this year in St. Barth, he played host at one time to Oprah Winfrey and her life pal Gayle King, Bruce Springsteen and his wife Patty, Tom Hanks' wife Rita Wilson, Disney CEO Bob Iger, former



DAILY MAIL

Beatle Paul McCartney, Dasha Zhukova, and others.

Geffen was one of the earliest supporters of Barack Obama back in 2007, and said horrible things about Hillary Clinton. He famously told a reporter that he didn't like either of the Clintons, not because they lied, but because "they lied with such ease."

Now that Obama is being termed out, Geffen has done a 180 regarding Hillary, and can't say enough good things about her. He is surely not a supporter of guest Ivanka's father's run for the presidency.

Now for the juicy part. Also aboard Geffen's yacht was Wendy Deng. If you don't know who Wendy Deng is, you ought to read up on what might be history's most accomplished social, business and political climber.

Wendy was born into a poor family in China, broke up a Southern California couple by marrying the husband after they brought her to California to go to school, graduated from Yale Business School, married Rupert Murdoch, and fell in love with then British Prime Minister Tony Blair destroying her marriage with Murdoch and destroying Murdoch's long friendship with Blair. Wendy has reportedly also had affairs with several of the most exalted men in tech in Silicon Valley, leading at least one cuckold wife to go on a megayacht-buying spree.

As if that weren't enough, Deng has been widely rumored to be the love interest of Russian autocrat Vladimir Putin. Indeed, when we were in St. Barth this spring, it was widely believed that Putin and Deng were having a secret rendezvous on a yacht.

That yacht was Russian oligarch Roman Abramovich's 530-ft *Eclipse*, which was anchored a couple of hundred yards from us on 'ti *Profligate*. Several times we saw Deng who, being six feet tall, is hard to miss, getting into and out of *Eclipse* tenders.

It will come as no surprise that Abramovich — whose longtime girlfriend is Dasha Zhukova, a graduate of UC Santa Barbara — and Russian strongman Putin are very good friends. So good that Abramovich gave Putin a megayacht.

Eclipse was anchored off St. Barth for several weeks. We don't know how long Deng was aboard, but it was known that

LETTERS

neither Abramovich nor his girlfriend Dasha was aboard the monster yacht at the time. The yacht was clearly at Wendy's disposal, leaving a lot of women wondering what she's got that they don't.

Ivanka, daughter of a US presidential candidate in a country supposedly in a near-Cold War situation with her shipmate Deng's supposed boyfriend, has made no attempt to hide the fact that she and Deng are good friends. She posted their photos on Instagram.

It seems to us that people may disagree on politics, and even which side to be on in a Cold War, but everybody agrees that it's fun to have tons of money and be on megayachts in Croatia.

If the Daily Mail is to be believed, Ivanka and her husband hit the same spots — Dubrovnik, Hvar and Split — that we did earlier this year aboard Greg Dorland and Debbie Macrorie's Squaw Valley-based *Catana 52 Escapade*, which proves you don't have to be rich or have friends with a megayacht to enjoy the same waters as the rich and famous.

⇕ LATITUDE'S OBJECTIVE REPORTING

I really enjoyed the objective reporting in your 'Yachting with the Enemy' piece about Ivanka Trump and others on David Geffen's yacht in Croatia. You avoided lots of complicated partisan political issues by simply relating the interesting facts and backgrounds.

Most of all, I completely agreed and identified with your point that locales can be equally — perhaps more intimately — enjoyed aboard our own more modest vessels. My 1989 Catalina 42 *Splash* and the places we have been together are a dream to me, despite falling many millions and more than 400 feet short by other measures.

John Griffith
Splash, Catalina 42
Long Beach

⇕ SHE'S ANCHORED OFF CAPRI, NOT CABO

I hate to tell you this but the photo of *Rising Sun* was not taken at Cabo San Lucas, but at the Island of Capri in front of the three rocks called Faraglioni.

Mike Fink
Los Angeles

Mike —
You're right, but Faraglioni sure does look a lot like being off the Friars, what with the tall rocks soaring out of the water as well as an arch.



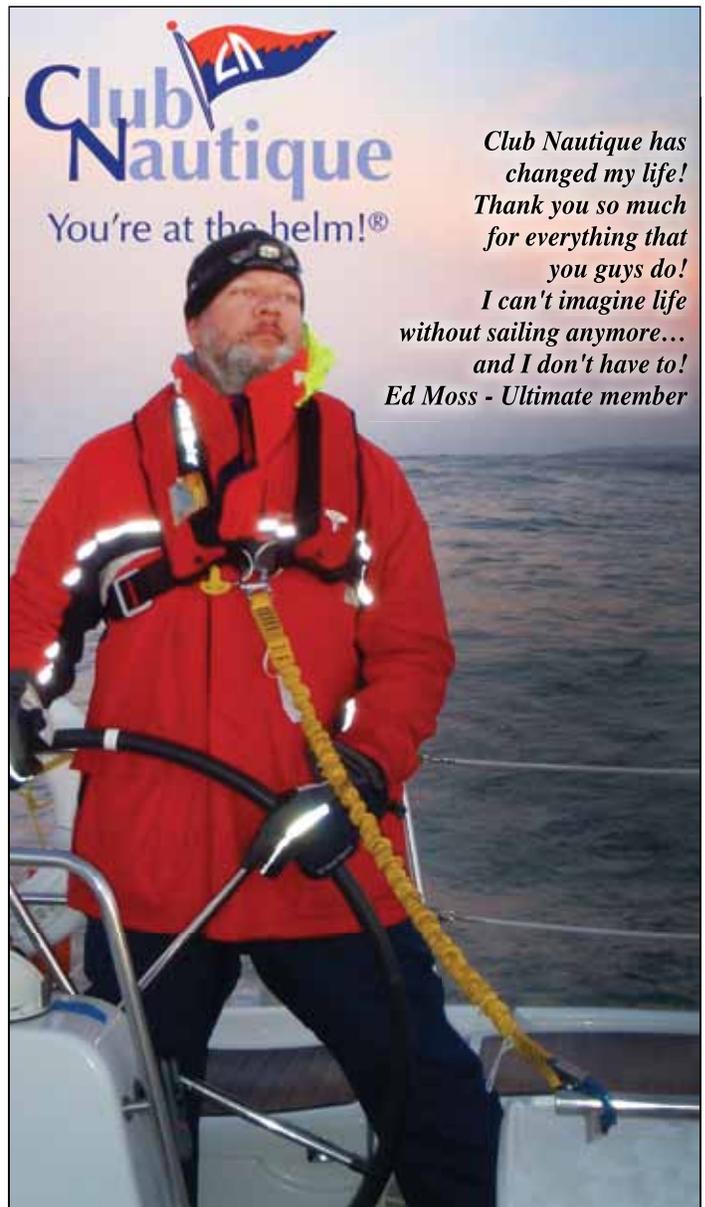
CAPRI TOURISM

Faraglioni di Capri, Italy, not Cabo San Lucas. In Italian, 'faraglioni' are stacks, a coastal and oceanic rock formation eroded by waves.

⇕ WHERE IS HOMELAND SECURITY WHEN YOU NEED IT?

I read the August 22 *Lectronic* about *Profligate's* arriving at the Police Dock in San Diego from Mexico and not having any luck with Customs and Border Patrol (CBP), which is part of the Department of Homeland Security. It's not that they didn't have any luck in getting any CBP people to come to the Police Dock quickly, but they couldn't get anybody at CBP to even answer the dedicated phone line. Or in any other way let them know how to proceed.

I'm not sure why the government even requires US boats



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Ed Moss - Ultimate member

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LETTERS

to check back into the country, as anybody who wants to come into the US does so anyway. And once they get into the States, the government not only ignores the fact that they are illegal, but throws money, food, housing and everything else at them. As for checking for prohibited agricultural products, CBP officers, as *Latitude* has repeatedly pointed out, have been consistently inconsistent in what they allow and don't allow into the US. It makes you think it's all a bunch of baloney.

Have I ever decided to just blow off checking in at San Diego and continue farther north? Yeah, I have. I'm not particularly proud of it, but I figure since more than 10 million illegal aliens have come to the US without bothering to check in with CBP, why should I, a US citizen, bother to do it?

No, I'm not telling you my name, my boat name, my boat type or my hailing port.

Anonymous
Southern California

Readers — It may be that Homeland Security has changed the rules without telling anyone. We base this on the fact that Myron Eisenzimmer of the San Anselmo-based Swan 44 Mykonos, which has done the Baja Ha-Ha many times, tells us that CBP allowed him to check in by cell phone following a Bash in May this year.

About a year before that, Homeland Security told the Monterey owner of a boat arriving in California from the Far East via Hawaii that they would meet him when he got to California and so there was no need for him to contact them. But he's never heard from them.

↑↓ WHAT THE HELL IS A SVRS NUMBER?

I would probably do what the Wanderer did, but like Doña de Mallorca, would have kept looking over my shoulder. I lean strongly to 'responsible' behavior, as it was beaten into me by Catholic sisters in grade school.

In the meantime, I have applied for and received our SVRS number, which requires only a phone call once back in the US. No face-to-face inspection is required. But since I haven't tried it yet, I don't know if anyone would have answered the phone.

Bill Houlihan
Sun Baby Too, Lagoon 410
San Diego

Bill — An SVRS number. What the hell is that?

We'd never heard of an SVRS or Small Vessel Reporting System until your letter. So we looked it up on the US Customs and Border Protection website. Lo and behold "low-risk" mariners can enroll in the SVRS program, and, if approved, can check back into the US with a phone call rather than having to get a face-to-face inspection. Why this program hasn't been publicized is beyond us.

Of course, if we'd had a SVRS number when we pulled into San Diego with Profligate, it wouldn't have done us any good, because when we called the CBP number, nobody answered.

We spoke with a CBP supervisor about what people should do when they arrive at the Police Dock and nobody answers the CBP phone. She didn't really respond other than to say they'd been having 'problems'. When we suggested they should put a sign on the dock to inform arriving mariners of what they should do, she — and we're not making this up — hung up on us.

Donald Trump wants to make America great again. We'd settle for a president's getting the government to operate at even mediocre minus.

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LETTERS

We'll have a lot more letters on checking back in to the US — and not checking back in to the US — in the October issue.

↑↓ WE LET OUR TEMPORARY IMPORT PERMIT RUN OUT

We entered Mexico in November 2006 with our Islander 41 *Lovely Reta* and got a 10-Year Temporary Import Permit (TIP). Being cruisers, we assumed that 10 years would be 10 full years. But now when we look at the TIP, it says it needed to be renewed in April 2016. We're late.

What can we do? We don't plan to go to the boat in Mexico this year because our house burned down and we have to rebuild it.

John and Debby Dye
Lovely Reta, Islander 41
Channel Islands

John and Debbie — We suggest that you consult with Yolanda Espinoza at www.econavierra.com.mx in La Paz. We base this recommendation on the fact that she was able to get a TIP canceled for a Seattle couple after they had left Mexico, something that is not always easy to do. Some people know the ins and outs of Mexican paperwork better than others, and Yolanda seems to be one of them.

We're going to take this opportunity to remind boatowners that if you leave Mexico with your boat and aren't going to go back, you need to cancel your TIP. For if you don't, and you sell your boat, the new owner won't be able to take the boat to Mexico and get a TIP. Similarly, if you're going to be buying a boat and taking her to Mexico, make absolutely certain that she doesn't have a current TIP. TIPs go with the owner of the boat, not the boat, and cannot be transferred. If a boat has a current TIP, the (new) owner cannot get a new one.

↑↓ WHALES TOO ACCUSTOMED TO BOATS

I don't know if you intend to write anything about Pacific Cup boats' return trips, but we had one experience beyond the normal rainbows, porpoise visits, and Farallones whale-watching that might interest *Latitude 38* readers.

On August 14, just southwest of Noonday Rock (north of the North Farallones), we found ourselves in the middle of the biggest group of humpbacks I've ever seen (at least 15). We were heading for the Gate, on port tack, doing about 8 knots on a beam reach. Suddenly, an adult humpback lazily surfaced for a blow not more than 20 feet to port on a starboard-tack collision course. I put the helm hard over to turn down and away, almost crash jibing in the process. The whale decided to dive at that point — the only reason we didn't collide. Harold Marsh was on deck with me and was equally terrified.

Based on our experience, it seems the Farallon humpbacks have gotten too accustomed to boats and whale watchers. It's hazardous out there, for us and for them.

Buzz Blackett
California Condor, Antrim Class 40
Point Richmond

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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west coast sailor takes a bronze

Sadly, Olympic sailing never gets much attention from mainstream media, but we're thrilled to salute San Diego's Caleb Paine here for winning the bronze medal in the Finn class at Rio last month.

The final race for each class at the Olympics, aka the medal race, counts for double points in the final scoring. Paine went into that race with 74 points after 10 races with one throw-out. Brit Scott Giles had already clinched the gold, but the other nine competitors all had a chance at silver or bronze.

Before the race, Ivan Gaspic of Croatia held third place, but Paine sailed better in the moderate 10- to 12-knot breeze, and even beat points-leader Giles by 23 seconds to earn a bronze medal for the USA. Vasilij Zbogor of Slovenia secured the silver.

"It's been a tough battle for me," said Paine, "and I feel fortunate to come up with a medal in the end." On the first leg of the course, he saw quite a bit of breeze coming down the right side. "I hitched out there, and then was continuously playing the right. I just saw the wind and sailed towards it." Paine was never threatened after rounding ahead at the first mark.

At age 25, Paine was a first-timer at the Olympics. The 6-ft 3-in-tall, 220-lb Finn sailor grew up in Southern California and inherited his father's passion for sailing at an early age. Indeed, his father Doug, who completed the 2014 Singlehanded TransPac on a Capri 25, first took Caleb sailing when the infant was just two weeks old. As kids in San Diego, Caleb and his younger brother Olin sailed anything they could get their hands on. Their adventurous grandfather, Stuart D. Paine, had served as a dogsled driver and navigator for Admiral Richard Byrd's 1933 expedition to Antarctica — at age 22.

In Rio last month, the American women's and men's 470 sailors also put in strong showings. Going into their medal race on August 18, the American men's 470 pair, Stu McNay and Dave Hughes, were no longer mathematically within reach of the podium, but they finished a strong second to defend their fourth-place position. Team USA's women's 470 pair were in podium position as late as halfway through their closely-contested medal race, but in a heartbreaking ending finished 10th in the race and seventh overall.

The American women, Annie Haeger of Wisconsin and Briana Provancha of San Diego, who had been coached by Dave Ullman, led around the first two marks.

"The wind was up and down coming off Sugarloaf, and the fleet split on the second upwind leg," said Provancha, a youth-sailing world champion. "We had to pick a side, and we went left. Unfortunately when the fleet converged again it was all one tight-knit group. On the last run, we sailed out of the pressure, fouled a boat, and had to spin." Haeger and Provancha executed their penalty turns, dropping to 10th place at the finish.

For another local angle to the Rio medalists we look not to the American team but to the Kiwis. Winning silver in the 49FX was Alexandra Maloney, whose grandfather is Aad Rommelse of Fremont. Maloney and her crew Molly Meech are coached by Alex's dad, Jim Maloney, who used to be a youth member of Richmond YC.

You'll find the complete results of all ten sailing classes at this

continued on outside column of next sightings page

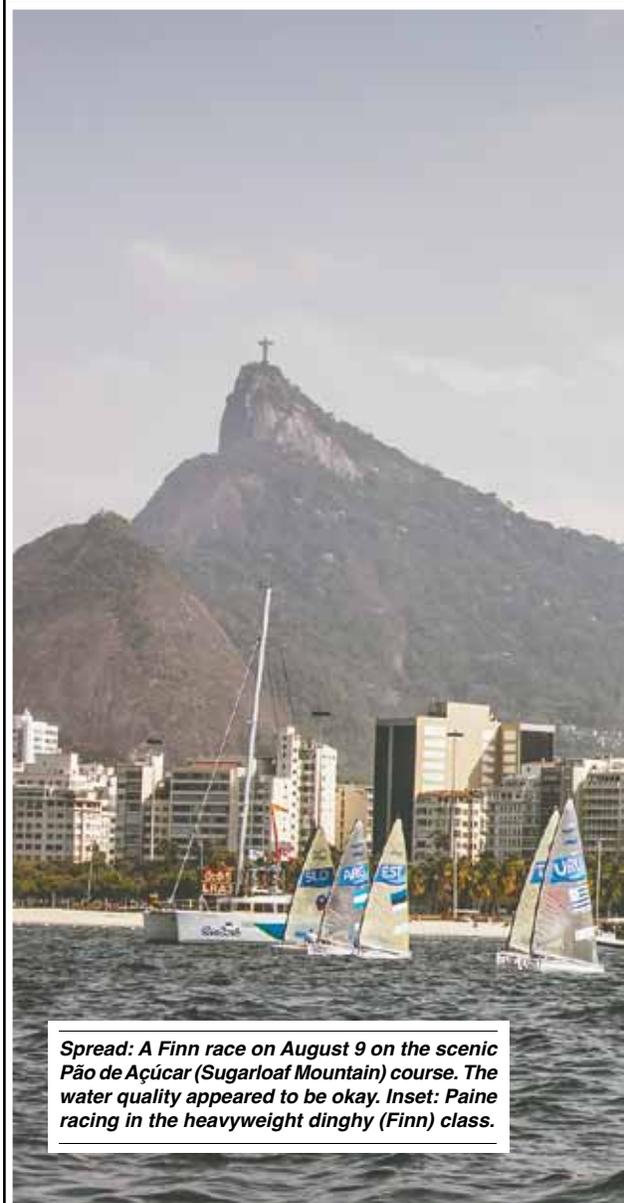
skippers and crews

Encinal Yacht Club in Alameda will host *Latitude 38's* Mexico-Only Crew List Party on Wednesday, September 7. The party will be held upstairs from 6 to 9 p.m. Admission is free for registered 2016 Baja Ha-Ha skippers and first mates, and \$7 for everyone else. (We can only take cash, and exact change will help get everyone in quickly.) That includes a munchies buffet, color-coded name tags and door-prize drawings. Parking is free.

Baja Ha-Ha sponsors will be there to answer questions, and Sal's Inflatable Services will demo a liferaft inflation, always a fun highlight of the crew parties. The no-host bar will open at 6 p.m.



Caleb Paine on the podium in Rio de Janeiro August 16.



Spread: A Finn race on August 9 on the scenic Pão de Açúcar (Sugarloaf Mountain) course. The water quality appeared to be okay. Inset: Paine racing in the heavyweight dinghy (Finn) class.

SAILING ENERGY / WORLD SAILING

BOTH PHOTOS SAILING ENERGY / WORLD SAILING

to mix and mingle

We offer the following tips for those trying to get a ride on a boat: Bring a sailing résumé or handout that includes your photo. Make first contact through the free *Latitude 38* Crew List at www.latitude38.com/crewlist/Crew.html. Take the initiative to introduce yourself at the party — don't be a wallflower.

From 4 to 6 in the afternoon, EYC will host a Mexico Cruising Seminar downstairs. This separate event is free and even includes a free beer for the first 100 attendees. Dick Markie of Paradise Village and Geronimo Cevallos of Marina El Cid will conduct the seminar and welcome questions from the audience.

— chris

olympics — continued

site: www.rio2016.com/en/sailing-schedule-and-results.

Our thoughts now turn toward the Paralympic Games, which Rio will host on September 7-18. In the latest bit of bad news from Brazil, the BBC has reported that the Paralympic Games are underfunded, at least partly due to low ticket sales and partly due to the country's struggling economy. Budgets for the venues, media centers, the workforce and transportation will be cut, but the security in place for the Olympics will remain intact.

"We are working desperately hard to protect athlete services," said Sir Philip Craven, president of the International Paralympic Committee, "especially within the field of play. They have dedicated their lives to reaching these Games, and we will do our utmost to try to maintain the service levels and scope that they expect at a Paralympic Games."

See www.paralympic.org/rio-2016 and check *Lectronic Latitude* at www.latitude38.com on September 2 for our preview.

— chris



SIGHTINGS

clipper memories

"I'm getting adjusted to life at home," said 49-year-old Bay Area sailor Mike Moore in early August. Moore had just completed an 11-month circle of the globe with the Clipper Round the World Race aboard *Mission Performance*. Starting in London on August 30, 2015, a dozen one-design Clipper 70s embarked on an eastabout odyssey that touched Brazil, Africa, Australia, Asia, both coasts of the US (connecting the two via the Panama Canal), and Europe. Amateur crews pay for the privilege. Some crew sign up for one or more legs; others, including Moore, opt for the whole shebang.

A high point for the experienced ocean sailor came just a couple of days out of London. "We had a front coming through, maybe 40 knots of wind. I was at the helm and got the boat surfing, and I hit

continued on outside column of next sightings page

the importance of

"Annette and I barely escaped with our lives," wrote Ed Staples in an email to friends in late May, shortly after surviving a rapidly escalating fire aboard his Island Packet 44 *Sand Piper* in the Sea of Cortez.

We reported the basic facts in *Lectronic Latitude* May 27, but hadn't heard all the vivid details of the life-threatening incident until last month when Staples was interviewed on Get Moving TV.

Staples describes his repeated attempts to extinguish what started out as a very small fire (of unknown origin) in a quarter



knowing your 'abc's

berth, using the extinguishers he had nearby. The couple shut down the diesel engine and shut off the electrical panel, but to no effect. The fire came back several times, growing in intensity each time. Both smoke and airborne fire-smothering chemicals added to the difficulty of extinguishing it, and by the time they had expelled all the suppression chemicals they had available — two extinguishers worked as designed, the third failed — the blaze literally chased them overboard.

continued in middle column of next sightings page



The Clipper 70 'Mission Performance' closes in on a complete circle of the globe while racing from Den Helder, the Netherlands, to London at the end of July.

clipper — continued

30 knots of boatspeed — the first time I'd ever sailed a boat that fast. The boat's really hard to steer as you're getting going and all of a sudden it starts planing. It's like going from a 1950s pickup truck where you've got to use all your muscles to turn the wheel to a Mercedes with power steering you can drive with one hand. In the right conditions you might average 18 knots for an hour."

With 13 ports of call along the route, family members can visit their loved ones. Moore's wife and daughter were very supportive. "I don't think it would have been possible without that. They came to London, Rio, Cape Town, Sydney, Qingdao, Seattle, New York, Derry, Den Helder and the finish."

Moore's favorite port was Cape Town, South Africa. "It reminded me a lot of Northern California with beaches, wine country, and a lot of outdoor activities. My daughter found a wakeboarding park." Ten-year-old Mallory also had fun at a maritime festival in Derry-Londonderry, Northern



Having reached London, circumnavigator Mike Moore was reunited with his wife Janice and daughter Mallory.

Ireland. "She got to try dinghy sailing and go out on the Clipper 70 for a lighted boat parade that was part of the festival."

Some of the legs that were the hardest were also the most interesting. "The North Pacific, as cold and wet and miserable as the conditions were, was probably some of the best sailing of the entire race. You were downwind in 30-40-50 knots of wind. We hit our best streak of the entire race during an eight-day stretch in the North Pacific: 2,000 miles made good to our destination."

Moore had mixed feelings about finishing the leg from Qingdao in Seattle rather than California. "I have a lot of friends in Seattle, so I had a great time there. But that race finished off Tatoosh Island, right at the entrance of the Strait of Juan de Fuca. Then you had a 120-mile, 20-hour motorsail down to Seattle. It's beautiful scenery, but when you've been in the North Pacific for three weeks, you're ready to get off the boat. And a lot of the crew missed sailing under the Golden Gate Bridge. It's quite an iconic thing."

The final 30-hour race, from Den Helder, Netherlands, to London, finished overnight on July 29 at Southend in a large estuary on the River Thames. *Mission Performance* had a couple of hours to kill before the boat parade up the Thames to Tower Bridge. "We motored around, trying to stay out of the way of the last few boats finishing, but we stayed a little too far out of the way and got stuck in the mud. We had to wait for the tide to come up, so we were a bit late and had to motor full throttle to catch up with the rest of the fleet."

Before the race, Moore worked for a startup that's no longer around, so he'll begin a job search. "A lot of people do the race to get away from their jobs. I wasn't trying to get away from anything. I wanted to go sail around the world. I was more than happy with my job before I left. I'm looking forward to sitting in an office, nice and climate-controlled and dry."

Applications are open for the 2017-18 and 2019-20 editions of the Clipper Race. See www.clipperroundtheworld.com, and read more about Mike Moore's adventures at www.mike-ayu.tumblr.com.

— chris

MIKE MOORE

SIGHTINGS

flashgirl lives up to her name

"It's not a good time," said Commodore Tompkins when we talked to him in late August. It had been almost a month since *Flashgirl* — the Wylie 39 that he and wife Nancy have sailed through much of the South Pacific over the last decade — had been sunk by a lightning strike in Kaneohe Bay, Oahu. His world had been largely reduced to days of pumping, drying, rinsing and repumping water from the boat, removing damaged equipment and trying to figure out what to do next.

The strike occurred on the night of July 24 — an element of state-



Having begun his long sailing career at age four, Warwick 'Commodore' Tompkins is one of San Francisco Bay's saltiest sailors.

wide damage created by Tropical Storm Darby. Born in mid-July off Mexico, Darby had grown into a Category 3 hurricane by the time it reached the mid-Pacific. Although downgraded to a tropical storm a few days before it made landfall in Hawaii, it still packed significant punch in the form of record rainfall and intense electrical storms. Flooding, power outages and road closures were combined with hundreds of lightning strikes around

the islands, with 90-some being counted in the area of Kaneohe Bay alone. Some blew holes in sidewalks and brick walls. And one hit *Flashgirl*.

No one was onboard at the time. The morning after, the boat was spotted "3/4 sunk" by friend Dave Nottage. Only a foot of bow was still showing and the transom was above water. With the help of Nottage's son Bobby, they quickly towed and beached the bright-red boat on nearby mudflats and got her pumped out.

Tompkins immediately flew to Hawaii from Alaska, where he and Nancy had been guests aboard another friend's boat on their first-ever cruise up Alaska's Inside Passage.

Some quick background on *Flashgirl*: The 39 is one of Tom Wylie's most versatile and highly personalized (by owners) designs. Equally adept at racing or cruising, the design has found favor with experienced sailors like Jonathan Livingston, whose *Punk Dolphin* makes frequent appearances on the Bay, and Robert Flowerman's *Sirena* (ex-*Absolute 88*), which is currently sailing out of San Juan Island. When Tompkins was looking for his ideal cruising boat in the late '90s, the 39's pleasing lines and excellent performance sealed the deal. Wylie incorporated Commodore's ideas — which included water ballasting — into working drawings. Westerly Marine in Santa Ana built the hull and deck (sans interior, cockpit and transom) and Commodore and Nancy finished it off. *Flashgirl* was christened and launched at KKMI in 2000.

Now a little background on Commodore. Anyone who reads *Latitude 38* regularly will already know that Warwick 'Commodore' Tompkins is a living legend in the sailing world. For the rest of you, he has literally been sailing his whole life — starting out as a baby aboard his father's schooner *Wander Bird*, and rounding Cape Horn for the first time at the tender age of 4. Later, he became sought-after crew on many well-known racing yachts, paving the way for the professional sailors of today. His half-million miles of sailing experience includes pretty much every major ocean race. Now 84, he still sails the oceans of the world aboard *Flashgirl*. We're tempted to invoke that old saying that he has forgotten more about sailing than most

continued on outside column of next sightings page

knowing your 'abc's

Ed, who is a retired physician, is clearly a very intelligent and well-prepared mariner, but in the intensity of the moment it apparently didn't occur to him that regardless of the source of ignition (most likely something electrical beneath the quarter berth), what was actively burning was the mattress, bedding, and other non-chemical, non-electrical material — stuff that's classified as Type A in firefighter lingo.

The three extinguishers Ed had in the galley and engine area were, appropriately, Type BC, which did little to remove the heat of the smoldering bunk materials, hence the repeated ignitions. In hindsight, Ed probably now realizes he would have had better luck throwing buckets of water



— continued

onto the bunk — although we can certainly understand why doing so would be counterintuitive.

For your own onboard safety remember these mnemonics:

- Type A = "Ash," for wood, paper, rubber, plastic or textiles
- Type B = "Boil," for flammable liquids, such as gasoline, oil and grease (or, remember "things that come in barrels")
- Type C = "Current," for electrical fires (or "things that are charged")

An onboard fire is one of the most terrifying things a sailor can face. So, let the *Sand Piper* incident serve as a reminder to reassess your firefighting gear often.

— andy

***flashgirl* — continued**

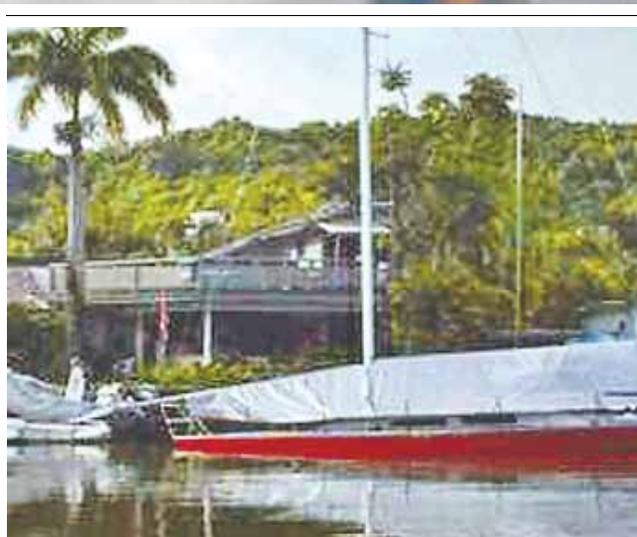
of us will ever know — except that he hasn't actually forgotten much of it at all.

Now back to the sinking. The good news, if you want to call it that, is that the lightning strike itself appears to have caused no significant structural damage to the boat. The masthead wand got vaporized, some lights got blown off the overhead inside the boat, and there were a few small 'smokey' holes in the coachroof (which is a carbon laminate: carbon is an excellent conductor). But at this writing there appears to be no damage to the hull, mast or rigging.

Commodore credits this to a well-designed lightning-dissipation system designed by electrical engineer Malcolm Morgan. Basically, it routes a lightning strike down the mast and via thick cables to a copper ground plate laminated into the bottom, where it exits into the water. "Malcolm's design seems to have worked well," said Commodore.

Even so, a lightning strike is an extremely intense event. What

continued on outside column of next sightings page



Above: 'Flashgirl' flooded and 3/4 sunk after the lightning strike. Spread: Steaming along in the South Pacific with Nancy at the helm.

SIGHTINGS

flashgirl — continued

caused the sinking was the hull's 'flinching' from the blow, which snapped a PVC pipe joint attached to the sink drain. The thru-hull was below the waterline and, well, down she went. The boat was not insured. So the main damage was from the sinking, not the lightning. And it is significant. The engine, ballast pumps and several electrical systems were all underwater. When the batteries discharged, the acidic 'soup' caused accelerated corrosion, particularly to nearby engine components.

Commdore has gotten the engine running again after a thorough flushout, new starter and new alternator. But the overall restoration is daunting. The ballast pumps alone are \$800 apiece, for example. Commodore figures the total cost of getting the boat back to pre-lightning-strike condition will be in the neighborhood of \$30,000.

The still-evolving plan is to get the boat back to San Francisco Bay where it will be easier to work on from the Tompkins' Mill Valley home base. He hopes to sail her here sometime this month.

Contributions to Flashgirl's restoration effort can be made online at <https://www.paypal.me/FlashgirlFund>; or by mailing a check to: Warwick Tompkins or Life on the Water (tax deductible), 35 Miller Ave. #226, Mill Valley, CA 94941. Questions: FlashgirlFund@gmail.com.

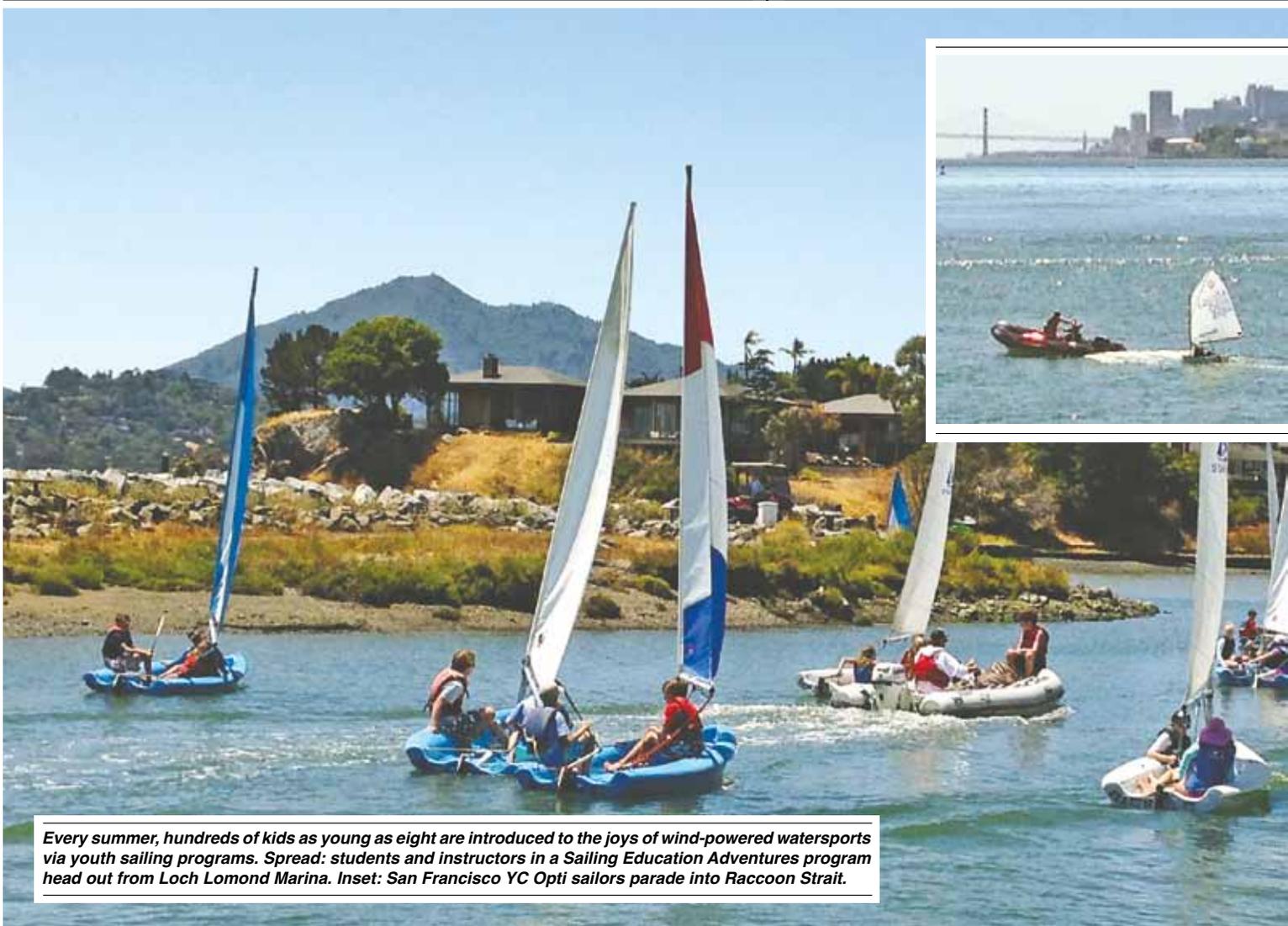
— jr

off the couch and

These days, many kids seem to have chosen to become couch potatoes rather than active outdoor sports enthusiasts. But perhaps that's just because they haven't been introduced to truly engaging sports like sailing.

Check out all the youth sailing opportunities listed in our annual *Northern California Sailing Schedule and YRA Calendar* (downloadable from www.latitude38.com), and we think you'll agree that here in the Bay Area access to sailing for kids as young as eight is relatively easy. Both yacht clubs and community sailing outfits organize affordable programs, many of which offer scholarships.

Just as hundreds of diehard big-boat sailors venture out on the Bay all year round, many youth programs operate year-round also, including those offered by the Treasure Island Sailing Center,



Every summer, hundreds of kids as young as eight are introduced to the joys of wind-powered watersports via youth sailing programs. Spread: students and instructors in a Sailing Education Adventures program head out from Loch Lomond Marina. Inset: San Francisco YC Opti sailors parade into Raccoon Strait.

out on the water

Richmond YC and the Alameda Community Sailing Center.

Getting your kids into sailing can offer unanticipated benefits to parents and kids alike. Not only will your kids be subtly bonding with nature as they harness the wind, but skipping their own tiny craft can bring many character-building rewards: getting physical exercise, problem-solving, decision-making, and taking personal responsibility. Not to mention, hours spent on the water will likely be the highlight of their week — and you'll get credit for suggesting it.

Imagine your own kid in the photos below. In the spread, a new breed of sailors takes to the water via the Sailing Education Adventures organization. The inset shows young Opti sailors heading out into Raccoon Strait from San Francisco YC.

— andy



BOTH PHOTOS LATITUDE / ANDY

tragic death or karmic payback?

As reported last month in *Cruise Notes*, the San Diego-based Hylas 42 *Entertainer* went aground on a remote atoll in the Tuamotus archipelago of French Polynesia in mid-July. Her sole crewman, Louis V. Schooler, 64, was reported to have died aboard. But as details of the incident have emerged, many questions remain unanswered.

After Schooler completed his 3,500-mile singlehanded crossing from San Diego to the Marquesas, he met several cruisers, one of whom described him as "a kind and gentle man." But despite his pleasant demeanor, Schooler had a shockingly devious history. In 2012 he was charged by the US Securities and Exchange Commission with committing securities fraud related to real-estate scams, and early this year he was ordered by a federal court to forfeit almost \$150 million to defrauded investors. He took off aboard *Entertainer* without paying that eye-popping sum.

More than a few details of Schooler's death remain curious, if not downright suspicious: According to sources in the South Pacific HF radio community, on July 5 Taupo Maritime Radio in Wellington, NZ, received an automated distress call from *Entertainer's* DSC-enabled HF radio, giving a lat-long position of 12.35°S, 144.40°W, with the notation "vessel aground." Those two bits of info were contradictory, however, as that lat-long position is roughly two-thirds of the way from Nuku Hiva, in the Marquesas, to the northern Tuamotus.

The distress call was relayed to French Polynesia's search and rescue organization, MRCC Papeete, whose staff dispatched a fixed-wing aircraft (probably a French navy jet) to investigate. The flight crew reported spotting the vessel under sail (we presume at the noted lat-long), but they were not able to make radio contact. They did observe that the vessel changed course and switched off one of her navigation lights. No further SAR action was initiated at that time.

When a friend of Schooler's contacted the Pacific Seafarer's Net four days later (July 10) to request further assistance in locating *Entertainer*, it was learned that Schooler had called his wife Linda via satphone on July 5 — the same day as the DSC distress message — telling her he had hurt his back and was feeling unwell. The aid request by Schooler's friend was relayed to MRCC Papeete, whose assets located *Entertainer* the next day — we're told, via an Iridium satphone signal — aground on Takapoto Atoll. It is our understanding that a police (*gendarmes*) helicopter was sent to the scene, but due to poor weather conditions did not land or winch down rescue personnel. However, the crew did observe a "dead body" in the cockpit, which the Papeete newspaper *La Dépêche* reported to have been "in a state of advanced decomposition."

When the *gendarmes* returned the next day to retrieve the body for an autopsy, however, it was gone and has never been found. This leaves some who are familiar with Schooler's deceitful ways to wonder if he'd engineered an elaborate plot to fake his own death, or if his karma had simply caught up with him.

Another burning question, of course, is where is that \$150 mil?

— andy



DYLAN HUBER / SANGVIND

'Entertainer' was a fine-looking yacht, and Schooler was apparently a competent sailor, as he sailed her 3,500 miles alone.

SIGHTINGS

hartjoy: why go around alone nonstop?

Having recently completed a solo nonstop circumnavigation via the Five Great Capes at age 69, Washington- and New Mexico-based sailor Jeff Hartjoy offers the following advice for those who might want to follow in his wake.

— ed.

You might wonder why anyone would take on such a dangerous feat as sailing around the world nonstop, all alone. I can assure



JEFF HARTJOY / SAILORS RUN

During Jeff Hartjoy's circumnavigation he had to repair his genoa more than 50 times.

you I gave this a great deal of thought before undertaking my adventure, and I've done a lot of reflecting back on the trip since completing it.

My basic conclusion is that it's about taking it to the next level. We are all junkies of one kind or another. With some people it's fast cars. For others it's fast foods, or possibly a new, bigger and better home, or maybe just a better job.

Of course, we should probably make the distinction

between the doers — I believe that would be my category — and those who accumulate things and wealth as they move forward with their lives. In my case, 'time is the currency of life,' and I feel it's best spent sailing and experiencing the different cultures and places in the world with a few adrenaline highs along the way to help keep it all 'interesting'.

What it really takes? A true passion for sailing, as passion not only makes you eager to take it to the next level, but makes the work involved to get ready a 'lark'. After all, you are doing what you truly love to do.

You must believe that you have the prior heavy-weather experience before taking on such an incredible and dangerous experience that will undoubtedly far exceed the difficulty that you might imagine. Never underestimate the price you could come to bear: not just the loss of your vessel, but quite possibly your very own life. Fortunately for me, at age 69 when I headed off on this voyage, I had fewer years of life at risk than a much younger sailor would, and after all, if I was pursuing my 'passion', then why not? Something is going to kill us all anyway.

Part of what it really takes is an incredible amount of endurance, no matter what your age. I have been an avid runner all my life, having run several marathons in less than three hours, and I still run to this day, although at a much slower pace. You also must enjoy your own company, and believe that the skills you bring along with you will be adequate to see you through the many challenges that will undoubtedly come crashing aboard many times along the way.

Making Ready: Having the right boat is truly a big part of whether you will be successful or not! I felt fortunate to be sailing a Bob Perry-designed Baba 40 ketch, as this is a very sea-kindly vessel that is built like a tank and can withstand the punishment of hundreds of huge, powerful, fast-moving waves that collide with such force that it feels like you are in a car wreck each time one hits. This occurs possibly 50 times during a large Southern Ocean storm, not to mention the dozen-plus severe gales you can expect to encounter along that perilous route through the Southern Ocean.

Even when you have the right boat, systems will fail. Gear failures

continued on outside column of next sightings page

rolex big

As this issue was going to press, a record-size fleet of 119 boats had signed up for the 52nd Rolex Big Boat Series, to be hosted on September 15-18 by St. Francis Yacht Club.

This year's fleet eclipses the previous record of 104 entries that was set in 2014 during the 50th-anniversary regatta. The boats signed up range in size from Tom Siebel's MOD70 trimaran *Orion* down to the sporty and trailerable J/70s (which measure 7 meters, or 22.75 feet long).



ALL PHOTOS COURTESY SAILORS RUN

boat series

"Rolex Big Boat Series continues the tradition of serving the best of a sport that is ever-changing, ever-evolving," said Kimball Livingston, commodore of StFYC, who has competed in many Big Boat Series. "Every generation makes its own legends."

Though they're the smallest boats, the J/70s make up the largest fleet, with 34 boats entered as of August 24. The class is using the regatta as a tune-

continued in middle column of next sightings page

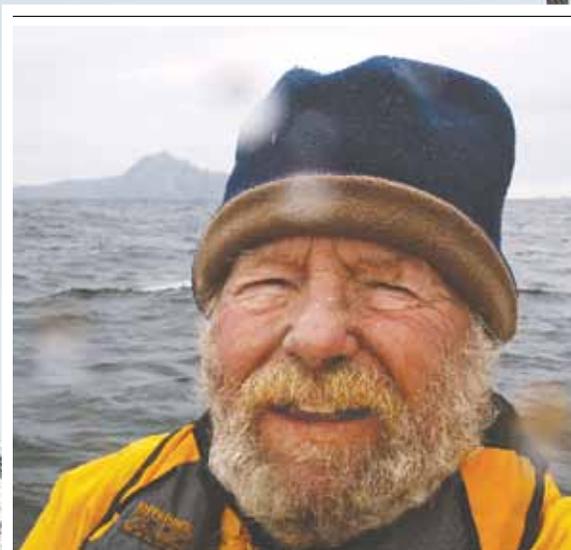
thoughts from 'el jefe' — continued

during my voyage were too numerous to mention here. (But my upcoming book will encompass all of this, plus the so-far-untold happenings and consequences of such an endeavor.)

Your rigging and sails need to be new or nearly new to have a fair shot at success. Electronics should also be near-new as water will destroy old, supposedly waterproof systems such as radar, electronic autopilot, or anything onboard that water can gain access to. Even though you've never before had a problem with a particular piece of equipment, water will be forced through old seals that have cracked or have become compromised in some other way.

All running rigging must be new and spares available, should

continued on outside column of next sightings page



Looking a bit weary and rough as he rounds Cape Horn, Jeff Hartjoy is the oldest American to complete a solo lap nonstop. His advice is worth heeding.



Spread: If you intend to sail around the world via the Southern Ocean, you'll have to get used to frequent gales, punishing seas and gear breakdowns. During Jeff Hartjoy's trip, even his sea anchor failed.

SIGHTINGS

thoughts from 'el jefe' — continued

lines chafe through. My Monitor windvane was in nearly new condition when I left, and although it never failed catastrophically along the way, its chattering raised questions of doubt in my mind as I wondered whether it was going to survive the torturous 25,000-plus miles we had to sail. I replaced lines on that windvane at least six times and the servo rudder was snapped off three times during the voyage. If you don't have a little MacGyver blood in you when you set off, you surely will have when you return!

Your spare-parts department should be well stocked, and you'll need materials that will allow you to jury-rig things back together just to get home.

The Proper Mental State: What comes first to my mind about the proper mental state is one of desire. Yes, your heart must be into it and that desire will continually encourage you to remain strong. I

continued on outside column of next sightings page

rolex big boat series

up for the J/70 World Championship, which StFYC will host one week after the Rolex Big Boat Series. Among the entries are boats hailing from Australia, Brazil, Cayman Islands, Chile and Mexico, giving the regatta an international flavor.

To accommodate this massive one-design fleet, a third racing area, on the Berkeley Circle, will be added to two areas west of Alcatraz. The J/70s will sail two of the four race days on the Circle to become familiar with the area where the Worlds will be held.

The other courses will include the traditional finish line off the clubhouse. If



It will take more than soap and elbow grease to put this former beauty back together again. But we'll bet some ambitious sailor will take on the challenge.

— continued

you're not on one of the race crews, we recommend going down to the Cityfront on a race afternoon, as the regatta makes for exciting viewing and photography. Spectators need not gain access to St-FYC to watch the action; the beach at Crissy Field, the parking lot between the St. Francis and Golden Gate YCs, and the spit east of GGYC all make for excellent vantage points. But be forewarned that parking will be extremely limited; bikes are a great way to get around.

Registration is open until September 6. See www.rolexbigboatseries.com.

— chris



ALL PHOTOS COURTESY COOPER SPECIALTY SALVAGE, LLC

thoughts from 'el jefe' — continued

personally gained great strength not only from my one-person shore support, my great wife Debbie, but also from the many encouraging emails I received from friends and new acquaintances alike. This was all made possible by the wonderful worldwide service that Sail Mail provides, I love to mention the valuable weather service the system provides. I love you guys!

Your 'mettle' will be thoroughly tested out there, and your confidence and belief that the outcome is going to be successful must always remain at the forefront of your thinking, even when it seems that an unfair amount of hardship has found its way into the lifestyle that you have such a passion for.

Along the way you will have to persevere through many trying circumstances. Sometimes, during deteriorating weather conditions multiple gear failures occur within minutes of each other. This illustrates the importance of not hesitating to make repairs as quickly as possible, because if more than two things go wrong at once, your vessel and your life could possibly be at risk.

Now after reading this if you just feel plain lucky and want to give a voyage of this nature a shot, I hope "God" rides along as your unseen copilot.

— jeff hartjoy (aka el jefe)

rainmaker — the fixer-upper gunboat

If you're the sort of bargain hunter who's constantly on the lookout for the ultimate boat deal, you'll be interested to hear that the once-gorgeous Gunboat 55 catamaran (#1) *Rainmaker* is up for auction this month, with bids starting at \$15,000 — less than 1% of its original value.

As regular readers will recall, this is the boat that was dismantled on January 30, 2015, while roughly 200 miles off Cape Hatteras, then was left to drift after her crew was rescued by the Coast Guard. After drifting, partly submerged, through two winters, the big cat was finally located and taken under tow to Bermuda, where she now awaits auction.

As you can see, her needs are well beyond 'cosmetics', but despite losing her cabin during the dismantling and being partially submerged for more than a year, her hulls appear to be relatively unscathed — at least in the photos we've seen. That said, she apparently needs everything else: engines, a rig and sails, all new interior systems and furnishings, etc., etc. As some waterfront sage once said, "There's nothing more expensive than a cheap boat."

Nevertheless, we wouldn't be surprised if the auction facilitators at Connecticut-based Cooper Capital Specialty Salvage, LLC, receive many bids. (Final bids will be taken September 6.) Via their website, Cooper Capital "strongly encourages bidders/buyers to personally examine all assets in which they have an interest in placing a bid." To arrange an inspection, call CCSS, LLC, at (860) 395-4745. And if you get her, we wish you the best of luck in resurrecting her. (You may also want to check out Cooper's other sailboats, one of which is a Farr 40.)



COURTESY PETER JOHNSTONE

After she was abandoned, 'Rainmaker' was sighted several times before finally being taken under tow. At times she defied predicted drift patterns.

— andy

SAILING GETAWAYS —

We often boast unabashedly that our home port, San Francisco Bay, is one of the greatest sailing venues on earth — and we can't recall anyone ever arguing that point. But there are times when we yearn for a little sailing adventure outside the Golden Gate, not only to polish up our offshore sailing skills, but also for a radical change of scenery.

Fortunately, there are a variety of worthwhile near-Bay destinations that lie less than a day's sail from the Gate, each with its own unique attractions. We'll introduce you to a half-dozen of them here in hopes that we'll inspire you to take a mini-expedition or two in the coming months — especially since the so-called Indian Summer months of September and October usually offer the best all-around sailing weather of the year.

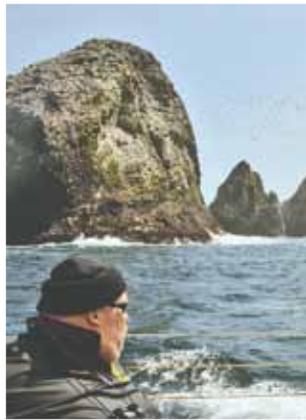
Drakes Bay

Roughly 26 miles northwest of the Golden Gate lies a natural, hook-shaped bay that makes a great first-night getaway destination for escapees from the traffic, noise and stress of Bay Area cities. In fact, once you get your anchor set in the mud of its wind-protected southwest corner, you'll feel as though you are a million miles from the rat race. (Yeah, it's usually a long beat to get there, but worth the effort.)

Historians tell us there is strong evidence that Sir Francis Drake stopped

Sheltered by the Point Reyes headlands, Drakes Bay makes an ideal getaway destination for sailors weary of urban chaos.

here during his 1579 circumnavigation, after completely missing the en-



LATITUDE / ANDY

Tomales Bay

From Drakes, it's about 20 miles to the entrance of Tomales Bay, a long, finger-like inlet that's clearly defined by the San Andreas fault.

You have to plan well to get in successfully, as the mouth is often impassable when a strong swell is running — and a sand bar adds to the challenge. You'll need to leave from Drakes *really* early in the morning so you can be at the Tomales entrance

on a slack tide before the wind kicks up.

Many a Bay Area sailor has had to abort their attempt to get in due to rough weather or bad timing, but if you plan carefully it's definitely doable, and once inside the entire 15-mile-long bay and its surroundings are stunningly beautiful. For a dose of local knowledge, give a call to the friendly folks at the Inverness YC. They are usually happy to help.

Once inside, there's lots of exploring to be done, especially if you have a sailing dinghy or kayak. Pockets of low-key development can be found along the shore, but most of this narrow bay is unspoiled and completely tranquil.

Bodega Bay

When you're planning to visit Tomales

Getting out to the Farallones can be a rough trip, but leaving from Drakes Bay will give you a much better angle.

trance to what is now San Francisco Bay.

In any case, it's an awesome place to spend a day or two, chillin' on the hook, beachcombing, hiking the adjacent headlands, or exploring maze-like Drakes Estero (estuary) by kayak, SUP or dinghy.

Now protected from development as part of the Point Reyes National Seashore, the bay has changed little during the 400 years since Drake passed through. Among the few buildings ashore are the remains of an old lifeboat station that's worth a look. (Right in front is a good place to anchor in about 15 feet of water. Farther in it can get rocky.)



BEYOND THE CENTRAL BAY

Bay, it's comforting to know you can always bail out and opt for well-protected Bodega Bay instead if Tomales looks too dicey. The entrance to Bodega lies less than five miles farther up the coast.

One of the last 'working harbors' along the Northern California coast, Bodega is home to many serious fishermen — especially during crab season — and is a popular 'Sunday drive' destination for both Sonoma County locals and tourists due to its authentically rustic charm and many fine seafood restaurants.

If the wind and swells are up, the entrance can look downright treacherous on approach. But once you turn into the double-walled entrance channel it's easy to motor up to the deep water at the north end of the Bay.

There, Spud Point Marina usually has plenty of transient slips, but of course you'd be wise to make an advance reservation.

Near the northwest corner of the bay there's a trail that will take you up and over the westside headland, through a maze of sand dunes and onto a broad, sandy beach where you'll find all sorts



COURTESY DIGIBOB

ing offshore features that the California coast has to offer is the Farallon Islands. In fact, scientists have dubbed them California's Galápagos because they are home to so many species of birds and marine mammals. Here's an option for visiting them: On the way back from Bodega, you'll probably want to spend another night at Drakes, rather than sailing home at night. (Bodega to the Gate is roughly 50 miles.) From Drakes it's usually a deep reach to the Farallones — a much easier trip than heading straight out from the Bay.

You're not allowed to go ashore on these rugged, windswept isles, but just idling for lunch in Fisherman's Bay, then sailing around them, is worth the effort.

If you have the time, rather than reaching home from the islands, you might opt to angle southeast to Half Moon Bay (27 miles).

Half Moon Bay

With or without the side trip to the Farallones, Half Moon Bay is a favorite destination for a weekend getaway for many Bay Area sailors. If you're coming directly from the Bay, though, be very careful not to hang a left too soon and

get caught in the often-dangerous swells of the South Bar. Prudent sailors tell us they head straight out the shipping channel and wait until they are in 70-90 feet of water before turning south (near the 'Light Bucket' entrance buoy).

The other big no-no here is skirting too close to Colorado Reef, site of the world-famous Mavericks surf break. If dense fog hovers over Half Moon Bay, you'll need to be

We can't promise that Tomales Bay sunsets will always look like this, but we think you'll love it nonetheless.

very cautious as you approach: Stay at least a mile off Pillar Point, outside green gong buoy #1, then stay south of green bell buoy #3 before aiming for the entrance channel, which will take you inside a long, two-part breakwater.

From Drakes it's usually a deep reach to the Farallones — a much easier trip than heading straight out from the Bay.

It's not as complicated as it sounds, but study up on the entrance route long before your arrival.

In addition to the option of getting a transient slip in Pillar Point Marina, visiting sailors have the option of anchoring in the north or south anchorage. Both are well protected by seawalls.

The county-owned marina has a dedicated dinghy dock for anchor-outs, and the staff has a reputation for being friendly and helpful — as are the members of the adjacent Half Moon Bay YC.

Not far from the marina docks there are several restaurants, including a brew pub, and at least two seafood places, one of which occasionally has live music. If

As you can see, the entrance to Bodega Bay is guarded by two parallel breakwaters. Just inside is a Coast Guard station.



LATITUDE / CHRIS

Singlehanded Sailing Society and OYRA members raft up near the old lifeboat station.

of weather-worn driftwood, but few people. A mile's walk north will take you to popular Salmon Creek beach, just off Highway 1.

In the tiny town of Bodega Bay, on the northeast side of the oval-shaped bay, you'll find fish markets, restaurants, a grocery store and more.

Southeast Farallon Islands

One of the most fascinat-



LATITUDE / ANDY

SAILING GETAWAYS —

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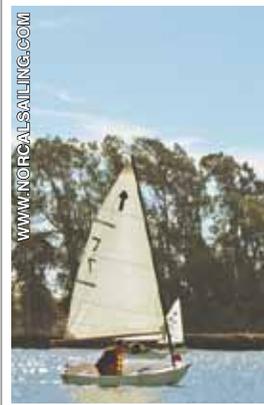


Needless to say, there's always plenty of room to anchor in Half Moon Bay.



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you need to provision, there's a Sam-Trans bus (#17) once an hour that will take you to a Ralph's supermarket or Whole Foods for about \$2 each way. The Victorian downtown is also well worth poking around in. You'll find a cozy bookshop, restaurants, coffee bars and more.

Santa Cruz

Roughly 40 miles south of Half Moon Bay, at the north end of Monterey Bay, lies Santa Cruz. We probably don't have

to tell you that this colorful university town is one of the most fun-loving spots on the North Coast. In addition to the beachfront amusement park, Santa Cruz boasts several famous surf breaks, a smokin' live music scene, dozens of fine restaurants, and a vibrant downtown shopping district.

It is possible to anchor off the landmark fishing pier, but we certainly wouldn't recommend it unless you are a masochist who loves to roll from rail

to rail. The better option is to reserve a transient slip at Santa Cruz Yacht Harbor. You may end up over-nighting on the fuel dock, but in this busy harbor you'd be wise to take whatever you can get.

During the summer months, the other option is to grab a mooring ball off Capitola Beach for \$25 a night. (Hail Capitola Boat and Bait on VHF 11.)

If you own folding bikes, by all means bring them along as you can cruise the whole north bay from Santa Cruz to

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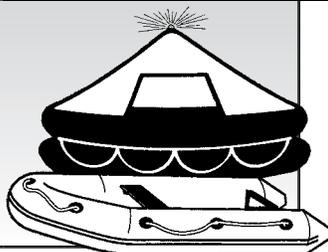
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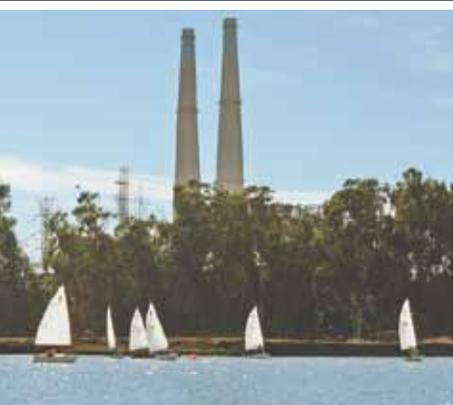


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An aerial view of Monterey, where the harbor area is the focus of tourism, entertainment and recreation.



MONTEREY BAY AQUARIUM

The highly acclaimed Monterey Bay Aquarium draws visitors year-round.

Capitola on relatively flat turf and see the sights along the way.

Moss Landing

Halfway down Monterey Bay, it's easy to find Moss Landing. Just aim for the tall smoke stacks of the PG&E power plant. Both Moss Landing Harbor and the unpretentious Elkhorn YC often have transient slips.

This somewhat-sleepy corner of the Bay Area is home to Elkhorn Slough,

a 1,700-acre Estuarine Reserve that's chock full of protected wildlife. To access it, rent or bring your own kayaks and meander for hours through the shallows. There are also five miles of trails that wind through the adjacent woodlands.

Monterey

Of course, Monterey Bay itself holds an incredible abundance of wildlife. Located at the center of the 6,000-square-mile Monterey National Marine Sanctu-

ary, Monterey Bay is said to be home to 34 species of marine mammals, more than 180 species of birds and more than 500 species of fish. Given such stats, you won't be surprised to learn that sightings of whales, dolphin, seals and sea lions are common, if not expected, when transiting the 20-mile-long bay.

The city of Monterey lies at the south end of the bay, of course. It's refreshingly laid-back compared to bustling Santa Cruz. From either the Monterey

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SAILING GETAWAYS

Municipal Marina or the privately owned Breakwater Cove Marina, visiting boaters can walk to just about anywhere in town, including museums, restaurants, shopping venues, grocery stores and nightspots with live music.

Cannery Row and Fisherman's Wharf have been facelifted and prettied up considerably since the writings of John Steinbeck made them famous, but both are still worth a look. The biggest draw here, though, is probably the Monterey Bay Aquarium, whose giant glass-walled displays showcase a great variety of marine species.

If you're in need of stretching your sea legs, we'd suggest sauntering through the shoreside neighborhoods of old Monterey and neighboring Pacific Grove, and checking out the many well-kept Victorian houses as you make your way out to Point Pinos Lighthouse, perched on a dramatic cliff.

If you're seriously into scuba diving or snorkeling, you might make a one additional stop before heading home at Stillwater Cove, which lies just south of Monterey in Carmel Bay, along the

COURTESY SHORE DIVING / WWW.SHOREDIVING.COM



Famous for its clear water and spectacular diving, Stillwater Cove is an option for overnight, but watch out for the kelp.

shore of famous Pebble Beach. Due to the thick kelp beds, anchoring can be a bit challenging, but it's doable, and the diving is normally superb.

Needless to say, getting back to the Golden Gate from Monterey will be an uphill climb, but if you pick your weather window carefully it shouldn't be too miserable.

Hundreds of S.F. Bay sailors cruise the Central Bay year after year and apparently never tire of it, despite rarely if ever venturing outside the Golden Gate. If you are one of those Central Bay devotees, we hope these words and photos have inspired you try an outside-the-Bay getaway in the coming weeks — when we're likely to see the best sailing conditions of the year.

— **latitude/andy**

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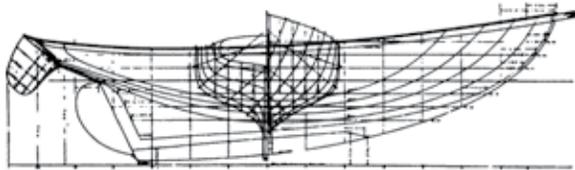
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RACERS' TALES —

When our August issue went to press, the Pacific Cup was not quite completed and we had not yet had a chance to hear the sailors' tales from a racecourse strewn with a series of tropical storms, sort of like the old-school video game Asteroids.

To set the stage for the vignettes that follow and to explain the challenges of

Jim Quanci, Navigator Encore — Sydney 36 CR Point Richmond

This year's Pac Cup was wind, wind and more wind. Getting out of Dodge that first day there was good wind everywhere. The strong high northeast of Hawaii and an unbroken string of tropical depressions created these strong winds across the whole course. And wind means waves. And yes, there were waves.

The first two days, from a tight to beam reach, was sailed in 8- to 12-ft swells birthed in the Gulf of Alaska. Several days of northerlies down the California coast threw 4- to 6-ft wind waves on top. The good part is they were mostly in the same direction — the bad part is when they aligned, it meant green water on deck. Every boat that said before the race they

were "dry" found they were not. These big beam seas also resulted in likely 80% of all crew having a touch (or a lot) of *mal de mer*.

As we entered the middle section of the race things got messy, with a 4- to 6-ft swell still from the north and 8- to 10-ft trade-wind waves from the east — and the rare 5- to 8-footer from the south, birthed in one of those tropical depressions. Sizable waves from three directions made for a real mogul field of waves. When they all hit at the same time, you could find yourself pooped and standing in a foot of water at the wheel — which had the positive effect of cleaning out the cockpit nicely. When they aligned just right, you would find yourself falling off a 16- to 18-ft cliff into a deep dark hole, seeing boatspeeds in the high teens in only 20 knots of wind. How many times can you have the spinnaker collapse back on the rig as you fall down the front of the wave only to have it shock-fill when you reach the bottom? How many times can you watch your pulpit disappear in a wave when you reach the bottom of that hole

before crying uncle? Most entrants found in the mid-to-later half of the race that even their strongest kites started blowing up from this wave-induced repetitive shock loading.

A few times a day you would be hit broadside by one of those waves from the south, born off Mexico. If it hit you in the stern it meant an auto-broach, and if it hit you in the bow it meant an auto-round-down. These waves were big, heavy, irresistible forces that any rudder or helmsman is ill-equipped to counter.

And once in a while a helmsman's dream would appear. Atop one of those 18-or-so-ft mountains a pass would appear ahead. So bow down, race down the first mountain, catch the pass through the second mountain before it closes up — with boatspeed in the mid-teens the whole way — for a full minute or two. Call it double black diamond. Call it Le Mans. At night and blind, call it just plain scary. And when you caught the rarest of the rare, a pass through three mountains, personal and boat speed records fell — 17, 18, 20 knots or more — on displacement boats everyone said couldn't surf.

In a typical Pac Cup, the steepest waves are in the last 100 miles as you approach the islands, where the trade-wind waves have had the most time to build up and then the shallower water slows them down, making for big, short-period waves. But this year felt different. After the minefield of waves in the middle of the course, and after the crews had figured out how to manage them, the last miles went easy.

This race did leave many of us wondering, "So why do they call it the 'Pacific' Ocean?"

Larry Baskin, Skipper Bullet — Express 37 San Francisco

Since I purchased *Bullet* in 2013, I have been doing a lot of Bay racing and OYRA ocean racing. I met a lot of great sailors during this time. I picked four other crew, all with expertise in specific areas of sailing, with interest in racing to Hawaii. We practiced last year with lots of offshore racing. I spent a lot of time making sure *Bullet* was ready to go and got a lot of help, guidance and inspiration from previous participants.

The #1 goal was to get to Hawaii safely, #2 have fun, and #3 race well. We



The rookie crew of the Express 37 'Bullet' on day 10. Left to right: Nick Grebe, Kurt Magdanz, Nick Schmidt, John Taylor and Larry Baskin.

this particular edition of the even-year race from San Francisco to Kaneohe, Oahu, we turn to Jim Quanci, navigator on Wayne and Susan Koide's Sydney 36 CR *Encore*. Quanci has done an amazing 14 Pacific Cups, and he won the 2012 Singlehanded TransPac overall with his Cal 40 *Green Buffalo*.

'Chasch Mer's wheel appears to be on the wrong side of the SC50's transom.



BULLET

CHASCH MER

ENCORE

OF A NOT SO PACIFIC OCEAN



Jim Quanci, navigator, and Wayne Koide, skipper, celebrate 'Encore's' halfway point.

accomplished all three! We made a lot of rookie mistakes (took too much food; the crew all got pretty seasick the first three days; the running rigging, particularly guys, required constant repairs; we went through four spinnakers; the rugged computer died on day 1; and solar power only works if it's sunny.) Things that worked really well were Iridium GO communication, the spinnaker net, the asymmetric spinnaker, hot oatmeal and teamwork.

The most outstanding moments were night surfing and surfing and more surfing, meteor showers, and spectacular stars on our last night just before the moon came up and we arrived in Hawaii.

**Jack Everett, Navigator
Chasch Mer — Santa Cruz 50
Honolulu, HI**

On day 4, the spokes of the wheel began to fatigue at the hub. We attempted to reinforce the wheel with a board and cable ties, but that was not enough, as eventually all the spokes failed. The emergency tiller was then deployed. The boat was back on course in less than 90 seconds.

We also broke several guys and sheets, blew out the great A2, and, on a too-fast jibe, broke the mainsheet block on the boom and the sheet itself. But we finished! The following is from a blog entry on day 10, with wind at 18-25 knots, gusts to 30+ and seas of 9-11 feet:

Gib Black has put together a wide variety of talent and skills. We are residents

of two countries and five states, in various professions, and range in age from our 20s to 70+. We all learn from each other and pitch in for whatever needs to be done. Jon, accepting minimal help, has voluntarily taken the galley from the haphazardness of 10 cooks to a smooth, sanitary operation.

The trimmers, foredeck, grinders and watch captains keep the boat moving safe and fast and all pitch in for repairs.

I keep the and data flow for routing and weather concerns going to the skipper and watch captains, who make the final call, sometimes following the computer's guidance, and many times adjusting for experience, local conditions and our sail inventory.

From my berth in the starboard stern quarter, and sitting at the nav table, I experience a wide variety of sounds. Some have become music to my ears as we surf a wave or just consistent wind that is the jet-engine whoosh. Sometimes mixed in is an intense splashing as we blast through the smaller cross waves. Then there is almost relative silence as we wait for the next roller.

There were the different sounds of splashing during the knockdown, as my body was high in the hull. I found out as we righted that was the boom and mainsail in the water.

There are various bangs and whops. Some are OK as the main fills and jerks the boom back out, the lazy jib blocks flopping, and the cresting cross waves slamming into the side. Some are not so good, as the sails refill, and I know that luffing and refilling stresses the expensive carbon fiber.

Then the voices. Kevin saying how great and sweet it is to drive. The watch

captains and drivers yelling commands to the trimmers, the most intense of whom was David: "SHHEETT!" And Mags: "Sit down and clip in!" as I was making a perceived unsafe move to the stern for a beard shampoo during a rain shower.

The most often heard phrases were "What is our DTF?" (distance to finish) and "Range and bearing?"

**Melinda Erkelens, Skipper
Wolfpack — MORC 30
Point Richmond**

Although we have done the race doublehanded three times, we still have a list of things that we could do better. Really need that dodger! With the heavy winds this time, we could have saved a lot of bailing if we'd had one. But we pulled off a lot of good details too.

We use snuffers or 'socks' on our kites. This makes a huge difference in control, particularly if you are sailing shorthanded. For Bill and me it meant that if we needed to, we could snuff the kite whenever things got crazy, and we always snuffed when jibing, which kept everything very controllable. Even with our smaller shy kite, there were a couple of squalls where the boat dug into the waves and a crash was imminent, and we decided to snuff the kite for 10 minutes and let it pass. The main alone would do 12-14 in windy enough conditions.

We brought an amazing warm and dry sleeping bag. Being comfortable when you are off-watch so you can get quality

'Wolfpack', sailed by Melinda and Bill Erkelens, was second overall and in PHRF and first in Doublehanded 2. They were also awarded the 'Latitude 38' Performance Trophy for the most convincing win relative to division. That mysterious device at the bottom is a slide rule.



RYC PHOTO

RACERS' TALES —

ROSANNE WALKER



The Santa Cruz 50 'J World's Hula Girl' won their division, as well as the new 'Wizard' trophy for the best performance by a boat designed by Bill Lee. They also set a new SC50 record time of 7 days, 20 hours. Left to right: skipper Wayne Zittel, coaches Paul Martson and Sean Palizza, and crew Chris Walker and Steven Gordon.

sleep is really important. Our sleeping bag had a Gortex outside cover to keep the inside dry, and two removable layers of warm fleece inside.

We kept the food simple. We bought deli sandwiches for the first day's lunch and dinner (but did not eat them), and the rest of the meals were freeze-dried, soup cups, PB&J sandwiches, apples, and power bars/granola bars. This made it very easy to eat and to clean up.

We pushed hard then 'rested' when we needed to. After two long nights and a super-windy day, we took down the kite (it was too windy for it anyway) and wung out a jib with the pole. We were still doing great time, were able to sail 20 degrees lower than with the kite, and were each able to take a couple of long naps so we could push again without being too exhausted.

Rod Witel, Crew
Bear Boat — Jeanneau 40.3
Alameda

Bear Boat was part of the 11-boat Latitude 38 Cruising Division. This was

the first Pacific Cup and ocean crossing for the crew of Paul Koenig, Dwayne Sullivan, Renee Kiml, Madeleine Loh and Rod Witel.

With safety as *Bear Boat's* number-one concern, we heeded the USCG's advice and stayed well outside the ever-changing 'no-go' zones. To comply, we had to slow our boat down and deviate our course multiple times, which delayed our arrival by a day or so and also made for a strange track.

We did win a divisional award. Most miles run in 24 hours: 230!

It certainly was an adventure.

Tom Abbott, Skipper
Avion — Bianca 414
Alameda

The Pacific Cup is popular as a downwind race, where sailors get to fly spinnakers. Our time to launch a spinnaker came on day 6. We tried to launch the S4, but it did not go according to plan. The S4 is a smaller symmetrical spin-

naker made of 1.5-oz material for heavy weather. We knew it would be a challenge to control once we got it up, because of the wild and rather confused sea state, but we wanted this sail so we could head more directly toward Hawaii. We set up deliberately for a starboard pole. With just three crew, each one had a crucial role to perform: Megan was driving, Tom was in the cockpit, and David was on the bow.

We started to hoist, and when about half the sail was up, the halyard got stuck, and we could all see that the sail bag was lifted off the deck and tangled up with the jib sheets. David had to stop hoisting and go over to try to free the sail bag. But in the instant between his freeing the line from the bag and jumping back to start hoisting again, the spinnaker collapsed and fell into the water. The boat stopped moving, and the rest of the sail was dragged into the water, along with all the lines.

In an instant, everything had changed, and the sail had become a sea anchor. We tried to pull it back into the boat, but the lines were all under great tension, so we considered if we would need to cut them. I keep a big knife in the cockpit for emergencies like this, but I did not want to use it yet. The boat was not in danger, and we needed the halyard, sheets and guys to sail to Hawaii. I noticed that there were moments when the lines relaxed slightly between waves, and I called for us all to pull the lines during those moments. Slowly but surely, the sail started to come to the boat. Then we were able to get our hands on the sail and pull it, foot by foot, back onto the boat. We finally got all of it back onboard, disconnected the

Below, left: Megan Laney aboard the Alameda-based Bianca 414 'Avion' in Kaneohe. Right: Fish on! Madeleine Loh of the Jeanneau 40.3 'Bear Boat' displays the catch of the day, a mahi mahi.

AVION



OF A NOT SO PACIFIC OCEAN

lines and gear, and examined the sail. It was ripped and useless, beyond repair.

Avion carries five spinnakers and three jibs, so we still had plenty of choices. We settled on a sail plan with the lowest center of effort, a poled-out jib top with one reef in the main. We quickly raised the jib top. The boat immediately started moving 3 knots faster, and she stabilized as her keel dug deep into the water.

We had survived a dangerous situation and the only loss was a sail that cost \$2,000. Oh well, we were underway again, and that was all that mattered.

Soon after the largest boat in the race, Manouch Moshayedi's *Rio100*, broke the course record, attention turned to one of the smallest boats in the fleet. Mark English and Ian Rogers on *jMas!* not only broke the course record for Moore 24s, but they won the race overall as well — sailing doublehanded.

Mark English, Skipper *jMas!* — Moore 24 Point Richmond

The 2016 Pacific Cup was a windy, rumbline race, and this favors the smaller/slower boats. In a light-air year boats need to sail more miles, making the race longer, helping the faster-rated boats. The Eastern Pacific High moved north and west during our first 48 hours, opening up the ability to sail straight for the Kaneohe YC bar most of the time. We were on the favored jibe 90% of the time.

Our semi-secret asymmetric spinnakers turned out to be a huge success.

Scenes from the Express 37 'Limitless'. Bow-gal Lori on the wrong end of the boat; "Cliff asked me to take a picture of him on the backstay so I went to get my phone, and when I popped my head up in the companionway I laughed so hard I couldn't breathe," said Lori; Gabriel and the boat lei in Hawaii.

When we first hatched the asymmetric plan, the primary concern was improving reaching ability of the boat. So, with the help of Scott Easom and Will Paxton, we had an A5 built. This sail was about 13% smaller than the class kite but was super-fast in headstay-reaching mode. We later used this kite in the over-30-knot days as a shy kite when the A2.5 was too much.

The A2.5 is basically a slightly flatter A2 built more bulletproof. We used this sail for about a third of the race.

Later, when we needed to VMG run, we switched to symmetric kites. We had the class kite or the S3 up for the last 1,000 miles of the race. We only brought the class kite and the S3 as backups; boy, was I glad to have them onboard when it got super windy on day 6.

We went to extreme measures to get weight off the boat. In offshore measurement trim we were around 300 pounds lighter than *Evermoore* and 150 pounds lighter than *Snafu*.

We thought about how to make everything on the boat do two jobs. For example, the port pipe berth aluminum tube was the same diameter as a spinnaker pole. If we broke our carbon spin pole, we could quickly make a new pole out of our port bunk. Weight on a Santa Cruz ULDB is a speed killer. Ian lost 30 pounds in the five months before the race. This was the cheapest place to lose weight.

We brought two dozen farm-fresh eggs and 12 apples in addition to the typical freeze-dried food. Each day we would hard-boil four eggs in sea water



Eventual winners Mark English and Ian Rogers on 'jMas!' take a moment to snap a selfie.

and have two each as snacks during the day. Having something fresh like that is a great morale booster.

Keith Fullenwider, Skipper *Sanguine* — Tartan 3800 San Pedro

This was our first Pacific Cup, though we had done several Transpacs. I wanted to do the Pacific Cup for my 70th birthday, and it was on my bucket list to do a doublehanded Hawaii race.

We started on Monday, July 11. That first night was so rough that *Psyche*, a Cal 40, dismasted.

We weren't too surprised that the autopilot wasn't up to steering in the nasty conditions. The next day wasn't quite so bad, but the AP never did work — we found out later that there was a leak in the hydraulic system.

So Donald McLennan, who's 60 years old, and I hand-steered the whole way, two hours on and two hours off, for the two weeks it took to get to Oahu.

If the swell had been from the dominant direction it wouldn't have been so bad, but the seas were confused. The top windspeed we saw was 42 knots in a squall one night. Most squalls served up 30+ knots. During the day, we had



jMAS!

LIMITLESS

RACERS' TALES —

wind in the teens to 20s.

When it was too nasty to fly a spinnaker, we tried to get more speed out of the boat by sailing wing on wing, until the jib backwinded and part of the spinnaker-pole track broke off the mast — that was the end of wing on wing.

The best sail plan for downwind VMG was main only — until the eye splice to the mainsail shackle gave way and the main came down. We sailed the last six days without a main, just trying to reach Hawaii without breaking anything else. The jib actually worked out pretty well. I hit my top speed on jib only (12.3 knots). Don hit 12.6 semi-surfing the heavy displacement boat in a big squall.

Don and I have a lot of offshore experience. We weren't scared or stressed; we just dealt with the situation.

Rowena Carlson, Co-Skipper
Nozomi — Cal 40
San Diego

Pac Cup 2016 can be described in one word: relentless. Relentless wind, relentless waves, relentless squalls. But we were relentless doublehanders and finished the race in one piece.

Robb installed a Spanish windlass to secure the vang fitting at the base of the mast after he discovered the bolts were backing out. The electronics on our autopilot went out, but we had a spare, so Robb replaced it successfully — minor issues compared to what some boats went through!

Kirk Denebeim, Skipper
Mirthmaker — Archambault 35
Alta Coma

Sadly, we were one of the boats to drop out of the race due to a crew injury (two fractured ribs and suspected lacerated spleen).

Our project started a year and half ago, taking countless hours of labor, meticulous planning and preparation, nonstop anticipation, the effort of dealing with literally hundreds of details — not to mention more than \$40,000 in expenses — and it all went up in smoke after we'd sailed just 180 miles.

It is impossible to adequately convey the depth of helpless disappointment the crew and I are experiencing — it is just indescribably painful. As for our injured mate — anyone who's had broken ribs knows that the physical pain, especially the first six weeks after the injury, is extraordinarily and constantly uncomfortable.

The accident was so random, it could



On the doublehanded Cal 40 'Nozomi', Robb Walker secured the vang fitting at the base of the mast with a Spanish windlass.

have happened to anyone, regardless of experience level. We were in sporty conditions, 22-28 knots true windspeed, 8- to 12-ft breaking seas, sailing fast (9-12 knots) at a 70-75° apparent wind angle, double-reefed, jib rolled up to 75%. It was nothing we hadn't seen before, and nothing we didn't sign up for. Robb Daer was down below, putting on his foulies and getting ready to come up for his 0200-0600 watch. A big wave lifted the boat, immediately followed by a bigger breaking wave slamming into the side; he lost his handhold and was flung across the beam of the boat (one of the crew said it looked like Robb was shot out of a cannon), smashing his rib cage right into the metal bar that protects the stove. The metal bar did its job — the stove was fine. But Robb? Not so much.

Lessons learned: 1) Stay in boots and foulie pants for the first 48 hours. 2) Minimize all movement below in tough conditions, always keeping one hand firmly gripped on something solid — which is easier said than done, of course.

In life, it's not how many times you fall down, but how you comport yourself after the fall. Accordingly, we were the fourth boat to register for Transpac next year.

Lori Tewksbury, Bow
Limitless — Express 37
San Pedro

Gabriel Serafini worked very hard to find a ride for Pac Cup on *Limitless*. His sailing buds were very excited for him. About three weeks before the start, I got a call from Gabriel asking me to be "plan B" foredeck for *Limitless* because their original bow was injured.

I agreed to plan B, not really thinking I would go. Then the call came: "Lori, will

you do it?" Do the Pac Cup on a boat with five guys, only knowing one of them, undoubtedly with no shower, eating only for fuel, getting little to no sleep, crossing the Pacific? Sure, why not? I can do anything for 14 days, right?

I took a look at the boat and saw that it was set up for two-pole jibbing, which I'd never done. I talked to Brent Draney, who helped me figure out two-pole jibes. I met Doug Johnstone, our navigator, while I was talking to Brent about tack lines and two-pole jibes. Doug scoffed at the idea. I didn't really care what we'd do, I just wanted to make sure

I could do what we wanted.

Cliff Stagg showed up with an A4 kite he'd brought on the plane from Maryland. When I asked him about kites and jibbing, he said we really wouldn't be using symmetric kites — we'd likely be using the A4 he'd brought for most of the race, poled out and with the reaching strut as needed.

The first day of the race was memorable, with so many humpback whales outside the Gate and near the Farallones. We started with the main and the #3. At some point we reefed the main, then unreefed, then changed to the blast reacher. In the process of these sail changes I bruised my ribs pretty badly on the bow pulpit, but, being the only girl, I sucked it up. The last thing I wanted to do was be a whiner.

"So why do they call it the Pacific Ocean?"

The skipper, Shawn Ivie, Cliff and I were on one watch; Doug, Mike, and Gabriel were on the other watch. Gabriel and I got completely soaked, and by the time we started the watch schedule and I went down below, I couldn't get warm in the sleeping bag. I also didn't eat (except for a Clif Bar) as it was pretty rough. I drank water and took the Bonine Shawn offered me with some water. It was a shock to put wet foulies back on. Cliff went up the stairs first and lost his cookies. I was next — the Bonine and water over the side of the boat. I felt better after that though.

The next two days were wet and cold. I went through all my socks and all my gloves and gave up on both since putting wet socks and gloves back on is not fun. There was standing water on the port side of the boat below, sails on the floor of the cabin, and wet foulies hanging ev-

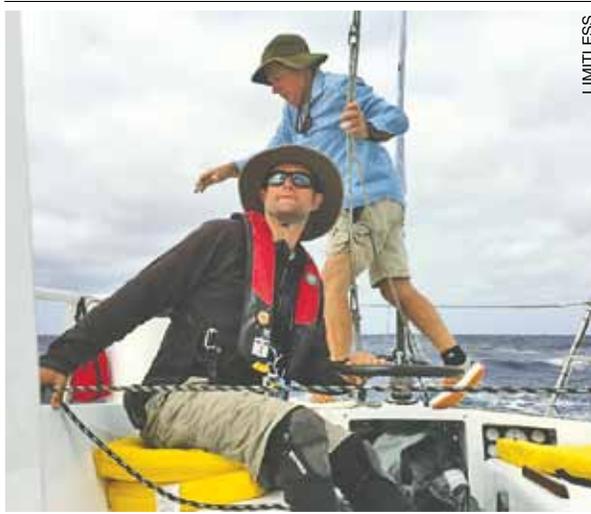
OF A NOT SO PACIFIC OCEAN

erywhere, but I was able to warm up off watch and knew we'd be turning and getting warmer.

It did get warmer and things did dry out, but the wind never let up. We learned we were out in front when a cargo ship hailed us on the VHF to tell us we were leading and had a bunch of boats following behind.

At the halfway point, Gabriel and I opened our presents and shared our stuff — it was greatly appreciated. We were hauling with the A4 up, fighting not just for first in our division but maybe first overall. By this point we were in the routine of watches (a 48-hour cycle of three four-hour watches in the day and four three-hour watches at night), we were eating, and things were great.

I was asleep in my bunk. Cliff was asleep in the pipe berth above, and Shawn was asleep in the bunk across. Doug, Mike and Gabriel were on watch. Doug was driving with the A4 at maybe 2 a.m. I was awakened by being violently thrown to the starboard side: a round-



Driving in that wind on those waves required absolute concentration, as demonstrated here by Gabriel on the helm of 'Limitless'.

up, the first and only one of the race. Then, the violent slam to port — a round-down (also the only one of the race). We were up, getting dressed, all hands on deck as Doug was yelling for us, starting to recover when — puff! The A4 goes in a 42-knot gust.

We put up what we thought was a 1.5-

oz symmetrical kite but blew that one up as well. Later we realized it was actually an old half-ounce. So we settled for an A3 and focused on winning the division, as we were out of contention for first overall.

The guys tell me I was lucky because this race was so fast. I think I am lucky for more than that — landing on a great boat not knowing anyone except Gabriel and ending up with four new friends for life, surfing down big waves in 30 knots of wind, and experiencing sailing at a level that I hadn't before. This had never been on my radar, and now I want to go again!

To indulge in more tales and visuals from the Pacific Cup read the race report in our August issue and see www.pacificcup.org. If you'd like to share your favorite (or most dire) moment from one of this summer's Hawaii races, or from the return delivery, please send a letter to richard@latitude38.com.

— **latitude**/chris

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PACIFIC PUDDLE JUMP RECAP —

These days, given the vagaries of changing weather patterns all over the planet, sailing conditions on any long ocean passage are apt to present a few surprises.

This year, thanks to the influences of El Niño, many Pacific Puddle Jumpers reported that conditions were less than ideal as they sailed from the West Coast of the Americas to French Polynesia:

bizarre incident in *Sightings*, page 67.)

Schooler's death is the second fatality we know of during the 20 years we've been reporting on this annual cruiser migration. The first was also a singlehander. He apparently fell overboard and his body was never found.

As in years past, we met many of the sailors quoted here at our annual Pacific Puddle Jump sendoff parties at Banderas Bay, Mexico, and Panama — the two most popular jumping-off points for PPJers. When we caught up with some of the same folks last month in Tahiti, their hair was a bit shaggier, they looked more fit and tan, and the smiles on their faces attested to the pride of accomplishment that comes from completing such a long, non-stop passage — 4,000 miles direct from Panama, or 3,000 miles from Mexico or the Galápagos.

What follows are excerpts from our annual PPJ passagemaking survey. Of the 182 boats that registered on www.pacificpuddlejump.com, only 30 participated, but the thoughts and insights you'll read here serve as a reasonable sampling of the overall fleet — which includes sailors from many nations. In addition to the firsthand comments, be sure to check out the table of passage data on page 76 — especially if there might be a Puddle Jump in your future.

How did your passagemaking experience differ from your expectations before the trip? Were there any surprises?

Bolero — Having done various Transpacs, sailing was as expected; sleep was by far much better. Our pleasant surprise was not being impacted by the ITCZ as badly as expected. The bad surprise

I think we did more sail changes in a day than I did on the entire Pac Cup.

was how weak the southern trades were.

Wanderer — We had a much more pleasant experience on our crossing from the Galápagos to the Marquesas than expected. We flew the spinnaker for 13 days out of the 21 that it took us to make the passage — beautiful sailing and an unparalleled experience.

Velic — More sail changes than expected. More variable winds, both in direction and in speed, than expected. Much less 'trade-wind sailing' than expected. Fewer sea birds and less sea life in general than expected, especially during the mid-passage, once we were far away from coastlines.

Below: Approaching landfall is an emotional experience. **Right:** Brothers Dylan, 11, and Jayden, 7, scout a typical anchorage.



Wearing silk batiked pareus and garlands of fresh-picked flowers, these happy girls capture the essence of Polynesia.

generally lighter-than-normal winds and more unsettled weather in the equatorial doldrums (Inter-Tropical Convergence Zone).

As frustrating as the weather may have been at times, though, arriving in the lush green anchorages of the Marquesas, and acclimating to their centuries-old Polynesian culture, were as rewarding as ever. When we caught up with many of this year's passagemakers in Tahiti last month, their wide-eyed tales about snorkeling in sparkling lagoons, hiking to mountaintop vistas, and forging friendships with islanders far outweighed complaints about the weather.

In contrast to all those joyful memories, however, two tragic incidents shocked the fleet. The first was the May 2 grounding of Bruce Moroney's Alaska-based Amel 46 ketch *Morning Dove* on a reef outside Rangiroa during a nighttime transit. Moroney and his crew were unharmed, but the boat was badly holed.

The second was the grounding of the San Diego-based Hylas 42 *Entertainer* on Takapoto Atoll in the Tuamotus early last month. The body of singlehander Louis Schooler was reportedly observed dead in the cockpit by an air crew, but when they returned the next day to retrieve the corpse, it was gone. (Read details of this



ECHO ECHO

BATU

EL NIÑO STOLE THE TRADE WINDS

Moonraker — Expected to see other boats plus commercial shipping as we crossed, but we saw no other craft at all. We expected to see more sea life, sharks and whales.

Compañera — There were three of us onboard and none of us were bored or even had much free time. We ate well and sailed well. Taking care of the boat and ourselves took up all available time. Leaving from southern Baja is usually a rough passage for the first day or so. Then the seas settle and the winds steady. It is a total high sliding through the ocean at sunset, being carried along by a warm breeze and the promise of high adventure.

Sanguind — It was much as we expected. I was pleasantly surprised that the squalls we encountered were less intense than others we had experienced

elsewhere in the Pacific. On this crossing they did not seem to exceed 30 knots.

Enough — Listening to the seminars and to others who had done Puddle Jumps we were convinced it was going to be a long, boring passage: "You'll run out of books to read!" On day two the squalls hit and didn't let up until our equator crossing three days before arrival. I think we did more sail changes in a day than I did on the entire Pac Cup. Of course, we did cross the ITCZ three times in search of wind. That cannot go unpunished.

Anakena — Coming across we never got the trades, but had a lot of squalls. On other passages we developed a rhythm, but not on this crossing.

I think it was a bad year because of El Niño.

Carola — We had way more weather — stronger winds and squalls — than expected. Therefore, more high-mileage days, but they were stressful.

Yollata — Calmer weather than expected, although we did sail quite south to avoid the convergence zone. Also, we

had two additional crew, when usually we sail doublehanded with two children (6 and 8), so we were far less tired than we usually are. We even managed school most days!

Ta-B — Having crossed the Atlantic twice, crossing the Pacific was a doddle. In fact it was much, much easier than expected.

They say a long crossing is often a balance of highs and lows. What were some of the high points, or low points, of your crossing?

Bolero — The high point was by far the people of the Marquesas. We found them to be incredibly welcoming, sincere, happy people content with their islands and lifestyle. We never felt they were try-



BATU

Judging by her smile, we assume that Karen of 'Batu' was thrilled when the family got the hook down in this lush Marquesan anchorage.

ing to get something out of us, or had any resentment toward us. We exchanged clothing for fruit. Wow! Those pamplemousse, so sweet! Bought bundles of bananas, and arranged for dinners with the locals at their homes. An unforgettable experience.

Wanderer — The high points were certainly enjoying the beautiful conditions as well as being able to enjoy some of the seafood that the sea has to offer. Such a pleasant experience, we aren't able to think of any low points.

Wind of Change — The high point was definitely the night before making landfall. In order to enter Atuona on Hiva Oa at daybreak we had to slow down. With all sails down and the engine off, we drifted in bright moonlight toward our destination at 1.5 knots. It was spiritual. No particular low point that I could point out.

Serenity — The high points were:

Capt. Peter of 'Batu' shows off the Marquesan souvenir that takes up no space aboard. The stylized turtle he chose is a typical motif.



BATU



SANGVIND



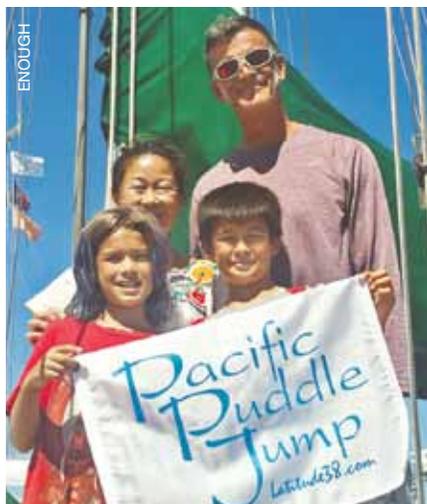
PACIFIC PUDDLE JUMP RECAP —



BATU



THE RED THREAD



ENOUGH



ECHO ECHO



IDLEWILD

catching fish (especially the skipjack that broke the fishing reel); the one or two days where the swell was light but the breeze was fresh and we were able to sail at a brisk six knots without burying the leeward rail or taking a lot of waves over the deck; enjoying fresh pizza at sea; and the excitement as our arrival became something tangible — not just a dream off in the distance.

The low point was definitely the night we spent adrift (July 3), not sure if we'd be able to get the engine running smoothly again after discovering water in both fuel filters and the fuel tank.

Velic — High points definitely included watching large pods of dolphins playing around the boat for up to 30 minutes at a time while we were still within the first couple of weeks outbound, and seeing the Southern Cross for the first time. Lows included actually realizing we wouldn't be seeing friends from "home" again for a long while, a point that somehow didn't register in the hectic weeks of preparing for departure. Long night watches give you time to contemplate just what you've undertaken, and consider what the consequences will

likely be, both wonderful and not-so-wonderful.

Moonraker — Highs: taking part in the pub quiz over the SSB radio; the night sky. Low: being becalmed for a day, and 25 days at sea.

Sangvind — It is always a pleasure point to watch the dolphins, boobies and

High points included sailing well for days upon days with steady 10- to 20-knot breezes.

flying fish, and there were many little things that made each day unique — a memorable moonrise for example, or some cookies home-baked by our son Dylan. There were no real lows, just some slow days and some less-comfortable ones!

Lumiel — A high was catching a 20-kg (four-foot-long) wahoo. A low was realizing we'd sailed out of the Galápagos with a porthole open and put 400 litres of water into the forward sail locker. An-

other low was getting a weather forecast after the first week out of the Galápagos, saying that the next week was very quiet at all latitudes.

Enough — High points: having my kids do the noon report, crossing the equator into nice weather and finally taking off the foulies. Low point: dropping south too soon then having to sail 234 miles back to our rhumbline.

Icaros (from Panama) — High points included sailing well for days upon days with steady 10- to 20-knot breezes, lovely sunsets and sunrises, and starry nights. Low points: squally strong winds coming head-on that forced us to steer off course for several hours; days of light breezes going nowhere; wind angles that made it difficult to keep our sails full.

Jigsaw (from Panama) — High point: reaching halfway, then our destination, and also having enough wind to be able to sail just about the entire 4,000 miles.

Batu — Our biggest low was when we were forced to turn back to Mexico for repairs after three days out. We passed friends still heading out and watched their lights fade quickly into darkness.

Our greatest high was finally sailing

EL NIÑO STOLE THE TRADE WINDS



PESTO



HUZZAH



PESTO



SANGVIND



ECHO ECHO

Clockwise from upper left: Waterfall hikers from 'Batu' and 'Harlow House'; equator-crossing party aboard 'The Red Thread'; dolphin acrobatics; Bill of 'Anakena' and Gerry of 'Huzzah' with edible souvenirs; father-son navigation lesson aboard 'Pesto'; classic Marquesan anchorage; equator selfie on 'Sangvind'; 'Idlewild's Capt. Tex proves he boated a marlin; Jeanette and Neil of 'Echo Echo' become shellbacks; the 'Enough' crew strikes a pose before setting sail from Puerto Vallarta.

into Taiohae Bay, Nuku Hiva. Once the hook was down we were beset almost immediately by a stream of great friends who brought us fresh fruit and cheese from the market. Never did a meal or a bottle of wine taste so good!

Scoots — High points: heading out from the Mexican mainland knowing that we would just keep on going until we arrived at the Marquesas; seeing the first of the Marquesas appear on the horizon; every sunrise; the rare occasion when we could sail all day without changing sails; encountering *Cinnabar* out in the middle of the ocean and sailing within VHF range of them for the final five days

Low points: shredding our code zero sail and having our (antique) radar die.

Star Charger IV — Crossing the equator was a real high! Not so much a low point, but we suffered too many break-ages.

Carola — The high was the gradual realization that we could actually do this.

Low was when we ran out of rice.

Yollata — Highs: crossing the equator, catching a three-meter marlin and releasing it without losing the reel. Low: 72 hours of continuous squalls. It really wasn't too bad, but wasn't much fun either.

Silver Lynx — Our biggest high was cracking off 20° to head to Nuku Hiva instead of Pitcairn. The boat settled way down and the vibe on board became much more mellow and happy. We didn't have a low. With five adults onboard, we were all well-rested and the passage was very easy and happy. However, with this many people, there was little to do and we sometimes got bored.

Ta-B — A high and also a low was during our second week out when we lost the wind. At that stage we were in a groove and were happy to not put on the engine and just let the wind take us where she wanted. A highlight at the time was being able to swim in silky, crystal-

clear water in the middle of the biggest, deepest ocean in the world.

Did you celebrate crossing the equator? If so, how?

Wanderer — While on the approach to the Galápagos, my wife Margie (who has sailed across the equator several times) woke me up for watch dressed like King Neptune. She ran through the hazing/induction process and it was all very memorable and hilarious.

The Red Thread — Oh yes, we did! Our celebration was very silly and loads of fun. One element was being dragged behind *The Red Thread* in the chilly equatorial water. That water was deep, deep, deep — 10,000 feet deep. And cold. We all dipped in and abruptly out like good sports!

Velic — We celebrated with a drink at the moment of crossing, and took photographs of the two of us and of our chartplotter showing latitude 00.00.00.

Moonraker — It was 4 a.m., but we woke all the crew and had a rum. Each member of the crew had to offer up their favorite tipple to Neptune.

PACIFIC PUDDLE JUMP RECAP —

Can you remember the feeling you had when you first made landfall?

Bolero — Landfall after 17 days (Dana Point to Fatu Hiva) was great. We could see the 'navigator' cloud over the island from 40 miles offshore. But, we were blown away by the super-green look of the island itself and the beauty of the

long periods of relaxed sleep; no respite from concern for the boat, the weather, and our general welfare; and no substantial interaction with other human beings. The very idea of sleeping for a full night in an anchorage, or meeting and conversing with new people, or spending an afternoon in the hammock sipping a cocktail, were all enough to produce a sense of pronounced euphoria.

Moonraker — The smell of land was intoxicating. A sense of relief.

Compañera — Upon reaching landfall, I experienced mainly relief and thankfulness for having arrived

safely. We were amazed to smell the fragrance of blossoms while we were still several miles off Hiva Oa.

Sangvind — (Frans) Relieved to have arrived safely but sad that it was over. (Sylvia) Excited to smell the land and see all the lush green hills. Dylan, 12, said he was glad it was over, but was not sure if he wanted to go to land yet. After anchoring, Jayden, 8, immediately wanted to go sailing in his dinghy. He was the first of us to reach land and he remembers stepping out of the sailing dinghy onto Fatu Hiva and thinking, 'I can run!'

Lumiel — Almost an anticlimax because we were enjoying the trip.

Enough — Much excitement and pandemonium. In classic tradition on *Enough*, we hooked a huge wahoo right as it was time to get the sails down and anchor out.

Batu — Surreal pride. Any passage, but especially this one, represents a significant overcoming.

Scoots — I felt exhilarated to be in French Polynesia, proud of our accomplishment, and ready for a good, long sleep.

Carola — A bit of disappointment, not wanting the passage to end.

Silver Lynx — I'd done this passage in my early twenties, before I had a wife and kids. Bringing them with me this time, I sometimes felt like a tour guide

and responsible for their having a good time. I worried that they would not enjoy the long passage or the Polynesian islands, and that all the time, money, and work we'd put into this adventure would not be worth it. This fear evaporated as we approached Nuku Hiva. It's a uniquely beautiful place, and we had an amazing set of experiences there.

Ta-B — The feelings on arrival were surreal. Was it really over? Our senses were on overdrive; the smell of land and the fragrances of tropical flowers were overwhelming.

What advice would you give to future Puddle Jumpers?

Bolero — Keep it simple. Leave all the electronic gadgets behind. Make sure you have a good fridge, bring a good RIB that can plane, and enjoy the whole trip. No deadlines, keep it open-ended.

Wanderer — Do it! Just go.

Serenity — Don't let anybody tell you not to go, or when to go, or how to go, or where to go. Do your own research, make the preparations you deem necessary, choose the destination and route that you want, and then go. Listen to advice, but don't let it dictate your choices.

The Red Thread — If you are prepping for the PPJ and Rapa Nui (Easter Island) is on your bucket list, do chase that dream. Making landfall there was a truly precious experience and the trials of our passage to weather were quickly forgotten as we stood



This red-footed booby, nicknamed *Crap Shoot*, hitched a ride on 'Beach House'.



If you ever get to Fatu Hiva, we suggest you follow Scott and Nikki's lead and hike the ancient mountain trails.

bays. We couldn't resist jumping into the crystal-clear water right after anchoring — an unforgettable experience.

Wanderer — I remember smelling the earth and the flowers. After so many days at sea, the smells were what hit me first.

Wind of Change — It was a great sense of accomplishment and relief to have made a safe long-distance crossing in near-record time of under 16 days.

Serenity — The anticipation as we approached Nuku Hiva was intense. We had spent over a month at sea with just two of us (plus the cat). During that time there had been no moments of stillness; no

In the Tuamotu lagoons, where the water is gin-clear, it's easy to observe all sorts of sea life, even without a mask and snorkel.



BEACH HOUSE

ECHO ECHO



EL NIÑO STOLE THE TRADE WINDS

at the feet of the *moai* statues and explored the island.

Ta-B — Be very, very careful about taking on crew. I have done an article about this subject and the research showed people having incredible problems, even with longtime friends and family, when offshore. Once that happens the energy on board can become very toxic with nobody being able to leave the boat. Have spares for everything, check and service every item on the boat before departure, have backup navigational systems. Then check the

Check the weather, pull up the anchor, and enjoy the adventure of a lifetime.

weather, pull up the anchor, and enjoy the adventure of a lifetime.

Huzzah — Bring rain flies for all deck hatches. It rains a lot here, more than the Pacific NW! It can get very muggy belowdecks with standard types of ventilation.

Velic — Make sure you are comfort-

After being heeled over for 17 days on her crossing from Dana Point, 'Bolero' lies peacefully in Fatu Hiva's famous Bay of Virgins.



able with your sources for weather information. Bring along a wide variety of spares, including items that may not be obvious direct replacements; be prepared to 'MacGyver' some solutions. It's nice to keep a personal journal — written, or sketchbook, or both; you'll be surprised at how quickly you forget little things that it would be nice to remember. And bring lots of books, including e-books and audio books (with earbuds). Reading helps time pass without disturbing the off watch. It's a long passage.

Compañera — There is no substitute for knowing your vessel; use everything and be familiar with its operation and limitations. I have sailed for many years and yet almost all my problems on this crossing could have been avoided.

Sangvind — (Frans) Don't let it scare you; it's downwind and so easy and steady. Squalls yes, but mostly relatively mellow ones, we sailed often with genoa only to make it easy on the autopilot and easy to take in sail for squalls at night. Yeah, you loose some speed but if there's enough wind it's okay, and you sleep better.

Enough — Do it! The voyage is going to be what it's going to be. But, arriving you'll have crossed an ocean testing your skills, seeing the greatest of sights and making a stronger relationship with all those on the boat.

Icaros — It's not a puddle, it's not a jump. Be prepared.

Batu — Accept that, once you begin, you get what you get and you don't throw a fit.

Scoots — Before you go, spend a week or more at anchor so you know all your "away from the dock" systems really work. And don't wait until the last minute. Know how to do your own weather routing, even if you hire a shoreside weather router. Know how to obtain — and under-

stand — weather forecasts while underway. Balance your sails so the autopilot doesn't have to work so hard.

Participate in the PPJ radio net. It's



'Sangvind's wheel may be a bit large for seven-year-old Jayden, but he certainly has a good view of the instruments.

a great way to keep in touch with other PPJers and to find out real-time weather conditions while underway. You'll end up being friends with many of them after you arrive.

Star Charger IV — Stock up really, really well in Panama. We didn't buy enough rum, gin or beer. Alcohol is very expensive in Polynesia.

Do not miss Galápagos. They are worth the cost and hassle! Stay as long as possible.

Carola — Have a third crew member along, even if you have to buy their return airfare. And install a windvane. Our Monitor worked hard 24/7 and uses zero precious amps.

While stretching their sea legs, Aussies Jeanette and Neil of 'Echo Echo' strike a pose with a centuries-old Marquesan statue.



PACIFIC PUDDLE JUMP RECAP

Merry Dolphin — Our energy-efficient watermaker was gold. Solar and wind generation are important. Reef early. Nurse your boat: use preventers, adjust position of lines to prevent chafe at wear points, enjoy the experience. Use Bob McDavit for weather routing: nice peace of mind and good value.

Avatar — Go now, and join the party. Do not miss the Rendez-vous, the most fun weekend ever!

That's a great thought to finish with, as we're already planning next year's Tahiti-Moorea Sailing Rendez-vous with our Tahitian partners. Tentative dates: June 23 to 25, 2017.

Online registration for the 2017 Puddle Jump will begin in early November at www.pacificpuddlejump.com.

Every year we expend lots of ink and effort reporting on the PPJ passage and

facilitating PPJ events. Why? Because we think completing this 3- to 4,000-mile voyage can be one of the most fulfilling accomplishments in the realm of cruising — especially since French Polynesia serves as the gateway to the wondrous world of South Pacific island-hopping. We salute all who completed the passage this year and invite you to follow in their wakes.

— **latitude/andy**

2016 PACIFIC PUDDLE JUMP PASSAGE DATA

Although not all Puddle Jumpers responded to our survey, those who did give a representative sampling of passage data.

Boat Name	Boat Make & Length	Captain & Crew	Boat's Homeport	Departed From & Date	Landfall & Date	Days of Crossing	Miles of Crossing	Equator X Long	Engine Hours	Best 24 Hours	Worst 24 Hours	High Wd Speed	# of Fish Caught	Breakage & Breakdowns
Anakena	Corbin 39	Bill Schmid	Everett, WA	La Cruz, MX	Hiva Oa	24 d	2,975	130°W	160 hrs	130 nm	80 nm	35 kts	0	alternator failed; water pump impeller failed on generator
Avatar	Peterson 44	S Rothery & M Rickman	Whitestone, VA	La Paz, MX	Ua Huka	2 d	2,600	127°W	22 hrs	155 nm	80 nm	25 kts	3	two alternators failed; generator failed
Batu	Valiant 40	The Arpag family	Hood River, OR	Barra Navidad, MX	Nuku Hiva	26 d	2,940	132°W	160 hrs	138 nm	59 nm	30 kts	2	heat exchanger failed; impeller failed; raw water blockage
Beach House	Switch 51	Scott Stolnitz	Marina del Rey, CA	Galapagos	Fatu Hiva	18 d	3,100	n/a	24 hrs	210 nm	121 nm	40 kts	n/a	just-rebuilt engines failed; hydraulic steering system failed; boom vang oil leak; bent code zero furling drum
Bolero	J/46	Jorge Morales	Dana Point, CA	Dana Point, CA	Fatu Hiva	17 d	3,150	134°W	10 hrs	194 nm	145 nm	31 kts	6	mainsail halyard chafe; failed cover on jib halyard; mainsail clew strap needed re-stitching; boom vang failed; watermaker rpm too high to drink; inadequate fridge insulation
Carola	Young Sun 35	Cliff Smith & Mary Ann Paulazzo	Pt San Pablo YC	Pto Vallarta, MX	Hiva Oa	28 d	3,052	128°W	15 hrs	149 nm	70 nm	40 kts	2	none
Compañera	Tartan 3800 OC	Sorum family	Vallejo YC, CA	Cabo, MX	Hiva Oa	21 d	n/a	n/a	n/a	165 nm	75 nm	40 kts	7	could receive but not transmit PPJ HF radio frequency; Hydrovane out of adjustment for first few days, then worked perfectly; jib furling line chafe; whisker pole rigging line snapped; bilge pump hose disconnected
Enough	Lapworth 50	The Ashton family	Alameda, CA	Las Cruz, MX	Nuka Hiva	19 d	n/a	134°W	15 hrs	196 nm	24 nm	35 kts	5	lot of chafe; spinnaker guy snapped
Huzzah	Jeanneau 45.2	Gerry Gilbert	Gig Harbor, WA	La Paz, MX	Fatu Hiva	18 d	2,906	134°W	18 hrs	182 nm	129 nm	28 kts	1	snapped telescoping whisker pole; blew tack off 1.5 oz asymmetrical in a squall
Icaros	Catana 431	Bob Sadler and Bev Irwin	Townsville, AUS	Panama	Nuku Hiva	28 d	n/a	93°W	70 hrs	210 nm	80 nm	30 kts	0	mainsail clew strap failed
Idlewild	Reyse 54 trawler	The Firmitte family	Surrey, BC	Nuevo Vallarta, MX	Hiva Oa	17 d	2,702	128°W	410 hrs	192 nm	128 nm	27 kts	11	watermaker quit on day 2; caught lots of rainwater; used seawater for everything except drinking and brushing teeth
Irgendwohin	Hans Christian 38T	Anthony Meixner & Ruth Schenk	San Francisco, CA	La Cruz, MX	Hiva Oa	28 d	2,750	129°W	29 hrs	147 nm	53 nm	35 kts	n/a	n/a
Jigsaw	Orams 48 cat	Phil & Fay Atkinson	Maryborough, AUS	Panama	Fatu Hiva	23 d	3,897	94°W	0 hrs	204 nm	145 nm	22 kts	1	small tear in spinnaker
Lumiell	Fountaine Pajot 46	John & Trish Elkins	Bristol, UK	Panama	Hiva Oa	25 d	4,000	88°W	25 hrs	211 nm	125 nm	33 kts	10	blew out headsail; spin blew head & clew
Merry Dolphin	Cal 2-46	D Oosthuizen & C Fitzsimons	Victoria, BC	San Francisco	Hiva Oa	25 d	3,000	134°W	30 hrs	160 nm	85 nm	35 kts	0	two lines chafed through
Moonraker	Morgan 44	Chris & Laurie Higham	Cardiff, CA	Panama	Hiva Oa	25 d	3,470	89°W	119 hrs	186 nm	57 nm	42 kts	8	spinnaker pole extension during a squall
Sangvind	Pacific Seacraft 48	Huber-White family	London, UK	Costa Rica	Fatu Hiva	29 d	3,700	89°W	28 hrs	182 nm	75 nm	28 kts	2	autopilot hydraulic ram leaked; computer charger broke; alternator burned out; Kindle went overboard
Scoots	Able Apogee 50	Eric & Vandy Shrader	San Francisco, CA	Yelapa, MX	Nuku Hiva	19 d	2,906	132°W	49 hrs	170 nm	100 nm	48 kts	0	code zero sail shredded on foredeck light; foredeck light flung into the ocean; radar unit issues
Serenity	Hans Christian 38	Paul & Jen Wheeler	San Francisco, CA	S.F. via Hawaii	Nuku Hiva	53 d	3,449	138°W	105 hrs	140 nm	38 nm	30 kts	6	ship's bell ripped off by flailing reefing line; radar reflector blew away; fishing reel destroyed; engine nearly died due to saltwater getting into fuel tanks through vents; fuel filter clogged; solar panel charge controller damaged beyond repair by saltwater
Silver Lynx	Laurent Giles 18m	Matt Spomer & Ana Rodighiero	Portland, OR	Galapagos	Nuku Hiva	20 d	3,200	88°W	n/a	210 nm	140 nm	25 kts	4	halyard chafed through; tear in the foot of yankee; bow nav light corroded
Star Charger IV	Oyster 435	Alasdair Maclean	London, UK	Galapagos	Hiva Oa	25 d	3,148	88°W	97 hrs	168 nm	85 nm	32 kts	5	failures of Autohelm; seacock; spin pole track; waterpump; mainsail clew shackle failed
Ta-B	Fontaine Pajot 46	Jane & Russell Poulston	Vancouver, BC	Galapagos	Hiva Oa	21 d	3,040	88°W	0	214 nm	68 nm	27 kts	0	n/a "We spent a lot of time prepping boat."
The Red Thread	Catalina 440	Neil & Jess Mackelprang-Carter	Seattle, WA	Galapagos	* Easter Island	14 d	2,042	88°W	38 hrs	167 nm	110 nm	30 kts	0	two chafed-through jib furling lines; kayak ripped from stanchion supports (*no data given for Easter Island to French Polynesia)
Velic	Jason 35	Ruth & Randy Webster	Portland, OR	Pto Vallarta, MX	Hiva Oa	27 d	2,867	121°W	48 hrs	147 nm	36 nm	27 kts	1	starboard staysail winch problems; cabin lockers and bilge hatches bound up due to expansion from humidity; turning blocks on windvane tiller control line failed after 10,000 nm; spin pole mast car jammed; new propane stove ignition button failed; was replaced w/ odd switch in spares inventory.
Wanderer	Pan Oceanic 46	Sharp & Margie Kemp	St. John, USVI	Galapagos	Hiva Oa	21 d	3,813	88°W	17 hrs	n/a	n/a	22 kts	lots	n/a
Wind of Change	Lagoon 450	Gernot Aiglstorfer	Punta Gorda, FL	Punta Gorda, FL	Hiva Oa	16 d	n/a	n/a	36 hrs	200 nm	130 nm	25 kts	n/a	blew out one spinnaker, chafed lines
Yollata	Lagoon 440	Scott Gladman & Tracey Hall	Melbourne, AUS	Panama	Hiva Oa	31	4,030	95°W	n/a	154 nm	113 nm	30 kts	4	none

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BAJA HA-HA MELTING POT

As most *Latitude 38* readers know, the Baja 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.

One look at the Ha-Ha XXIII entry roster on the event's website, www.baja-haha.com, and you'll see that a great variety of boats are entered, and the backgrounds of those who sail them vary greatly also. Look for mini-bios on all owners in the October issue of *Latitude 38*.

In addition to the many first-timers who'll be sailing south this year with the Ha-Ha, there are plenty of 'repeat offenders' who are eager to replay some of the fun and great sailing that they experienced during previous rallies. A few full-time Mexico cruisers have even vowed to sail all the way back to San Diego this year, just to re-do the rally.

Look for event updates in *Sightings*, and 'Lectronic *Latitude*.

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CREWING FOR CRUISERS

Among the important dates to note (on next page) is *Latitude's* annual Mexico-Only Crew List and Ha-Ha Party, September 7. There, hundreds of potential crew will mix and mingle with Ha-Ha boat owners who are looking for extra watch-standers.

Whether you are looking for a ride or for crew, you can get a head start on this process at our constantly updated Crew List at www.latitude38.com. As many Ha-Ha vets will confirm, the best way to prepare for doing the event in your own boat is to crew for someone else first.

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IMPORTANT DATES

- September 7, 4-6 p.m. – Free Mexico Cruising Seminar, Alameda's Encinal YC.
- September 7, 6-9 p.m. – *Latitude 38's* Mexico-Only Crew List Party and Baja Ha-Ha Reunion at Encinal YC.
- September 15, Midnight – Entry deadline.
- October 22, Noon-4 p.m. – Ha-Ha Welcome to San Diego Party, Downwind Marine.
- October 29, 5 p.m. – Pacific Puddle Jump Seminar. Inside West Marine at 1250 Rosecrans St., San Diego.
- October 30, 11 a.m. – Skippers' meeting. West Marine, 1250 Rosecrans.
- October 30, 1:00 p.m. – The Annual Ha-Ha Halloween Costume Party and BBQ. West Marine, 1250 Rosecrans.
- October 31, 10 a.m. – BHH Kick-Off Parade.
- October 31, 11 a.m. – Start of Leg One to Bahia Tortugas.
- November 3, Noon – BHH baseball game at Turtle Bay.
- November 4, 11 a.m. – Famous Turtle Bay Beach Potluck Party.
- November 5 – Start of Leg Two to Bahia Santa Maria.
- November 8 – Beach Party at BSM.
- November 9 – Start of Leg Three to Cabo.
- November 10 – Dance Party at Squid Roe.
- November 11 – Cabo Beach Party.
- November 12 – Awards presentations hosted by Cabo Marina.
- November 22, 4-7 p.m. – La Paz Beach Party at La Costa Restaurant.

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PLEASE NOTE:

Correspondence relating to the event can be emailed to events@latitude38.com. Please don't call *Latitude 38* with questions. The Ha-Ha is a separate operation.



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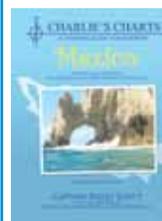
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"Breakfast!" I volunteered without hesitation. That was many weeks ago, at one of our first planning meetings before a long offshore trip. Each of the crew had been tasked with menu planning and shopping for a different meal. Not being much of a cook, I thought breakfast would be the easiest choice.

Unfortunately, I procrastinated until the last minute. On the night before departure, I had to buy breakfast for six people for two weeks.

I had the eggs. I had the easy biscuit mix so we could fill the cabin with the aroma of something baking. I had the bacon and sausage. I even had the freeze-dried home-fried potatoes. But I knew that for the first few days, before we had our sea legs, we needed something simple, like granola. I picked out a good flavor and added some cartons of rice milk that didn't need refrigeration.

But there was another issue that would be my responsibility to address: Constipation, the "number two" medical problem of offshore sailing, right after seasickness. Lee Helm, I dimly remembered, had some recommendations.

Lee's a graduate student who is usually up late, so a call on the cell phone would get me the info I needed while I continued shopping.

"Yo, Max!" she answered on the first ring.

"Max here," I said, still not used to the fact that in this day and age, everyone

The head will probably break. Make sure you have a bucket that fits, not like the one shown here.

already knows who is calling before they answer the phone.

"I'm shopping for offshore breakfasts. Didn't you once recommend some kind of breakfast cereal that would keep the lower intestines doing their thing? I have some apple-cinnamon granola..."

"No apple!" she admonished. "That will plug you right up. Pectin or something. Get over to the bulk foods section *wiki wiki*, and we'll talk."

"What? You want me to buy single-use water bottles? I thought those were taboo."

As I listened to her instructions I accelerated my shopping cart down the cereal aisle, then made a sharp right turn around a 10-foot-tall stack of pickled herring cans.

Crash! Another cart T-boned my cart, just aft of midships on the starboard side. My cart didn't capsize, but the groceries piled high in the top rack of the cart spilled overboard. Meanwhile the other cart was deflected hard to port, and grazed the stack of herring cans, causing a major avalanche.

"Starboard!" shouted Lee Helm. "Vessel on the right has right of way!"

She had been navigating the other cart, going at least as fast as I was, and she was evidently equally distracted by our cell-phone conversation as we both rounded the blind corner on converging points of sail.

"Sorry, protest not valid without a flag," I retorted as we both stopped to put the groceries back in my cart and the stack of herring back in place.

"Just hang up and drive," sighed a tired store employee as he shooed us away from the mess. "I'll take it from here."

We both resumed flank speed in the direction of the bulk-foods section, while Lee explained that pectin, found in apples and bananas, can have a binding effect, as do starchy vegetables, especially potatoes and yams. "Go easy on the baked goods too," she advised, "at least 'til day four."

"Day four?" It takes that long?" I asked.

"For sure," she said. "Think of what it's like for your digestive tract at the beginning of an offshore trip. Like, first there's the seasickness, so you might not be keeping any food down for the first day, or maybe the first two days. Then there's, like, no walking so there's no exercise of the lower body. Then there's, like, the different dietary routine and the tension caused by the motion, even if you're not actually barfing up lunch. Then there's knowing that you'll probably plug up the head when you finally do have to go. It's the perfect storm for lower intestinal stagnation."

"I've performed more than one craniotomy when far offshore," I confessed. "That's just another reason I really want to keep everybody moving on this voyage."

"Still, make sure you have a bucket that fits inside the head. Odds of sailing anywhere with a new crew without a head failure are slim."

"Good idea," I agreed.

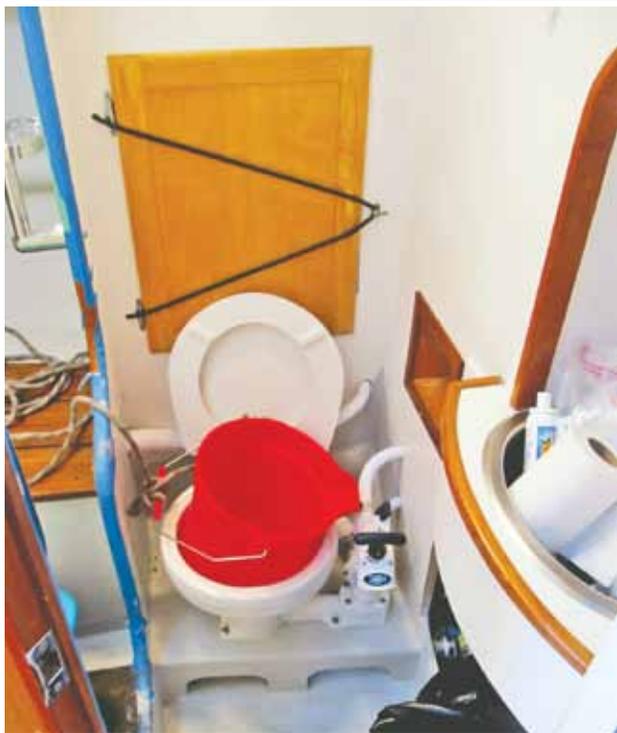
"And, like, find some compostable bags that are big enough to line the bucket. That way you can just heave the bag overboard after a major attack, and keep the bucket clean without someone risking their life hanging overboard to wash out the head bucket. But make sure you get the truly compostable corn-based bags, not those oxo-degradable bags that are still made of plastic and often high in heavy metals."

"Got it," I said as we hove up in front of the wall of bulk-food dispenser bins at the back of the store.

"Granola is usually too sweet and has too many toasted components," Lee explained as she pointed to a bin labeled Swiss muesli. "This stuff has a much higher expansion coefficient. For a crew of six, get at least a kilogram, or 2.2 pounds."

I filled up a plastic bag and wrote the bin number on the twist tab.

"Then, to make sure this works for everyone, there are two secret ingredients: Wheat germ and millet. Some people really respond to the wheat germ. The millet is mainly good for visuals — they look like little ball bearings, so it's easy





Pictured above are the key ingredients used by Lee Helm in her custom 'Number Two' breakfast cereal.

to imagine a lubricating effect. Add about 200 grams of wheat germ and 150 grams of millet."

"How much is that in ounces?" I asked as I weighed the bag of millet on the store scale.

"Around seven ounces of wheat germ, five of millet," she said after doing some quick arithmetic in her head. "Like, back at my housing co-op we use a triple-beam scale from the chem lab, so it's an all-metric kitchen."

Because the wheat germ is not sold in bulk, it was a little more difficult to find. Lee finally located a jar of toasted wheat germ back in the cereal aisle.

"I remember this stuff," I said as I held the jar. "My mom used to sprinkle it on my Cheerios. For the same reason, I think. Same brand, same jar. Amazing that they're still in business."

"If it worked then," Lee advised, "it will work now."

"Should we add anything to this mix to make it a little more palatable?" I asked after contemplating how muesli,

wheat germ and millet would taste.

"For sure," said Lee. "We're not done yet. I usually add about 100 grams each of raw cashew pieces, raisins and dried blueberries."

"No chocolate-covered espresso beans?" I asked as my eye caught one of the more tempting bulk bins in the store.

"Great for the night watch," Lee

OFFSHORE BREAKFAST CEREAL

- 1,000 g. (2.2 lb) Swiss muesli
- 200 g. (7 oz.) Kretschmer's toasted wheat germ
- 150 g. (5 oz.) millet
- 150 g. (5 oz.) raw cashew pieces
- 100 g. (3.5 oz.) raisins
- 100 g. (3.5 oz.) dried blueberries

suggested. "But caffeine is sometimes associated with dehydration, which is contrary to the mission. Dehydration can also be a big problem when the tank water tastes a little off, and, like, that can get worse on a boat that hasn't had the tank really shaken up 'til it's sailing offshore. Bring a lot of half-liter bottles of spring water."

"What? You want me to buy single-use water bottles? I thought those were

taboo on an enlightened boat with a low-carbon footprint."

"This whole movement against single-use water bottles is orchestrated by the beverage industry," Lee asserted. "I mean, people are starting to figure out that water is the only drink that's actually good for you. So the industry is terrified, and on the attack. You don't hear anything negative about single-use soda cans or bottles of juice, let alone those vile sport drinks. They only want to make it feel wrong to drink water from a convenient container."

"I'll file that with other conspiracy theories," I said. "The bottles really are wasteful, and there's no way to recycle where we're sailing to."

"Bring them all the way back home to recycle if you have to. Bottled water is the only really reliable way to make sure you have good drinking water. You can always tell how much you have, how fast you're using it, and how much you have left. Try that with tank water when you're offshore in a small boat."

"Good point," I said. "Failures in the fresh water system have caused almost as many boats to drop out of Hawaii races as rudder failures. I'll pick up a couple of flats of water

bottles."

"Get the expensive brand," Lee advised. "The square bottles stow more compactly. Even at a dollar a bottle it's cheap in the scheme of things, and it helps if the crew can feel a little pampered with a top-of-the-line brand when they have to force themselves to drink a lot of water."

"Spoken like a crew who has never had to pay for the provisions herself," I noted.

As it turned out, the crew didn't seem interested in my special breakfast cereal. Until the morning of day three, that is.

"Did you say something about an anti-constipation blend?" the skipper asked me quietly, right before breakfast on our third day out.

I served up a bowl for him, with some extra dried blueberries sprinkled on top. An hour later two more of the crew made the same request, and by noon there was a line at the head.

By two in the afternoon the head was broken. But the crew was in a much better mood.

— max ebb

THE RACING

Step aboard the vintage maxi *Atalanta* for a little race from the Pacific Northwest to the tropics; take a gander at San Francisco Bay action in the YRA's *2nd Half Opener*, SFYC's *Summer Keel*, and SYC's *J/105 Invitational*; then meet the champions of the *505 Worlds* and *Santa Cruz 27*, *Santana 22* and *International 110 Nationals*. Scads of *Race Notes* follow, and, along with *Box Scores*, spill over onto an extra page.

Victoria to Maui on a Classic Maxi

On July 22, *Atalanta* finished her fifth Vic-Maui Race. The aluminum-hulled 74-ft ketch was designed by Bill Tripp Sr., built by Abeking & Rasmussen, launched in 1967, and sailed in the '92, '94, '98, '02 and '16 Vic-Maui races, as well as Capetown-Rio, Sydney Hobart and Fastnet races. "The boat is the old *Ondine*, a sistership of *Blackfin* of Transpac and St. Francis Yacht Club fame," says her navigator, Stuart Lochner.

The boat started on July 11. Crewmember Harley Sheffield, the self-proclaimed 'Boat Jester', sent communiques to the crew's families. What follows are some excerpts from his dispatches.

"With 2,308 miles to go, the crew of 15 hearty souls pushed the 49-year-old boat hard to reach the tropical paradise quickly and safely," he wrote.

Day 4, 7/14: "While sailing hard dominated today's activities, lighter moments included fine dining, sleeping, music, and cocktails on deck at 1600. The main meal of the day was put together by Chefanie and our Chief Fishing Officer and featured freshly harvested albacore

sunfish, and our first flying fish."

Day 5, 7/15: "The day dawned cool and gray — which was appropriate since we were drawing even with San Francisco. We did a couple of sail changes today just to stay in practice. We're storming through the earlier starts, but *Valkyrie* is climbing up our backside at 22 miles out. Hopefully, they'll pass us close so they can blow us a kiss and throw us some cab fare as they show us their stern."

Valkyrie and *Kinetic*, TP52s which Sheffield called "svelte modern lasses of the modern era" sailed by the next day, on a record-breaking pace to Lahaina.

Day 6, 7/16: "Today's ride, brought to you by jibe to port, is a little flatter. The seas are confused, so there is plenty of pitching and rolling going on. We're sad to report the loss of one head due to a misbehaving valve solenoid. We've ordered a new one via Amazon Prime and hope the drone gets here within the two-day window. No need to break out the bucket yet — we still have two working heads."

The switch to Hawaii time involved intense discussion and confusion. "How do we do it; when do we do it; which watch do we screw?"

The evening's menu called for pork verde over polenta followed by blueberry pie. "If you thought we'd arrive looking like Tom Hanks in *Castaway*, think again. More along the lines of Wilson."

By Day 7, *Atalanta* appeared to have reached the Pacific garbage patch. "Fishing nets, floats, buckets and all kinds of other trash appear in the water with increasing regularity. We may have a bit of that garbage on our prop."

The good news: "We're back to three working heads. Jeff Bezos, if you're reading this, recall that drone!"

Day 8, 7/18: "*Atalanta* stormed the start of a new week with a bone in her teeth and a 5,000-square-foot spinnaker billowing out front. You haven't lived until you've surfed down an ocean swell at 19 knots onboard a 60-ton monster. With a 54-ft mizzen mast and a whopping 110-ft main, she's flying her full-rated sail area as we enter the trades. The waters around us are a gorgeous, deep blue, and the skies ... may someday be sunny?"



ALL PHOTOS ATALANTA



COURTESY ATALANTA

A bird's-eye view from the 1980s of *'Atalanta* with all sails set, surfing to Hawaii.

tuna." Co-owner David Thyer served as 'CFO', and 'Chefanie' is otherwise known as Stephanie Cook. "Wildlife sightings today included albatross, a monstrous

Three young crew signed on to cross the ocean with the seasoned sailors on *Atalanta*. "In days of yore, we would have had to drug them in a bar and slip their comatose bodies to the waterfront. These thrill-seeking adventurers ranging in age from 17 to 25 are standing watches, grinding winches, learning navigation... They're also trapped on a boat with a bunch of smelly old men and learning to swear like sailors."

Sheffield describes *Atalanta's* skipper, Louis Hoffer as "a man skilled on the bow, fearless, competent in all aspects of rigging, who'll go 100 feet aloft in rolling seas, with endless energy to steer throughout the night or take the helm in a squall. A man with a great attitude who is always thinking of others. How will this man be known? We know him as GQ Lou. His sailing IQ is only matched by his fashion sense. He can put together a smart ensemble featuring salmon-colored shorts, Vuarnets and a pair of Dubarry sea boots. You may smell like a goat right now, but we salute you GQ!"

Day 9, 7/19: "We're in the trades now but they're not the trades our Vic-Maui vets remember. The sea state is confused, with swells coming from more than one direction. The wind is hanging



Spread: David, the CFO, in his element — at the helm doing 12+ knots. **Inset, left:** The Chief Fishing Officer in his other element, two days out of Maui. The 'CFO' had been trolling for mahi mahi and met with abundant success on July 20. He landed a small fish followed by two much larger, which were filleted and stashed in the fridge. **Inset, right:** Alice, Louis and Harley smile as 'Atalanta' bears away toward the south.

in the low 20s with occasional bursts to 30 knots. The sea state dictates a less aggressive sail plan, so we're running with a reefed main, mizzen, and a smaller spinnaker."

Atalanta has plenty of bunks for normal outings but not enough for the full Hawaii race crew of 15. "To alleviate this, on-watch and off-watch crew share a bunk. We refer to our bunkies as 'hot-bunk' mates and not 'hot' bunkmates."

Day 10, 7/20: "We're just over 300 miles out, and when we close our eyes we can smell the plumeria. (When our eyes are open, however, we can only smell the filthy buggers next to us.) We've added the mizzen spinnaker to the previously reported sail plan and continue to forge ahead at 10-11 knots."

Day 11, 7/21: "Land ho! We're making final preparations to enter the home stretch. We've just spotted land and have 53 miles to go. Everyone is charging their phones in anticipation of the moment we have cell reception and breathing space to call loved ones."

7/23: During the race, Sheffield glossed over reports of gear failure and damage. Once the crew was safely ashore however, he "aired the laundry."

For instance, re-winding back to the coast of Washington in 25-30 knots of wind: "BANG! Our spinnaker guy exploded. All hands on deck as we scrambled to rig the sail with a new guy before another disaster could occur."

"The next day, the winds still blowing strong, *Atalanta* still charging. Creaks and pops in lines and spars have us on edge, especially since we've used our spare guy.

Night falls, midnight passes and BANG! Another guy goes. All hands on deck, spreader lights on, pitching and rolling and charging ahead we re-rig and re-set. Splices are made and now we have a couple of spares."

800 miles from Maui: "At 2030 hours the off-watch had just finished dinner. It was blowing 30 when a big gust caused us to round up hard, and we blew another guy. This setup was clearly not viable in these winds, so we shackled the tack to the bow and set up the big spinnaker like a true asymmetrical. Before you know it, another big gust laid us down, with water covering the side deck and the boom swimming. Our CFO brought the helm hard over, and, as if by sheer will and calm fortitude, slowly righted the ship. But not before the contents of the galley sink emptied onto the bathroom mirror and gravy decorated the ceiling."

The next day it was the gooseneck's turn. It sheared off from the mast in 25 knots of wind. "How the hell were we going to make it to Maui before the

next hurricane?! Our veteran crewmembers jury-rigged a solution, lashing the gooseneck to the mast with spare lines and winches while our steadfast CFO and helmsman calmly said, 'We're here to race. Let's race.' Somewhere during the repair he also mentioned that he'd lost steering. At 60 tons with a huge rudder, the mighty A requires a heavy-duty hydraulic steering system. Between driving her hard in seas and dragging her up from two round-ups, we must have damaged a seal or fitting. We added hydraulic fluid and got the steering settled. The leak increased in coming days. One day out we were adding fluid every six to eight hours and running low. By Thursday evening we were adding every couple of hours and down to the last of our canola oil."

During the final 24 hours with 140 miles to go: "BANG! All hands on deck. 'What was that?' Our windward spinnaker halyard just blew. Normally, the spinnaker would now be kissing the water, but due to some persistent chafing we had doubled up on the halyards. We were still screaming along at 11 knots but we were only one parted line away from a real mess."

On Day 10, Hour 10, *Atalanta* was 60 miles out and slipping between hurricanes. "We'll make it — as long as we don't have to jibe. We can't do a great deal of anything with sails. Almost all our winches are in use. We've got loaded lines everywhere. That evening's sunset was one of the most beautiful of the whole trip, with a rainbow to port. Darkness fell and the threat of more challenges loomed, but the crew was pumped by the sight of the glowing lights of Maui. As we approached Hawea Light and Pailolo Channel, it became apparent that the wind direction was going to favorable. We crossed the line off Kaanapali at 0002

For more racing news, subscribe to *Lectronic Latitude* online at www.latitude38.com

August's racing stories included:

- Rio Olympics • Pacific Cup
 - Clipper Round the World Race
 - Phyllis Kleinman Swiftsure Regatta
 - Aldo Alessio • CYC Friday Night Race
 - Kings of the Beer Can Challenge
 - More SFYC Summer Keelboat
- Plus previews of the Olympics and September races in California, and more.

THE RACING



ALL PHOTOS THIS PAGE ERIK SIMONSON / WWW.PRESSURE-DROP.US

This page, top row, the YRA 2nd Half Opener on Saturday, July 30; left to right: Bob Bloom's J/35 'Jarlen' and Mary McGrath and Rich Pipkin's J/125 'Can't Touch This' (ex-'Double Trouble') return from Point Bonita. Bottom row, the wet and wild SFYC Summer Keel had its share of (round) ups and downs; left to right: the Express 27s 'Tequila Mockingbird' and John Kearney's 'Salty Hotel'.

hours on Friday, July 22."

— latitude/chris

VICTORIA TO MAUI INTERNATIONAL YACHT RACE, ROYAL VANCOUVER YC/LAHAINA YC

DIVISION 1 — 1) **Kinetic V**, TP52, David Sutcliffe, RVanYC; 2) **Valkyrie**, TP52, Gavin Brackett, RVanYC; 3) **Longboard**, Riptide 35 MkII, Peter Salusbury, West Vancouver YC; 4) **Westerly**, SC70, Stuart Dahlgren, Royal Victoria YC; 5) **Atlanta**, Ocean Maxi 74, Louis Hoffer, CYC Seattle. (6 boats)

DIVISION 2 — 1) **String Theory**, Beneteau First 47.7, John Mortimer, Vancouver Rowing Club; 2) **Equus**, Jeanneau SO 509, Dean Conti, Three Tree Point YC; 3) **Kraken**, Beneteau First 40.7, Mark & Annette Malecek, WVYC; 4) **Alegria X**, Dufour 45, Eberhard Heinzemann, RVanYC; 5) **Starblazer**, Beneteau First 40.7, Robert Hennessy, CYC West Sound; 6) **Salient**, Beneteau First 40.7, Brad Marchant, WVYC; 7) **Miles**, Jeanneau SO 439, Gordon Wylie, RVanYC; 8) **Red Sheilla**, Beneteau 49, Jim Innes, RVanYC. (8 boats)

DIVISION 3 — 1) **Raindrop**, Cascade 36, Jody Easton, Rose City YC; 2) **Canard**, Jeanneau SO 36i, Joe Gaffney, Seattle YC; 3) **Espresso**, Express 37, George Bishop, Nanaimo YC; 4) **Ion**,

Beneteau 43, Bill Jones, NYC. (4 boats)

TWOHANDED — 1) **Amiskwi**, Sabre 386, Chris Read, Sidney North Saanich YC. (2 boats)

CRUISING — 1) **Forty**, Tartan 4100, Michael Boldt, RVanYC; 2) **Turnagain**, Beneteau Oceanis 50, Travis McGregor, RVanYC. (2 boats)

OVERALL — 1) **Kinetic V**; 2) **Valkyrie**; 3) **Longboard**; 4) **Westerly**; 5) **Atlanta**.

Full results at www.vicmaui.org

J/105 Invitational

Among the most consistently active one-design fleets on San Francisco Bay the J/105 is a 34.5-ft sprit boat first built in 1991 as a family racer/cruiser designed to be sailed shorthanded. The J/105 took off on San Francisco Bay as a pure racer, and the fleet regularly sees 18-22 boats on the starting line for nine regattas during its season, March through September.

Prime conditions greeted the 19-boat fleet in the Sausalito YC J/105 Invitational on July 23-24, with an estimated 5-knot flood on Sunday and breeze in the 20s at the western face of Alcatraz, where the race committee set the line. Heading up toward the windward mark,

the leaders generally favored the pin and footed it toward current relief along the Cityfront.

During the final race on Sunday, the windspeed hit 27 knots, placing a premium on sail handling. Several teams wiped out, while a few retired. "*Arbitrage* chose a more conservative mid-line start, and superior boatspeed enabled it to pull away from the peloton for a third-place finish," reports *Arbitrage's* skipper Bruce Stone, who, along with his wife Nicole Breault (the current US Women's Match Racing Champion) on main and tactics, has not missed a J/105 regatta on San Francisco Bay since buying the boat in '99. *Arbitrage* wrapped up the weekend with a tally of 1, 1, 10, 2 and 3, just two points ahead of the second-place boat, Steve Kent's *Perseverance*.

— martha blanchfield

SYC J/105 INVITATIONAL, 7/23-24 (Sr. 0t)

1) **Arbitrage**, Bruce Stone, 17 points; 2) **Perseverance**, Steve Kent, 19; 3) **Godot**, Phillip Laby, 23; 4) **Blackhawk**, Ryan Simmons, 25. (19 boats)

Full results at www.sausalitoyachtclub.org

Bay Area Sailors Don 505 Crown

On July 30-August 5, Mike Martin and Adam Lowry of San Francisco put in



THIS ROW FRED FAGO



THIS ROW MARTHA BLANCHFIELD / RENEGADE SAILING

a superb come-from-behind performance to take the 505 world championship. The regatta was hosted by Weymouth and Portland National Sailing Academy in England.

Martin and Lowry's path to victory began when they joined forces in 2014, setting their sights on the 2015 Worlds in South Africa. But the container bound for the Worlds made it as far as Oakland before a strike shut down the port. "We could see the container sitting there, not moving," said Martin. "It was frustrating, but there was nothing that could be done. We put all of our effort into gearing up for 2016 in Weymouth."

Martin won the 505 Worlds in 1999 as crew for Howard Hamlin in Quiberon, France. A decade later with crew Jeff Nelson, Martin won the 2009 Worlds in San Francisco, hosted by StFYC, this time as skipper.

Martin and Lowry plan on racing in the 505 Pacific Coast Championships in San Francisco this September and the 2017 Worlds in Annapolis, MD. In the meantime, Martin has been dabbling in a new hobby: kite-foiling. "It's a good balance for me, because I'm pretty terrible at it. I love a challenge."

See www.505worlds2016.com.

— latitude/chris

Top row, the 2nd Half Opener drop-mark race in the South Bay on Sunday, July 31: Mark Kennedy's Flying Tiger 'CentoMiglia' flies a fierce new spinnaker opposite Bob Walden's Cal 39 'Sea Star'; the C&C 30s 'Invisible Hand' (left) and 'Tiburon' stuck close together. "The wind increased during the race from a moderate breeze at the start to whitecaps at the finish," remarked photographer/EYC volunteer Fred Fago. Bottom row: Startline action in Sausalito YC's J/105 Invitational.

Santa Cruz 27 Nationals

Berkeley YC hosted their first of three national championships this year on July 21-24. "It was a hard-fought series on the Berkeley Circle, with the champion not decided until the final race," reports BYC's commodore, Patrick Hind-Smith. *Jersey Girl* and *Mistress Quickly* were tied at 16 points going into the seventh and final race.

"The breeze each day was seldom under 20 knots, and it gave the crews all they could handle," said Hind-Smith. All of the racers had come north from Santa Cruz. "They proved themselves as able yachtsmen in handling the boisterous conditions with minimal breakage. The racing was close, and the post-race festivities in Berkeley were spirited."

BYC will host the Express 37 Nationals on October 7-9, and the Express 27 Nationals on October 14-17.

— latitude/chris

SC27 NATIONALS, BYC, 7/22-24 (7r, 0t)

- 1) *Jersey Girl*, Greg Miller, SCYC, 18 points;
- 2) *Mistress Quickly*, Evan Diola, SCYC, 19; 3)

Hanalei, Rob Schuyler, SCYC, 21. (9 boats)
Full results at www.berkeleyyc.org

Tuna Nationals Turn 50

The Santana 22 National Championship, hosted by Santa Cruz YC on July 29-31, featured 13 entries racing against the Beach Boardwalk backdrop. This year marks the 50th anniversary of the very first national championship regatta for this storied class; the first was held in 1966.

The fleet is still as competitive today as it was when the boats were brand-new in that first year; some of them are even still as shiny. Nine boats hailing from Santa Cruz competed with two boats from Monterey and two from San Francisco Bay. Courses ranged from 3 to 6 miles long, one of them touring the Natural Bridges area. Winds this year were on the lighter side, making for very tactical racing. No single boat walked away with all the bullets. Saturday's three races saw 8- to 10-knot westerlies. Sunday's wind was much lighter, 5-8 knots from the west. An hour-and-a-half postpone-

THE RACING



The new Santana 22 champions, Rusty Kingon, Phil Vandenberg and Bob Simpkins, from 'Maybe', and all their winnings (perpetual in back, eldest skipper and keeper trophies).

ment provided an opportunity for a swim. With multiple boats over early, a general recall was signaled at the start of the last race.

A three-peat for reigning champion Bob Comstock on *Rick's Place* was not to be. Veteran racer and SCYC member Phil Vandenberg and his crew Bob Simpkins and Rusty Kingon captured all the swag on *Maybe*. In addition to the championship perpetual trophy, Vandenberg took home the Ernie Rideout Trophy

for eldest skipper. Ernie had donated *Maybe* to the UC Santa Cruz Community Boating Center about four years ago. A national champion himself at age 90 in 2008, Ernie passed away last summer. Vandenberg dedicated this year's championship to Ernie's memory.

The Santana 22 Nationals will return to San Francisco Bay in 2017.

— kristen soetebier

SANTANA 22 NATIONALS, SCYC (5r, 0t)

1) **Maybe**, Phil Vandenberg, UCSC, SCYC, 8 points; 2) **Rick's Place**, Bob Comstock, SCYC, 12; 3) **Cnidarian**, Kate Conway, MPYC, 14. (13 boats)

Full results at www.club.scyc.org

International 110 Nationals

Boston sailor Maggie Craig, with her dad Tom as crew, sailed a borrowed boat to a 1-5-4-5-2-1 record to win at the International 110 Nationals held August 1-5 at Inverness YC on Tomales Bay.

Local talent Bill Barton, with crew



BOTH PHOTOS KRISTEN SOETEBIER

'Santy Anno' from Monterey sailed the Santana 22 Nationals with double the bow power.

Chris Rainey, placed second. Richmond YC's Bren Meyer and Erik Menzel placed third.

Among the 22 boats registered, two trailered in from Michigan to compete. After weighing and measuring on Monday, they took to the water Tuesday and completed the planned seven races by Friday afternoon. It was the largest one-design national event ever to take place on Tomales Bay, eclipsing the 18-boat 110 Nationals held there in 2013. Inverness YC's Fleet 56, which at 21 boats is the largest 110 fleet anywhere,

SFYC MIDNIGHT MOONLIGHT MARITIME MARATHON, 7/16

1) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook; 2) **Audacity**, Morris 52, Scott Kokka/Zander Hyde; 3) **Salient**, Cal 2-39, Mark & Rich Pearce. (15 boats)

Full results at www.sfyc.org

J/70 PCC, STFYC, 7/22-24 (10r, 1t)

1) **Catapult**, Joel Ronning, Wayzata YC, 11 points; 2) **Jennifer**, Chris Kostanecki, SFYC, 35; 3) **Loose Lucy**, Justin Kromelow, STFYC, 57; 4) **Hoss**, Glen Darden, Fort Worth BC, 57. (18 boats)

Full results at www.stfyc.com

MELGES 24 SUMMER SPORTBOAT, STFYC, 7/22-24 (7r, 0t)

1) **Wilco**, Doug Wilhelm, 11 points; 2) **Looper**, Duane Yoslov, 11; 3) **M1**, Ian Collignon, 29. (6 boats)

Full results at www.stfyc.com

SFYC MULTI-HULL REGATTA, 7/23-24 (4r, 0t)

F18 — 1) **Le Zebra**, Paul Galvez, 10 points; 2) **Kaos vs. Control**, Charles Froeb, 11; 3) **USA 90**, Ben Lamond, 12. (6 boats)

Full results at www.sfyc.org

CYC ONE-DESIGN INVITATIONAL, 7/23-24 (5r, 0t)

EXPRESS 27 — 1) **Get Happy!!**, Brendan Busch, 7 points; 2) **Peaches**, John Rivlin, 14; 3)

THE BOX SCORES

Current Affair, Seth Clark, 18. (8 boats)

Full results at www.cyc.org

SANTA BARBARA TO KING HARBOR RACE, SANTA BARBARA YC/KHYC, 7/29-30

MAXI — 1) **Medicine Man**, Andrews 63, Robert Lane; 2) **Taxi Dancer**, Esprit 68, Thomas Parker; 3) **Grand Illusion**, SC70, Edward McDowell. (5 boats)

FAST 50-A — 1) **It's OK**, Andrews 49.9, Lew Beery; 2) **Flaquita**, R/P 44, Paul Casanova; 3) **Margaritaville 1.5**, Andrews 52, Jay Steinbeck. (5 boats)

PHRF-A/FAST 50-B — 1) **Horizon**, SC50, John Shulze; 2) **Allure**, SC50, William Schopp; 3) **Paranoia**, SC52, Rick von Heydenreich. (9 boats)

PHRF-B — 1) **French Kiss**, Beneteau First 44.7, Chris Hillseth; 2) **Buena Vista**, Olson 40, Dwight Rowe; 3) **Tigger**, J/33, Fred & Suzanne Cottrell. (10 boats)

PHRF-C — 1) **Shockwave**, Newport 141s, Mike Grijalva; 2) **Sheridan Mae**, Catalina 36, Steve Davis; 3) **LeiLani**, Hunter 34, John Rushing. (12 boats)

ULDB-A/SPORT — 1) **Warrior**, Viper 830, John Seitz; 2) **Anarchy**, Melges 32, Scott Tempesta; 3) **Timeshaver**, J/125, Viggo Torbensen. (10 boats)

ULDB-B — 1) **Mexican Divorce**, 1D35M, Neil Fraser/Michael Blunt; 2) **Relentless**, 1D35M, Marty Vogel; 3) **E Ticket**, SC37, Tom Hudson. (9 boats)

ULDB-C — 1) **Captain Sluggo**, Hobie 33, Nina Yabsley; 2) **Groovederci**, Farr 30, Deneen Demourkas; 3) **Menace**, Farr 30, William Daffron. (11 boats)

OVERALL — 1) **Warrior**; 2) **Anarchy**; 3) **Captain Sluggo**; 4) **Timeshaver**; 5) **Derivative**, J/125, Mark Surber; 6) **Horizon**; 7) **Warrior**, J/125, Laura Schlessinger; 8) **Mexican Divorce**; 9) **Allure**; 10) **Cowabunga**, Viper 830, Tom Blanton. (90 boats)

CRUISING — 1) **Second Wind**, Legend 375, Lander Nicolait; 2) **Good Company**, Santana 35, Gil Speer; 3) **Merlin**, Columbia 39, Robert Knox. (4 boats)

ORCA — 1) **Mental Floss II**, Corsair 37, Jeff Cohen; 2) **Wahoo**, G-Force 1400, Bill Gibbs; 3) **GoCart**, Seacart 30, Chris Slagerman. (6 boats)

Full results at www.sbyc.org

YRA 2ND HALF OPENER I, EYC, 7/30

PHRF 1 — 1) **Secret Squirrel**, Schock 40, Zachery Anderson; 2) **Swift Ness**, J/111, Reuben Rocci; 3) **Double Digit**, J/111, Gorkem Ozcelebi. (8 boats)

PHRF 2 — 1) **Vitesse Too**, Hobie 33, Grant Hayes; 2) **Mintaka 4**, Farr 38, Gerry Brown; 3) **Dare Dare**, Jeanneau SF 3200, Nicolas Popp. (9 boats)

PHRF 3 — 1) **Arcadia**, Mod. Santana 27,



was represented by a record 16 entries.

Light to medium winds clocked from west to north, featuring shifts of more than 30 degrees on many occasions. Velocity rarely exceeded 9 knots and occasionally dropped to near zero. Combined with the shiftiness, sailors had plenty to deal with.

When asked about the difference from her home base at Hull YC, Maggie was candid. "In Boston Harbor, the wind is much more consistent, coming from the same direction pretty much," she said at the awards dinner Friday night. "But the shifts here gave me chances to move up. That's how I did well.

"And the views here, the surroundings," Maggie added, smiling, "they are a distraction if anything."

PRO Forrest Gay and his crew knew that highly contested starts and mark roundings were inevitable. Clarity of racing rules and procedures was a priority during skippers' meetings, and the com-

Third-generation 110 sailor Maggie Craig came west, borrowed the local boat 'Alter Ego', and sailed to victory, with her dad Tom on the trap.

munication paid off. There were numerous fouls, but these were rectified under the 720/360 rule and re-roundings. There was not a single protest hearing during the regatta.

"This was the best race committee I have ever seen," Maggie said, a feeling echoed across the fleet. "I would love to come back and sail here again."

— *hobey landreth*

Race Notes

Racing at Cowes, Isle of Wight, in

the **J/111 Worlds** on July 31-August 5, Peter Wagner's San Francisco-based *Skeleton Key* finished second in a 14-boat fleet. "There are only a handful of places like this in the world and San Francisco Bay is one of them," said Wagner of Cowes, speaking at the awards ceremony. "Put August 24 in your diaries; the next J/111 Worlds is in San Francisco." See www.j111class.org.

After a long weekend of races against nine other top clubs from England and the US, San Diego YC emerged victorious in Newport, RI, at NYYC's **Morgan Cup** Team Race on August 5-7. "We are psyched," said SDYC skipper Nevin Snow, a two-time college sailor of the year (Georgetown class of '16). SDYC is the fourth team to win the Cup in its 14-year history, and only the second from California (Newport Harbor YC won in 2014). See www.nyyc.org.

Mission Bay YC in San Diego hosted the **Chubb US Junior Sailing Championships** on August 11-15. Winning the

Gordie Nash; 2) **Ahi**, Santana 35, Andy Newell; 3) **Sea Star**, Cal 39, Bob Walden. (3 boats)

PHRF 4 — 1) **Neja**, Dasher, Jim Borger; 2) **Siento el Viento**, C&C 29-1, Ian Matthew; 3) **Luna Sea**, Islander 36, Dan Knox. (3 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards; 2) **Expeditious**, Bartz Schneider; 3) **Stewball**, Bob Harford. (5 boats)

SF 30 — 1) **Friction Loss**, J/30, Jenny Thompson; 2) **Heart of Gold**, Olson 911s, Joan Byrne; 3) **Double Down**, Schumacher 30, Robert Fairbank. (3 boats)

EXPRESS 27 — 1) **Wile E. Coyote**, Dan Pruzan; 2) **El Raton**, Ray Lotto; 3) **Hang 20**, Moni Blum. (5 boats)

OLSON 25 — 1) **Synchronicity**, Steve Smith; 2) **Shark on Bluegrass**, Falk Meissner; 3) **Shadowfax**, Mark Simpson. (4 boats)

J/24 — 1) **Shut Up and Drive**, Val Lulevich; 2) **Downtown Uproar**, Darren Cumming; 3) **Woof**, Wally Whittier. (3 boats)

SPORTBOAT — 1) **CentoMiglia**, Flying Tiger, Mark Kennedy; 2) **Kuai**, Melges 32, Dan Thielman; 3) **Tiburón**, C&C 30, Steve Stroub. (5 boats)

NON-SPINNAKER — 11) **Califia**, Islander 36, Tim Bussiek. (1 boat)

OVERALL — 1) **CentoMiglia**; 2) **Secret Squirrel**; 3) **Kuai**; 4) **Tiburón**; 5) **Invisible Hand**, C&C 30, Frank Sloodman. (31 boats)

YRA 2ND HALF OPENER II, EYC, 7/31

PHRF 1 — 1) **Secret Squirrel**; 2) **Swift Ness**; 3) **Bodacious+**, 1D48, John Clauser. (3 boats)

THE BOX SCORES

SPORTBOAT — 1) **Kuai**; 2) **CentoMiglia**; 3) **Tiburón**. (4 boats)

PHRF 2 — 1) **Mintaka 4**; 2) **Traveler**, Express 34, David Ross. (2 boats)

PHRF 3 — 1) **Arcadia**; 2) **Ahi**; 3) **Sea Star**. (3 boats)

PHRF 4 — 1) **Siento el Viento**; 2) **Neja**; 3) **Luna Sea**. (3 boats)

Full results at www.yra.org

CGRA COLUMBIA GORGE ONE DESIGN REGATTA (C-GOD), 7/29-31

MOORE 24 NATIONALS (11r, 2t) — 1) **Grunted**, Bart Hackworth, RYC, 11 points; 2) **White Trash**, Andy Hamilton, RYC, 33; 3) **Further**, Matt Noble, SFYC/RYC, 40; 4) **Seldom Seen**, Tyler Bech, Hood River YC, 45. (16 boats)

FLYING DUTCHMAN NATIONALS (7r, 1t) — 1) **Copacabana**, Paul Scoffin/Pavel Ruzicka, MBYC, 6 points; 2) **Sojourner**, Lin Robson/Kim MacDonald, SPSC, 16; 3) **#1453**, Buzz Ballenger/Kurt Hemmingsen, SCYC, 19. (6 boats)

TASER NATIONALS (9r, 1t) — 1) **W.A.F.I.**, Thilo Giese/Sandra Towers, Royal Vancouver YC, 12 points; 2) **Honey Badger**, Michael Karas/Molly Jackson, Seattle YC, 16; 3) **Fast & Thorough & Sharp as a Tack**, Jay & Lisa Renehan, Seattle YC, 22. (9 boats)

FIREBALL WESTERN REGIONALS (7r, 1t) —

1) **Tangeroo**, James Cox/Simon Pearson, Royal Victoria YC, 9 points; 2) **Infalible**, Robert Thompson/Francis Westlake, RVicYC, 11; 3) **Eeyore**, Mark Cummings/Evelyn Chisholm, CBSA, 15. (6 boats)

MELGES 24 (8r, 1t) — 1) **Mikey**, Kevin Welch, 9 points; 2) **SlingSHOT**, Wes Whitmyer Jr., 14; 3) **Good Enough**, Matt MacGregor, 19. (10 boats)

LASER (8r, 1t) — 1) Bill Symes, 8 points; 2) Doug Seeman, 16; 3) Rod Hodson, 21. (7 boats)

Full results at www.cgra.org

EL TORO NORTH AMERICANS, 8/2-4 (6r, 1t)

1) Art Lange, FSC/HPSC, 13 points; 2) Michael Pacholski, SCYC, 16; 3) Andy Goodman, RYC/SSC, 17; 4) Julia Paxton, RYC, 23. (17 boats)

Full results at www.eltoroyra.org

HYDROFOIL PRO TOUR, STFYC, 8/4-7 (16r, 3t)

1) Nico Parlier, FRA, 15 points; 2) Johnny Heineken, USA, 21; 3) Joey Pasquali, USA, 35; 4) Nico Landauer, URU, 57; 5) Stefaans Viljoen, RSA, 67; 6) Adam Withington, MEX, 79; 7) Zack Marks, USA, 92; 8) Toni Vodisek, SLO, 93; 9) Riley Gibbs, USA, 105; 10) Xantos Villegas, MEX, 144. (45 boards)

Full results at www.stfyc.com

LASER MASTERS NA, RYC, 8/5-7 (9r, 1t)

LASER — 1) Charlie Buckingham, Newport Harbor YC, 27 points; 2) Emilio Castelli, RYC, 31; 3) Tracy Usher, STFYC, 39; 4) Mike Bishop, STFYC, 54; 5) Will Benedict, RYC, 58; 6) Al Sargent,

THE RACING SHEET

Smythe Trophy in the Laser Radial was Joseph Hou of NHYC. Nicholas Marwell and J. Noble Reynoso, sailing for SFYC, won the Bemis Trophy in the Club 420. And Porter Kavle, Jake Vickers and Will Comerford from Annapolis YC won the Sears Cup, sailed in Lightnings.

Extreme Sailing Series organizers OC Sport have appointed Canadian **John Craig** to be the new race director for the global stadium-racing circuit, which is sailed in hydrofoiling GC32 catamarans.

Before being hired as principal race officer for the 34th America's Cup in San Francisco and for the first AC World Series, Craig served as racing manager at St. Francis YC. After AC 34, he oversaw the development of the Sailing World Cup. Most recently, he was race director for the Red Bull Foiling Generation.

US Sailing has hired **John Pearce** as the Portsmouth, RI-based organization's



San Francisco Bay isn't the only venue in the West that's breeze-on all summer. This is the Columbia River Gorge, with 'Space Toaster' getting horizontal during the Moore 24 Nationals.

youth director, a new position. Bay Area sailors may remember Pearce as assistant coach at Stanford in 2005-06 and head high school and race team coach at SFYC in '06-'07.

On September 27-October 1, the **Shields Nationals** will return to California for the third time in the class's 52-year history. The Shields is a fast one-

design sloop considered to be a compact version of the 12-Meter, which was used in the America's Cup from 1958 to 1987. The design vision of Cornelius Shields, himself an America's Cup sailor, the Shields is intended for crews of three to five sailors. The Nationals have been held annually since 1965, and Monterey Peninsula YC hosted the regatta previously in 1975 and 1984.

Much of this year's race course will be set close enough to shore to be watched from Monterey Beach, Municipal Wharf #2 and the Coast Guard Pier. See www.shields.mpyc.org.

A lusty Racing Sheet yee-haw goes out to Caleb Paine of San Diego, USA's only sailing medalist at the **2016 Rio Olympics**. Paine, the son of 2014 Single-handed TransPac vet Doug Paine, won the bronze in the Finn. For our report on the Olympics, see *Sightings*, page 60.

— *latitude/chris*

StFYC, 60. (27 boats)

LASER RADIAL — 1) Jon Andron, StFYC, 21 points; 2) Walt Spevak, Okoboji YC, 21; 3) Doug Hart, MBYC, 29; 4) David Tapier, NoYC, 31; 5) Peter Seidenberg, Sail Newport, 38. (22 boats)

Full results at www.richmondyc.org

OYRA RACE #6, 8/6

PHRO 1 — 1) **Secret Squirrel**, Schock 40, Zachery Anderson; 2) **Blue**, Swan 53, Ray Paul; 3) **Akula**, J/105, Douglas Bailey. (7 boats)

PHRO 2 — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Yeti**, Express 27, Adam Mazurkiewicz; 3) **Sea Star**, Cal 39, Bob Walden. (5 boats)

SHORTHANDED — 1) **White Shadow**, J/88, Jim Hopp/Ann Hadley; 2) **Mirthmaker**, Archambault 35, Kirk Denebeim/Eric Gray; 3) **Oscar**, SC33, Joshua Rothe/Jeff Dunnivant. (6 boats)

SINGLEHANDED — 1) **Grace**, Beneteau First 300 Spirit, Jindrich Dokonal; 2) **Ragtime!**, J/92, Bob Johnston; 3) **Fugu**, Wilderness 30, Chris Case. (4 boats)

Full results at www.yra.org

TYC MOSELEY REGATTA 8/6 (3r, 0t)

ETCHELLS — 1) **#1229**, Ethan Doyle, 3 points; 2) **Ginna Fe**, Michael Laport, 7; 3) **Foxy Lady**, Travis Lund, 8. (3 boats)

KNARR — 1) **Gjendin**, Graham Green, 5 points; 2) **Three Boys and a Girl**, Chris Perkins, 9; 3) **USA125**, Jon Perkins, 14. (12 boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal, 3 points; 2) **Freja**, Tom Reed, 10; 3) **Nordic Star**,

THE BOX SCORES

Richard Keldsen, 10. (7 boats)

Full results at www.jibeset.net

HOOD RIVER YC DOUBLE DAMNED, 8/6

1) **Fayaway**, Shark, Gay Morris; 2) **Slingshot**, Melges 24, Wes Whitmyer Jr.; 3) **Further**, Moore 24, Matt Noble. (15 boats)

Full results at www.hoodriveryachtclub.org

CPYC KAY & DAVE FEW REGATTA, 8/6

1) **Paradigm**, J/32, Yvette Yong/Luther Izmirian; 2) **La Dolce Vita**, J/32, Joan Byrne/John Riley; 3) **Hot Ice**, C&C 110, Laura Gammill/Mike Haddock. (7 boats)

Full results at www.cpyc.com

TAHOE YC TRANS-TAHOE, 8/6

PHRF 1 — 1) **Racer X**, Farr 36, Gary Redelberger; 2) **August Ice**, J/125, Richard Ferris; 3) **Wicked Sister**, Farr 36, Richard Courcier. (3 boats)

PHRF 2 — 1) **Personal Puff**, Melges 24, Dan Hauserman; 2) **Nikita**, Melges 24, Paul Krak Arntson; 3) **Blue Dream**, Melges 24, Ryan Conner. (4 boats)

PHRF 3 — 1) **Fired Up!**, Express 27, John Morrison; 2) **Heatwave**, SC27, Don Bemiss; 3) **Legs**, Moore 24, Les Robertson. (7 boats)

CRUISING — 1) **Osprey**, Express 28, Jamie

Casey; 2) **Knot Bitchen**, San Juan 24, Choco Mohler. (2 boats)

MULTIHULL — 1) **Dilithium**, Hobie 20, Andrew Esler; 2) **Slingshot**, F18 Tiger, Matt Hepner/Tom Bansak. (2 boats)

Full results at www.tahoeyc.com

MELGES 24 PCC, SFYC, 8/12-14 (8r, 1t)

1) **Mikey**, Kevin Welch, Anacortes YC, 7 points; 2) **Average White Boat**, Kent Pierce/Eric Stokke, Santa Barbara YC, 17; 3) **Wilco**, Doug Wilhelm, SFYC, 19. (8 boats)

Full results at www.sfyf.org

SFYC J/70 SUMMER INVITATIONAL, 8/12-14 (8r, 1t)

1) **Flojito y Cooperando**, Julian Fernandez Neckelmann, 11 points; 2) **Catapult**, Joel Ronning, 12; 3) **Heartbreaker**, Robert L. Hughes, 19; 4) **Running Wild**, Peter Vessella, 33. (17 boats)

Full results at www.sfyf.org

SFYC SUMMER KEELBOAT, 8/13-14 (5r, 0t)

J/120 — 1) **Mr. Magoo**, Stephen Madeira, 9 points; 2) **Chance**, Barry Lewis, 11; 3) **Peregrine**, David Halliwill, 12. (5 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Zachery Anderson, 6 points; 2) **Get Happy!!**, Brendan Busch, 12; 3) **Peaches**, John Rivlin, 13. (7 boats)

ETCHELLS — 1) **Capricorn**, Ethan Doye, 9 points; 2) **Magic**, Laurence Pulgram, 9; 3) **Mon-eyball**, Blaine Pedlow, 17. (5 boats)

Full results at www.sfyf.org

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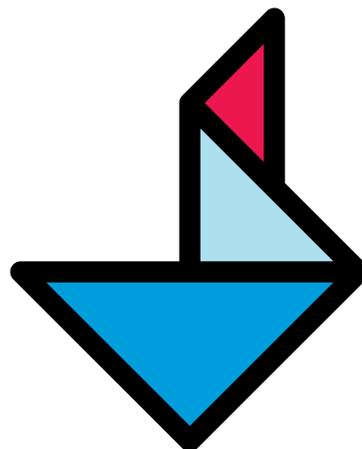
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WORLD

This month we focus on a European charter opportunity that few West Coast sailors have experienced: sailing the Brittany coast aboard an historically accurate gaff-rigged pilot cutter replica.

A Completely Different Charter Trip: Brest-Douarneznez Sail Fest 2016

Where can you find more than 2,000 traditional sailing vessels gathered in one place? At the Brest Sail Fest!

The International Festival of the Sea has been held every four years at Brest, in northwestern France, since 1992. A smaller one is held every other year in Douarneznez (Do-are-nay-nay), about 55 miles away. This year was the combination of both.

Brest itself is not an attractive city. As a naval station it, was 90% destroyed during World War II, but its citizens certainly have an enthusiasm for their city's maritime heritage! Two thousand sailing vessels, from coracles to luggers, from Brixham trawlers and pilot cutters to towering square-rigged warships attend the festival, with many open to the public. Four miles of waterfront are utilized by the ships, while many vendors sell everything from beer to sausages and crêpes. Craftsmen showcase Breton products and crafts. Multiple troupes of bagpipers, Morris dancers and various musical groups rove through the crowds, and stages feature Celtic musicians and singers.

Chartered through Classic Sailing (www.classic-sailing.co.uk), I felt fortunate to sign up for a berth on the cutter *Agnes* during the festival. *Agnes* is a replica of an 1841 gaff-rigged pilot cutter that measures 45 feet on deck, plus a 20-foot bowsprit. She is the eighth cutter built by our captain, Luke Powell,

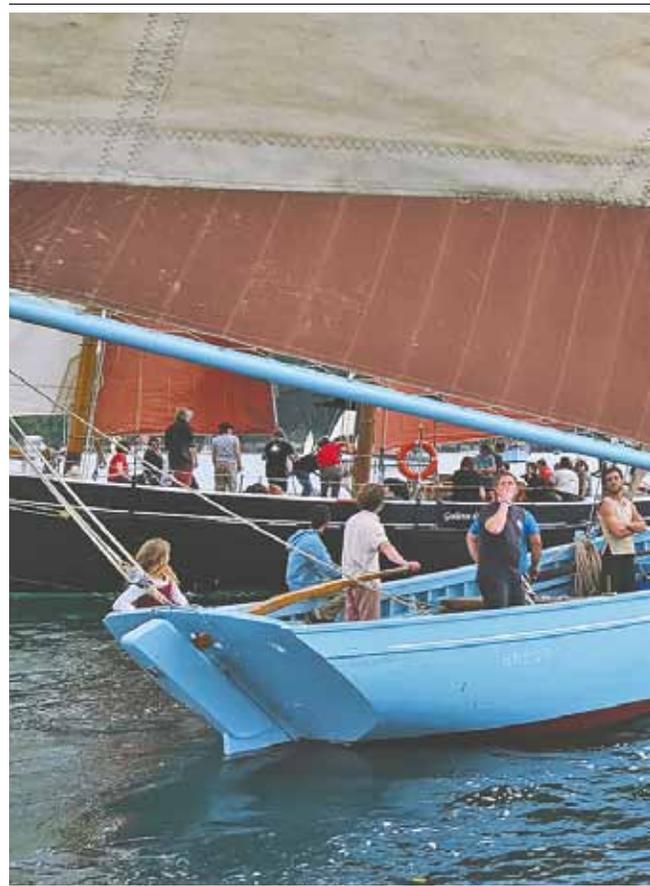
Witnessing this raftup of pilot cutters, you might think you were back in the mid-1800s; similar boats run by like-minded sailors.

who pioneered a revival of building these traditional wooden boats, and is the author of *Working Sail*, which recounts the struggle of traditional boatbuilding in today's modern world. To participate in the festivities, *Agnes* sailed from Falmouth, in southwest England, across the English Channel to Brest.

Editor's note: Due to space limitations, we can't run the author's full report. But we hope the excerpted passages that follow will give you a good idea of what her experience was like.

The mid-July festival extended along a river populated with international windjammers such as the replica of the French warship *Hermione* (which Lafayette took to the American Revolution), and a Mexican square-rigged training vessel with the biggest flag I've ever seen! The festival then wraps around the marina front for miles, as Brest is an important naval as well as fishing harbor on a huge enclosed bay. Because the festival is held only every four years, it is heavily attended by huge crowds, and everybody seemed happy and enthusiastic.

The day after arriving I had a great time soaking in the sights and sounds of thousands of sailing vessels. I took onboard tours aboard the 183-ft Dutch *Europa*, a three-masted bark, and the 376-ft Russian four-masted bark *Kruzenshtern*, manned by young Russian cadets. *Europa* still sails around the world, and currently has a 52-day charter scheduled to Antarctica. Likewise,



the *Kruzenshtern* has berths available for cruises around the Atlantic.

After a lot of searching, I finally located *Agnes* in the Angleterre (England-based) area of the marina and went on board to meet Capt. Luke. Aboard *Agnes* I immediately noticed a marvelous collection of natural rope and wooden blocks, a refreshing sight to a Southern California sailor who's used to nylon and fiberglass.

Looking around, we saw at least four other pilot cutters that our captain had built, sort of a gathering of the family. It's an ever-changing pageant to see the various maneuvers made while packing so many boats into such a tight harbor.

After meeting fellow shipmates on *Agnes*, we went to an Irish pub to listen to two of our fellow sailors play harmoniums as accompaniment to many lustily sung traditional sailing songs. It was an absolute delight to hear *Bound for South Australia*, *Drunken Sailor* and others.

The next day it was baking-hot — in the 90s. That's very unusual for Brittany, as it's usually in the 70s. We spent the afternoon down below or on deck in any shade we could find, watching the changing scene of ketches, schooners, yawls, cutters, luggers, barks, brigs, etc., maneuvering in the harbor.

The next morning after coffee and



OF CHARTERING



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Light-air racing in close quarters was a thrill for the crew, and gave Captain Luke a close look at some of his own creations. Inset: 'Agnes'.

croissants, we broke the raft-up and headed out within a vast flotilla headed down to the Tas de Pois (Pile of Peas), big rocks located off the Pointe de Pen-Hir that the whole flotilla tries to sail between while en route to Douarneznez, some 50 miles away. There was virtually no wind but we were in a marvelous parade of hundreds of boats and could hear a bagpiper from another boat playing *My Bonnie Lies Over the Ocean*, which inspired Paul to get out his harmonium and entertain us.

As we got closer to the Tas de Pois, the breeze picked up and the boats started to pack together. There were literally 1,500+ boats all converging at different speeds and different times to pass between the two large rocks, which are only about 170 feet apart.

On the other side of the rocks we were greeted by scores of dinghies as a sort of welcoming committee. We all erupted into whoops of joy; people were blowing horns and cheering all around us. Some dolphins came up to play by us, too. Right off Dourarneznez, the wind piped up to more than 20 knots. People were lined up on the town *quai* to greet us,

and we came by so close we could almost high-five them!

Organized chaos ensued as we dropped the topsail and the main, but we soon were moored in the center of the little harbor of Rosmeur. We were the first one of our class to arrive, but soon had five more pilot cutters rafted up to us. More raft-ups built up between similarly sized boats, all of traditional interest, and were featured in the old harbor as a spectacle for festival attendees.

The town is charming, with lovely shops and a small outdoor market near the Halles, the traditional indoor market hall. Douarneznez is much, much smaller than Brest, and has many picturesque homes and shops with window boxes of flowers on

twisty, tiny streets. Unlike the rest of France, Brittany has a Celtic background, of which its people are very proud.

The next afternoon we went out for another sail. The traditional gaff rig was confusing to me: A tangle of ropes raises the main, the topsail is set above that, and the running rigging is set into place. It was a wonder to see crew members set the staysail, jib and flying jib from out on the 20-foot-long bowsprit. On that day the wind was calmer than when we arrived, and we sailed past the other port, Port du Rhu, where modern pleasure boats are kept.

After dinner, we headed to the festival and listened to a traditional Irish band that inspired us to dance.

The following day after a breakfast of coffee or tea, chokolatines or croissants, we went off to explore the old harbor of Rosmeur, the adjacent town and the modern pleasure harbor, Port Rhu. The river is dammed, so the boats can only pass out of the lock at extreme high tide when the water levels are the same.

When I hurried back to *Agnes* for

Hearing other musicians playing traditional chanties nearby, crewman Paul couldn't resist joining in on his harmonium.



WORLD

lunch, I was shocked and surprised to see her heeled over at 45° and careened on the mud. Capt. Luke had watered the boat, and upon returning, moored in a different spot that was shallow. The tides rise and fall 20 feet or so, and the falling tide had left us high and dry! It feels very odd to be heeled over so far, as if we are sailing, yet perfectly still.

After a tilted lunch, the rising tide freed us and we again headed out the bay for a sail. A race had been part of the scheduled activities, but light breezes delayed the start. Finally, we got the start signal and *Agnes* competed against the other gaff-riggers. The winds were still light, and at times we were so close to other boats we could shake hands. Not a very fast race, but, still, a suspenseful one. *Freya*, another gaffer built by our Captain Luke, sneaked up behind us and overtook *Agnes*. But Luke couldn't



BARBARA MCKENNA

The 'Agnes' crew all fitted out in their signature lime-green T-shirts. Her design may be old, but this replica of a Scilly Islands cutter is fast.

feel too disappointed to be beaten by one of his own creations, so to speak. Water balloons were filled and a spirited battle ensued across the raft-up. I couldn't resist the heat of battle so I filled up a bucket to splash the enemy.

Fellow crew Carolyn, Diana, Tony and I spent much of the next day exploring the town, shopping and dining, topped off by an elaborate open-air concert of cafe-style music.

A word about Diana, our cook: She tirelessly provided us with delicious meals out of her little galley area. For example, after lunch the next day, we were served coffee or tea in china cups with a dessert of apple or prune pastry. Daily, Diana served breakfast, lunch, sweet snacks — cake or pastry — around 4 p.m.

(tea time!), and hors d'oeuvres around 6:30, as well as a full dinner and dessert around 8:00 for nine people — all prepared on a little four-burner stove. She truly is a wonder!

That afternoon we went out for a sail and a race. *Agnes* is very traditional, but she's also fast. The starting time was vague, but we were in a procession of traditional boats heading in a brisk breeze with flat water, as Douarneznez is in a huge bay. We didn't really race, but time raced by as these beautiful boats bellied in the breeze. Surrounding us

British Virgin Islands Belize The Grenadines

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OF CHARTERING

was a panorama of gaff-riggers, luggers and small craft interspersed with white, tanbark or, occasionally, colored sails.

Upon our return to the harbor, we had hors d'oeuvres and a chat with the neighbors we were rafted up to. All the pilot cutters were together, but there were all types of little craft passing by.

After breakfast the next day, Tony took me around to look at some of the larger vessels nearby. The 88-ft *Bessie Ellen*, built in Denmark in 1904, is owned by Nikki Bligh Alford, (yes, a descendant of *that* Bligh). Her cargo holds have been converted to take 12 guests who sleep in curtained bunks built into the sides. In the center is a large common area fitted with tables and sea chests for storage and seating.

We went by some French training schooners manned by cadets in their natty blouses and white hats with red pom-poms, then spotted *Nao Victoria*, a replica of the first boat to circumnavigate the world. In 1519, Magellan set off with a fleet of five ships and 253 men with orders from the Spanish crown to find

the Spice Islands. Neither Magellan nor four of the five ships returned. *Nao Victoria* came back with 18 men after three years.

My last full day aboard was gray and occasionally misting. We headed out in light air for a final sail, while watching the many other boats and ships come out to play on the bay.

That night was the last night of the festival and our last night on *Agnes*. We had a happy hour on the boat with wine, cheese and sausage, while fraternizing with our fellow pilot cutters in the raft-up. We all dressed in either our pea-green *Agnes* shirts or a striped sailor shirt, and all ten of us set off to a crêperie for a final dinner together. Laughing and joking, we offered toasts to our Captain Luke and cook Diana, as well as Luke's lovely lady Joanna. Then, there were toasts to those who had traveled the farthest, (myself and the two Aussies), the Boys — our two singers — and Carolyn and Tony; essentially all of us. Then back to *Agnes* for the closing events.

Out in the harbor we could hear blasts

of cannon fire from various small vessels in mock battle. Aboard *Nao Victoria* a singer dressed in a lovely flowing white dress sang haunting songs and the ship was towed out to the middle of the harbor. In a very light mist illuminated by blue lights, her soaring melodies performed aboard the dark black ship were amazingly beautiful.

A procession of small boats, with a series of little lights on them, made a procession around the singing princess on her magic ship. Then, another spectacular display of fireworks on the other side of the *quai* appeared through a forest of ratline, masts and bowsprits! I had to wonder: Could it get any better than this?

The next day, while some of our shipmates sailed back across the channel to England, the rest of us headed back to our daily lives with memories of an amazing festival, great sailing and good times aboard the good ship *Agnes*!

— *barbara mckenna*

Barbara — What an amazing experience! Many thanks for sharing it with us.

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CHANGES

With reports this month from **Escapade** in Venice; from **Speakeasy** getting hauled in Tonga; from **Mahina Tiare** close to the North Pole; from **Beach House** on a second crossing from the Galapagos to the Marquesas; from **Volare** on summer in the Sea of Cortez; from **Carthago** on executing a rescue in the Tuamotus; and **Cruise Notes**.

Escapade — Catana 52 Greg Dorland and Debbie Macrorie Venice and Croatia (Squaw Valley)

Venice is, as most of you know, one of the most interesting and beautiful cities in the world. What you might not know is that she's celebrating her 500th birthday this year.

I'd been to Venice twice before by land, but visiting on your own boat is an entirely different and much better experience. My God, it was just fantastic! If you ever bring your boat to the Med, you have to take her up to Venice.

Greg and Debbie, loving the Adriatic Sea.

Every bit of this city was awesome, and there was so much to see and do. I loved being in such a beautiful place that hasn't really changed in 500 years. You can tell how much we liked it by the fact that Greg and I spent 10 days there, which is a very long time for us to spend anywhere.

We got a berth for *Escapade* on the island of La Certosa, which is directly across from St. Mark's Square. It's just two minutes between the two by water taxi, and La Certosa is as quiet and peaceful as St. Mark's is crowded and noisy. La Certosa had been an Italian naval base for many years, but has been turned into a park. Venetians arrive on the weekends to let their dogs run and to escape the hordes of tourists who overwhelm Venice.

We paid 75 euros a night for a slip, which is about \$83. That is significantly

Here's a completely misleading photo of how much traffic there is, or isn't, on the canals of Venice. It's wild on the canals, not mild.

less than we paid at Sardinia, along the Amalfi Coast, and in all of Croatia and Montenegro. In addition to the berth's being reasonably priced for the Med, it was very convenient for provisioning.

We picked up my sister Patty at the San Marco Airport, and were able to take a water taxi directly to the pontoon our boat is on. The canals of Venice mentally transport you back to the origins of life in this city. You have to remember that everything coming into and going out of Venice must travel by canal. No wonder you see every size and shape of boat imaginable.

Driving a dinghy through the canals, however, is not for the faint of heart. For example, our dinghy ride in the Grand Canal in search of propane was as harrowing as driving through the Italian Alps to Cortina had been last winter.

One of our most memorable days in Venice was when we took a private tour of the Zanetti glassblowing factory on the island of Murano, where the art of glassblowing started in 1291. Sylvia Scarpa, our guide and a third-generation Muranese, introduced us to Damien Farnea. Like his father and grandfather, Damien is a master craftsman who has owned the business for years. It's not uncommon for such businesses to have been in the same family for many generations.

We watched as Damien and a team of four assistants worked together to fabricate a Golden Lion, similar to the one on the crest of the Venetian flag. Like crew on a boat, each member of the team had a specific role in the process, while the master craftsman, the helmsman, applied the artistic touches. It was quite a dance, with the piece having to keep going into and out of the furnace. Overcooking causes the glass to crack, and so timing is essential to having the glass warmed just at the right temperature to allow the master to facilitate the design. Within three hours the Lion was finished and resting comfortably in an oven at 500 degrees to cool down.

Zanetti and the glass pieces they produce are exceptional works of art to be enjoyed for a lifetime. Unfortunately, living on a boat and crossing oceans is not the right environment for this type of purchase.

We're back in Croatia now and are loving it, too. It's much more crowded than it was earlier in the season, but there are so many anchorages that



you don't have to get stuck in a crowd. And there is something for everyone, no matter if you want to be in a remote anchorage surrounded by nature or in a lovely historical city teeming with other visitors. The weather in Croatia has been great, reminding me of our home in Tahoe, as it's been warm but not too hot during the day, and then cools down pleasantly at night. The humidity is low, and the water is perfect for swimming.

The differences between Croatia and Italy are interesting. Croatia has all the natural beauty, great anchorages and beautiful historical towns. Italy has better food and wine, but Italy's real plus is that the people are so warm and friendly. The Croatians are friendly, too, but nobody is as warm as the Italians. And it makes a difference.

We were surprised to finally start seeing some boats flying American flags. But when we spoke to some of the crew, they turned out to be Israelis, Russians, and others who weren't Americans at all. Imagine using the American flag as a flag

ESCAPADE



VENICE TOURISM



IN LATITUDES

ALL AERIAL PHOTOS BY SPEAKEASY

covered in grass and gravel. We liked the fact that we wouldn't be tracking any mud or old bottom paint onto our boat. We couldn't knock the view, either, as it is beautiful, or the fruiting orange tree just behind our boat.

One of the things that made the yard a big hit with Deanna was the shower with unlimited on-demand hot water. Gee, could life on the hard be even better than life on the boat?

The boatyard allowed us to live on our boat while she was in the yard, and we could do as much of the work as we wanted. But if we needed assistance, there was a mechanic on-site.

We had to have parts shipped to Tonga, and you never know how difficult a country might make things. But we had stuff shipped to Tonga as "duty free, yacht in transit", via FedEx. We were blown away when the stuff arrived from North America in less than a week, and we weren't charged duty. It took a couple of days to get the parts from Customs, but all in all, it was a quick and very inexpensive experience we'd highly recommend to others.

When it was time to go back into the water, the boatyard team was just as careful with our boat going in as they'd been when bringing her out. We were impressed all around — and especially happy with what we considered to be a very reasonable bill.

For cruisers looking for an alternative to sailing to New Zealand for cyclone season, this yard and storage facility should be a consideration. Although nothing is going to stop tropical cyclone-force winds, the yard is located in an old quarry and appears to offer better pro-

Deanna has not only found the showers at Boatyard Vava'u to be clean, but the overall boatyard atmosphere to be friendly.



SPEAKEASY



Spread; 'Speakeasy' about to be hauled out of the water at the new Boatyard Vava'u in Tonga. The new yard just happened to be where John and Deanna needed it. Inset upper left; 'Speakeasy' hauled all the way up the hill to the hardstand. Upper right; A jubilant Deanna and her happy cat.

of convenience.

We have no idea what we're going to do next, as we change our plans every few minutes. Having had problems with our French Long Stay Visa, we're thinking about trying to get one from the more friendly Italians.

— debbie 08/12/2016

Speakeasy — Manta 42 Cat John and Deanna Roozendaal New Boatyard/Storage in Tonga (Vancouver, B.C.)

Is there ever a haulout that isn't stressful? For my wife Deanna and me, hauling *Speakeasy* in early August in Tonga, was more stressful than usual because we were hauling in a new yard that we didn't know anything about.

We didn't plan to haul out in Tonga, but on the way from French Polynesia we found that one of the two propellers wasn't functioning. Fortunately, we have

a catamaran, so we still had a functioning engine and prop. It was looking as if our first opportunity to haul wouldn't be until Fiji — but then we stumbled across Boatyard Vava'u, the new boatyard in Neiafu. It's located in the cruiser center in the middle of the best cruising grounds in Tonga.

Joe and Alan, owners of the yard, have created a much needed and convenient new location for cruisers to haul between French Polynesia, Fiji and New Zealand. They have a one-year-old Hostar hydraulic trailer that can handle monohulls and catamarans up to 30 tons. The trailer hauls cats by lifting the bottom of the bridgedecks, so beam isn't an issue. We watched as our cat was hauled, and we appreciated the care the staff exhibited in lifting her out.

Once *Speakeasy* was resting on the jack stands, we had the time to look around and realize how clean the boatyard was. Our spot was

CHANGES

tection than most places. There seems to be good drainage, and hardstand is high enough off the water to eliminate the risk of flooding.

I apologize if this sounds like an advertisement for the boatyard, but as cruisers we really want to get the word out to our fellow cruisers. A great boatyard combined with a convenient location to ship duty-free parts really should put Vava'u Tonga high up on the list for cruisers who need to do a few repairs during their Pacific crossing or who need to store their boat.

— mark 08/12/2016

Mahina Tiare — Hallberg Rassy 46 John Neal and Amanda Swan Neal Aiming for the Polar Ice Cap (Friday Harbor, WA)

If you were looking to do a slightly different sort of summer sailing this year, you should have joined John Neal and Amanda Swan Neal aboard their Hallberg-Rassy 46 *Mahina Tiare*. Their goal, and that of their six crew for the third of the six legs of their 27th season of sailing expeditions, was to get as close to the polar ice cap as possible.

The two had sailed these waters aboard their Friday Harbor-based boat before in 2001 and 2007, and during that second trip got to within just 570 miles of the North Pole. This year they wanted to get even closer.

They started this year's 'ascent' from Tromso, Norway, and headed up to Bear Island and then the Svalbard Archipelago, which is north of Russia and Norway. From Svalbard, they set sail for the polar ice cap, unsure how far away it would be this year.

There were several noticeable changes in the high latitudes since John and Amanda had been there last.

"We compared what we saw this year with Amanda's photos from nine years

It's not your average sailor who is interested in high-latitude explorations. They have to enjoy being in the cold and wearing red.

ago," says John, "and there was a big difference. There was much less snow on the sides of the mountains, and the glaciers were smaller."

In addition, high-latitude boat exploration has become much more popular.

"When we were here in 2007, there were just 13 boats in the area for the summer," John remembers. "This year there were 50. All but a few of them were expedition boats such as ours. Lots of them were Polish, as for some reason the Poles are keen on the high latitudes. Their sailing clubs in Warsaw own the boats, and the members take turns on them up here. They even have a 120-footer. Ours was the only American boat."

One of the major attractions of high-latitude sailing is the possibility of seeing polar bears. There is the Arctic equivalent of the coconut telegraph in the high latitudes, and the *Mahina Tiare* crew always asked the crews of other boats if they'd seen any polar bears. None had — until the crew of a French boat reported they had seen one in a bay about four hours away. So *Mahina Tiare* went there and anchored for the night, with the crew scouring the shore looking for a polar bear. They didn't see anything.

But as they were shoving off the next morning, one of the crew belowdecks looked through a port and said, "You guys see that polar bear over there?"

The bear had climbed out of the water onto the beach a couple of hundred feet from *Mahina Tiare*, and shook the water off itself as a dog would. Then he started trotting down the beach. The *Mahina Tiare* crew would follow him with the boat for about 3½ miles over the course of the next three hours.

"He looked at us frequently," says John, "and it often appeared that he was putting on a show for our benefit. He would do things like toboggan down a hill. Once he took a snooze, then he jumped into the water and started swimming to the next part of the bay. It was very exciting."

Based on the fact that the bear's fur was still pretty white, John estimates that he was about three years old. "I figure he was about nine feet tall and weighed about 1,500 pounds. Polar bears can run as fast as 30 miles an hour, which explains why in recent years they've managed to catch and eat one scientist and a couple of British students."

While the polar bear the



Mahina Tiare crew saw was very healthy, the same can't be said for many others in the polar region. Because there is no longer as much snow and ice, the seals — the main meal of polar bears — have moved farther north and east. As a result, many polar bears are starving, and have had to try to survive by eating birds, bird eggs and moss, which are hardly adequate dietary substitutes for seals.

Curiously, part of the problem is that the Russians and Norwegians stopped hunting polar bears about 20 years ago, so there are a lot more of them trying to exist on ever-fewer seals.

"A naturalist told us there were several more polar bears in the next bay, but that they were starving and thus a sad sight," says John. "We took a vote, and the crew decided that having had a magnificent polar bear experience, we didn't want to see starving bears. So we continued on in pursuit of the polar ice cap."

You might assume that the weather so far north would be atrocious, with strong winds, lots of rain and poor visibility. But just as John and Amanda expected, it

MAHINA TIARE



IN LATITUDES



PHOTOS COURTESY MAHINA TIARE



John Neal says it's a popular misconception that there isn't much to do in the high latitudes. Above then clockwise: Sailing under jib alone; enjoying the light and warmth of a visit to a scientific station; Jan Mayen Island, which is an active volcano; sailing by glaciers; watching polar bears.

wasn't like that at all.

"The very high latitudes are in the polar convergence zone," says John, "which is somewhat similar to the intertropical convergence zone. There is a stationary high-pressure cell sitting over the North and South poles, which frequently provides amazingly bright and clear weather for days or even weeks at a time. It was so warm in Svalbard, that while in Longyearbyen, the only town, we frequently ran and hiked in running shorts and T-shirts.

There is a huge amount of history in the region, as all the North Pole expeditions, including the one in a dirigible, left from Spitzbergen, their next stop,

Unfortunately, the *Mahina Tiare* expedition was unable to reach the polar ice cap this year. After leaving from Spitzbergen, they spoke with the crew of a French boat that had made it to the polar ice, and they reported that it was 200 miles farther north, having shrunk

considerably since the last time *Mahina Tiare* was there. Short on time, the members of the expedition agreed that they needed to turn back.

On their way south, John and Amanda stopped at the remote island of Jan Mayen, which is an active volcano, and visited the remote weather station. They were invited in for soup. Then they continued on down the east coast of Iceland, and spent eight days at the capital.

"It was sunny and warm enough for us to enjoy outdoor swimming," says John. "People in the northern latitudes are keen on outdoor swimming, hot tubs and saunas. The locals were shy but very friendly."

By the time they continued on to the Faroe Islands for their first visit, they were well south of the polar convergence zone. Due to this, the weather was sometimes nasty.

"It's been blowing 50 knots for the last two days, with

25-foot seas," says John. "An Icelandic freighter is having trouble as some containers have broken loose. The weather is volatile in the area between Norway, Iceland and Scotland. We had a barometric low of 981 — the kind of low pressure you get with hurricanes. Thanks to *gr.no*, we'd seen it coming and left early."

We've always liked John for being forthright. When we asked him why he and Amanda like sailing in the higher latitudes, he had this to say:

"I don't really know. The animals are super, it's off the normal cruising path, but I can't really say."

John and Amanda will soon put *Mahina Tiare* away for the winter, but they have big plans for next year and right into 2018. They'll start by heading south, dip into the Med to visit Mallorca, cross the Atlantic, sail to Hawaii, then cross the South Pacific to New Zealand. Whew!

For details, visit the *Mahina Tiare* website.

— richard 08/15/2016

Beach House — Switch 51 Cat Scott Stolnitz and Nikki Woodrow The Galapagos to French Polynesia (Marina del Rey)

As of August 3, we were still in Tahiti, with our new engines hopefully going in later this week. In addition, we're getting the steering system and boom vang fixed. This is going to put us over six weeks behind schedule, so we're anxious to head west. Meanwhile, here's our report on our passage from the Galapagos to Fatu Hiva in the Marquesas, which we made starting in late April.

There were a lot of cruising boats departing the Galapagos about the same time as us. Two had left the day before we did, three other boats left the same day we did, and six others took off with the next weather window about four days later.

It takes the typical cruising boat about

Nikki, on the port bow of 'Beach House', contemplates starting a 3,100-mile passage without any wind. The breeze came up the next day.



CHANGES

23 days to complete the 3,100-mile passage, which is an average of 135 miles per day. Our *Beach House*, a relatively big cat, is a bit faster than most boats, so in 2009 my beloved wife Cindy and I made the crossing in 16.5 days, which is 175 miles a day. But we had more consistent wind than Nikki and I would have this time, as we'd left in June, a month later in the season. So I was hoping for an 18-day passage.

We started our 3,100-mile passage with virtually no wind, as the closest the trades were forecast to get to the Galapagos in the next week was 125 miles. We did get into the wind on the second day, and soon covered 198 miles in 24 hours. That would be our best 24-hour run of the trip.

The winds started to lighten as we went along, so we were able to fly our spinnaker. Our chute is very small compared to what we could fly, as there are just two of us and we don't want to get overwhelmed if the wind comes up. We use a spinnaker sock, too. We have a carbon fiber spinnaker pole that is extremely light and thus easy to handle, yet very strong. The pole is usually stored parallel to the two headsails, so we never have to remove the inboard end from the mast.

We sometimes fly our gennaker — aka Code Zero aka screacher — using the pole. This sail is 50% bigger than our genoa, but 50% smaller than our spinnaker. In theory, it's easy to control using the furling drum at the bottom of the sail. It's too big to fly from the middle of the bow, so we set it out to weather on a floating tack line.

We're often asked what we do 'all day' on long passages. Frankly, most of the time we're pretty busy with radio communications, meal preparations, navigation, weather, emails, sail handling, maintenance — and there's always a good book.

What kind of maintenance? Just as the sun had set one night our hydraulic steering started to slip. The problem is

'Beach House' flies her screacher from her carbon fiber pole. The screacher is 1.5 times the size of the genoa, but half the size of the chute.

that after sailing the equivalent of all the way around the world, the check valves on the balancing system were worn out. They supposedly keep the two rudders aligned, but it would turn out they aren't even necessary. In any event, *Beach House* just started rounding up.

We thought we'd gotten things stabilized and went to roll up the gennaker, at which point the boat rounded up again and all hell broke loose! The wind caught the back of the gennaker when we got it halfway in, and I thought it would be torn to pieces. We couldn't roll it in any more, so we lowered it, and it went into the water. It was only attached at the tack when that happened. Fortunately, we were able to get it on deck and back down the hatch. Then I went and reset the steering again.

Having to reset the steering rams every two to six hours for the last 1,000 miles to Tahiti was a major pain in the ass. It was particularly annoying because I had to crawl into each engine room to do it. When we got to Tahiti, we just bypassed these valves. They'd always been an issue and never solved the rudder-alignment problems anyway.

About 200 boats do the crossing from the West Coast to French Polynesia a year. There were at least 25 boats scattered over an area of about 1,500 square miles when we crossed. It turns out that we weren't the only ones who had a serious problem. The folks on *Kristiana*, the boat with which we transited the Panama Canal, reported their headstay had broken. Thanks to HF radio, we and many other crews were made aware of their problem, and were able to offer moral support. Fortunately, they made it to Tahiti without losing the mast, and were able to make repairs.

The HF radio was also beneficial to us because radio contacts gave us some idea of what kind of weather we were sailing into.

Most sailors who have done offshore passages have seen the green flash at sunset. I've seen lots of them over the years. According to friends Bill Healy and Gary Walls on *Amadon Light*, there is a morning version of the green flash. They call it 'Amadon Light'. I began to look for it — and indeed saw one. It popped up like an inverted 'U', and like a green flash, lasted for about half a second.

Fortunately, we only had to motor a total of



30 hours, because oil was leaking out the crankshaft seal where it meets the transmission. We jury-rigged a 'pressure relief' system by taking the oil filter cap off and running a vertical hose to vent the crankcase. New engines would be the only resolution to that problem.

As was the case when my wife Cindy and I made the same crossing in 2009, we saw just one other sailboat on the passage. She was Pascal Imbert's custom high-performance carbon fiber 52-ft catamaran *Water Music*. She was the fastest boat we saw out there, and for good reason. *Beach House* is 51 feet long, has a 62-ft mast, and displaces 17 tons when fully loaded. *Water Music* is 52 feet long, has a 72-foot mast, but displaces just six tons! No wonder she's so fast, as she's like a surfboard on the ocean.

Nikki and I hope to do 200-mile days. Pascal and *Water Music* never do less than 200 miles a day, and average about 270 miles. He sailed from Costa Rica to Fatu Hiva in 18 days, taking the same



BEACH HOUSE

IN LATITUDES

and September.

The first sign of summer was when we noticed how everything on the boat had gotten warm. For instance, we were brushing our teeth with warm water and warm toothpaste, and washing our hair with warm shampoo. It was weird.

At this time of year rigging shade for the boat is not a matter of comfort, but rather life and death.

In late June we went in to San Carlos on the mainland for a month to take care of some repairs and maintenance. But it wasn't really like cruising there, as most of the time everybody was hiding inside their boats, trying to beat the heat with jury-rigged window AC units on an overhead hatch. But most cruisers had left their boats for the summer and gone north to cooler weather and maybe summer jobs.

We found that it was at least 10 degrees cooler on the hook compared to being in a berth at Marina San Carlos, so we really enjoyed it. But even at anchor we ran the genset at night so we could cool the aft cabin with the AC. We'll be sleeping in the cockpit once we start to run low on gas.

During the day getting into the water helps keep us cool. One trick we've learned is to put on our Lycra suits when we go into the water. Not only does it keep the jellyfish from getting us, but the suits act like little AC units when we get out of the water as the water evaporates off them.

In June and much of July the cool water was a real relief. We got our first introduction to water in the high 80s —when it's not such a relief— while at Bahia Concepción. The water is now 85 degrees in San Carlos.

By the end of July we'd completed all the prepping we could for spending the rest of the summer in Bahia de Los Angeles. We're all set with the tide charts and

After years of having a boat in sometimes-chilly Long Beach, the heat of a summer in the Sea of Cortez is a different experience.

ALL PHOTOS COURTESY BEACH HOUSE



'Beach House' fun, clockwise from above. Nikki, working on a typical afternoon; even in the Marquesas Scott found Internet access, not that it was fast; after a long sail, the magnificent Marquesas; gathering the chute mid-ocean; a jury-rigged engine vent; Scott; looking down at Hanavave Bay.

amount of time as we did sailing 900 miles less from the Galapagos. We finally got a chance to meet Pascal at Fakarava in the Tuamotus, and found him to be a great and fun-loving guy.

Land ho! After 18 days the wind died and we had to motor the last few miles to Fatu Hiva. It was just about then that the port engine started overheating. We ended up removing the thermostat for the next month before we arrived in Tahiti, but the overheating was just one more straw in the bale of major engine problems.

I wasn't afraid to come into Hanavave Bay after dark because I had been there before. Plus several of the cruising boats already at anchor knew we were coming. Among them was *Blowin' Bubbles* with Kyle and Shelly from Canada. We'd been in daily radio/email communications all the way across. They took 23 days. We

took 18. Cats are cool!

In the morning we awoke to the beauty of what is also known as the Bay of Virgins. The locals originally called it the Bay of Phalluses because of the dramatic spires. But the missionaries were offended and gave the bay the name it has today. When we went ashore for a hike, I managed to get some Internet — even in this remote corner of the world.

— scott 08/10/2016

Volare — Caribbean 50 Jason and Vicki Hite Summer in the Sea (Long Beach)

Late July means it's summer in the Sea of Cortez. But it's hard for Vicki and me to think of it as truly being summer because we know it's going to get much warmer and much more humid in August



VOLARE

CHANGES

have two hurricane holes charted out.

As much as we love the natural beauty of the Sea, Vicki and I really wish we could get some more cellular coverage. We understand there are a few places in Bahia de Los Angeles where you can get online, but there's no cell service there — as is the case in most of the Sea. Keeping in touch with friends is one reason we want cell service, but more importantly, it's nice to be able to check the weather from a number of sources.

One challenge we have is waking up early enough to get on the Ham nets in order to check in with everybody and to listen to the weather forecasts. Baja weather usually likes to mess with you in the middle of the night, so after a few hours' sleep I'm usually up on anchor watch. The weather typically eases off just before dawn, when your body says "Yay! sleepy time." But then this little voice in the back of your brain says, "But the net's about to start and you should really get the latest weather info." How long it's been since we've gotten a good weather forecast usually dictates which voice wins.

One lesson we've learned is to totally lock the boat down every time we drop the hook. That's because no matter how benign the weather appears it will be, it will unexpectedly come on to blow hard at 3 a.m.

We've been getting some exciting thunderstorms at night, with non-stop lightning. The windows flash constantly, as though we're celebrities surrounded by paparazzi.

We used to curse the Northerners when we were in La Paz in the winter and trying to get north to enjoy Espiritu Santo and the other islands. But I'm already counting down the days until the first Norther hits, which will allow us to ride the cool wind on our migration south.

While in San Diego in July to renew my driver's license, I bought an additional so-

'Volare' is anchored just beyond view in this photo, which is of the bay just outside Marina San Carlos on the mainland.

lar controller to try to eke out some more watts from our 800-watt solar setup. The idea was to split them into two 400-watt arrays. While working on it, I discovered array #1 only put out 265 watts, and array #2 only put out a pitiful 125 watts. That meant we were only getting half the rated power from our flexible solar panels. Further investigation revealed that one panel had stopped putting out any power at all.

I contacted the manufacturer of the panels, and was told they were having another recall and offering replacement panels. You might remember that we found out about a 'fire risk' recall and replacement on our first panels just before we headed south from Long Beach for the start of last year's Ha-Ha. We had to rent a car and drive all the way to Chino and back, and I was screwing the replacement panels into the hardtop the day before we cast off the docklines for good!

Kudos to the solar panel company for taking such great care of us, but it's been a real pain in the ass, and we had some expenses getting the replacements. The replacement panels will be the traditional bulky glass kind, meaning more weight and windage up high, which is never a good thing. But we are getting way more power out of the replacements — which might even let us power the AC for a bit!

Although it was only July when we put the replacement panels on in San Carlos, we could only work on the outside of the boat at dawn and dusk. Generally we'd start work at 6:45 p.m. as the sun set, and continue until around 11 p.m. We are getting into the Mexican way of doing things; the only thing you do in the afternoon, the hottest part of the day, is swim or siesta.

A couple of days after we got the panels on, we made our way up to the Cocinas anchorage to work our way across the Sea toward Bahia de Los Angeles. There was a nasty swell rolling into the anchorage and no hiding from it. We put out the flopper stopper, but we were rolling so badly we thought we were going to break something. So we motored back to Ensenada Grande, where it was thankfully very tranquil.

But at 3:30 a.m. I was awakened by a huge lightning storm. There wasn't much wind or rain, but so much nonstop lightning that you could almost read by it. Every once in a while we'd get rolled pretty good, so I never made it

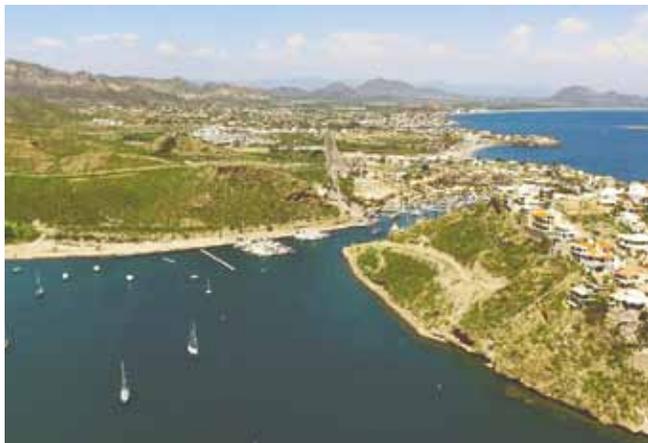


back to sleep.

We had hoped to cross to San Francisco that day, but our weather window had been slammed shut by this surprise storm. We have gained a healthy respect for the Sea of Cortez. You don't get those big Pacific rollers, but when the square waves form, it's best to play the 'we're not on a schedule' card and wait it out. Luckily San Carlos was a short hop away, because we had to go against the wind, current and waves, and it sucked! We got some rain and heard that San Carlos got two inches in one hour.

I haven't flown my drone too much lately. My excuse is that I'm kind of picky about the conditions. But the Wi-Fi video range on my standard DJI Phantom 3 sucks; I mean it's severely limiting to my creative process. I can visualize a great shot, but then realize I can't get it because my Wi-Fi range isn't long enough. The better Phantom 3s come with Lightbridge, which eliminates this problem because it has a much longer range. Since almost losing the drone on

VOLARE



IN LATITUDES

ALL PHOTOS COURTESY CARTHAGO

made it very dangerous. But not wanting to abandon our plans so quickly, we sailed back and forth along the coast, hoping to spot a break in the reef where we might drop anchor.

Then we noticed two men on land, behind the crashing waves and beneath the towering palms of the uninhabited island, sprinting toward us with upraised arms.

I told Jose that it looked as if the guys wanted to say 'hi', and that maybe they could tell us where we could anchor.

But before we could make a move, the two men had jumped into the water and had started swimming furiously toward a 20-foot fishing skiff anchored on the reef. It was clear that something big was up, but we sure didn't know what.

When the two men got to our boat, they breathlessly explained that they were fishermen from Takaroa, an atoll 40+ miles north of Raroia. They'd run out of gas a week ago and had drifted to Raroia — and were stranded.

Having no water, fuel or phone service, the two men were desperate for help. We had no option but to take them, their boat, and their catch back to their home island. It was 42 miles in the opposite direction from where we were headed, but as mariners it was our obligation.

We arrived at the pass of their home atoll 12 hours later. Despite our guidebook's warning about the pass, we trusted our new friends to guide us through the narrow entrance to the lagoon. After 42 miles of broken French, Tahitian phrases, and hand gestures, we had sort of gotten to know them and had become friends.

Entering the pass was by far our most stressful cruising experience to date. There were breaking waves on both sides, and the channel was between what looked like two man-made walls of colorful coral. Although the channel was 60 feet deep, we could easily see the bottom

Gina and Jose were one of the youngest couples in last year's Ha-Ha. Gina points to their boat on the hook at Bahia Santa Maria.



CARTHAGO



Clockwise from above: Jose with an extra-large crustacean; supposedly uninhabited Tikei when 'Carthago' arrived at dusk; part of a celebration meal at Takaroa; the fishermen's small boat, which ran out of fuel 42 miles from home; family and friends celebrate the finding and rescue of the fishermen.

my first foredeck launch I've been leery of launching it from the boat, but maybe it's time to take more chances so it can die a noble death and I can get one with better range.

—jason 08/13/2016

Carthago — Beneteau 423 Jose Castello and Gina Harris Rescue In the Tuamotus (San Francisco)

We bought a sailboat two years ago with the intention of embarking on the adventure of a lifetime. Our big excitement so far was the recent experience of picking up two stranded and desperate fishermen on an abandoned island in the Tuamotus.

After graduating from Pollywog to Shellback status in the Pacific Puddle Jump class of 2016, we were making our way from the lush islands of the Marquesas to the gorgeous low atolls of

the Tuamotus.

While making the passage from Fatu Hiva to Raroia, we realized that our 7-knot pace would put us at the atoll's pass before sunrise. Since that's never a good idea, we decided to slow down and kill time so we would arrive at the pass with the sun overhead.

With a choppy sea state making card games a messy affair, and several attempts at ukulele serenades gone sour, we turned our attention to a speck of land shown on the charts as between our current location and our 82-mile-distant destination. This was the uninhabited atoll of Tikei, and we decided that we'd make a pit stop. After all, what a cool introduction it would be to the Tuamotus.

Looking through the binoculars, we could tell that the reef surrounding the atoll

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through the turquoise water to the sandy bottom. It was so beautiful that it was hard to stay focused!

The fishermen insisted that we anchor in front of their home, where we could be away from the polluted anchorage in the other part of the lagoon, where theft around the village had started to become a problem. Unsure of what to do or whom to believe, we decided to put all our cards in with the fishermen. We had no idea it would be such a rewarding decision.

We ended up spending a week at Takaroa as guests of the two men and their relieved families. Grateful for our having helped the men return home, they opened their doors to us and welcomed us into their world.

We thought we'd been the ones doing the good deed, but in fact, they were the ones with the real gifts to give. They taught us how to spearfish and how to prepare traditional dishes, and told us stories from the history of their atoll. In addition, they made a traditional Polynesian dress for me, gave us pearls from their farm, and celebrated our being new members of their 'family' with a daylong BBQ.

But what they really gave us was greater than all that. Our new family on Takaroa expanded our horizons beyond measure, and confirmed our belief that kindness is truly the secret ingredient in life.

— gina 08/01/2016

Cruise Notes:

One of the challenges of coming to the end of a two-year family cruise is selling the boat quickly for a good price and getting the kids back into school. Chris and Heather Tzortzis, who are just finishing an action-packed cruise with five of their six kids aboard their San Francisco-based Lagoon 470 catamaran **Family Circus**, have had good fortune

The 'Family Circus' troop at Bora Bora a little more than a year ago. They're so much more evolved as a result of their two-year cruise.

in these respects. After doing the Ha-Ha and the Puddle Jump, having terrific adventures across the South Pacific, and sailing to New Zealand and then back to New Caledonia, they managed to quickly sell their expensive boat to a Canadian couple, and to get their kids back in school.

"We sold *Family Circus* for what we were hoping to get," writes Heather, "and while we'll miss her so very much, it all worked out perfectly."

Latitude became friends with the Tzortzis family, and thanks to Heather's reports was able to follow the family's progress, and particularly enjoyed seeing the continuing rapid development of the kids. It's astonishing to us to see how much they've grown physically and in so many other ways since the 2014 Ha-Ha. Chris and Heather have promised to report on their progress for the next issue.

The good and the bad of the non-cruising six of the old 'six-and-six':

"My time working as a nurse back in Northern California has gone by extremely quickly," reports Josie Lauducci. "I'm already halfway through my 13-week travel RN assignment at UC San Francisco, but can't wait to get back aboard our Stevens 40 **Shawnigan** in Mexico with my husband Christian and kids Nina, Ellamae and Taj. I think our family's favorite part of taking six months off from cruising has been seeing all our family and friends. The stuff we could live without? San Francisco's cold summer temperatures, the fast pace of life, and all the traffic."

As is the case with Chris and Heather, Josie writes, "It's amazing to see how we've all grown mentally and emotionally." Cruising will do that to you.

Sharing a somewhat similar sentiment is Behan Gifford of another family boat, the Eagle Rock, WA, and San Francisco-based Stevens 47 **Totem**. She, her family and the boat are now on the East

Coast, having done an west about 'circumnavigation almost' that has seen them cross the Pacific, Indian, and Atlantic oceans starting in 2008. Behan wrote in her blog — *sailingtotem.com* — about the "sped-up world" back here in the States, "where there's more of a rush to the finish than an appreciation for what's around." Is that ever an accurate observation or what?

Behan cites "Lots of



traffic, fast cars, foul language over the VHF, disrespect for the Rules of the Road," as symptoms of a greater problem.

If these women — and men — on family boats are basically saying the 'unreal world' can be disruptive to the mental and physical health of their kids, if not themselves, we think they are correct. Cruising is a great way to interact with the real world.

"The launching took an entire week and a lot of Fijian manpower, but we finally got Alyssa and my Voyager 43 **Quixotic** in the water," reports Lewis Allen of Redwood City. You'll remember that the couple bought the badly damaged cat after last year's tropical cyclone Winston, and have been working furiously to get her seaworthy and pretty again. We'll have a detailed report on the challenging launch — there was no



IN LATITUDES

ALL PHOTOS COURTESY QUIXOTIC



The launch of 'Quixotic'. When you don't have modern equipment and facilities, you simply have to make do with what you've got. In Fiji, that turned out to be a lot of logs from coconut trees and human muscle power. It was a slow but successful process. More next month.

Travelift — in the October issue.

"What should have been a simple raw-water pump repair turned into a five-month ordeal," report Steve Felton and Nikki Bailey of the Tacoma, Washington-based Hylas 44 **Penn Station**, currently in Auckland, New Zealand.

"To start with, the broken raw-water pump on our engine is behind everything else, so I had to strip all the belts and everything belt-driven off the front of the motor to get to it," says Steve. "Once I got the pump out, I found that repairing it was beyond my skill level, and it needed to go back to the manufacturer in the States. Then the Kiwi postal service messed up the shipping. The pump not only never made it to the States, the Kiwi postal service took a month to

get it back to me. While the pump was in limbo, I met a mechanic who said he could handle any water pump repair, no problem. After he'd had the pump for weeks, he disappeared from the face of the earth for a few more weeks. Finally we got the pump back, but I wanted to get it painted. This final job took another week, and I still couldn't get it because it was the weekend.

"It's time to get *Penn Station* on the move again," continues Steve, "so after two days of slaving, lots of swearing, and

tracking down a new ground fault that had occurred while the boat was sitting, the engine now runs again. Nikki and I are soon to depart 100 miles north to Opuia to claim the free haulout we won while in Tonga."

Readers might remember that Steve and Nikki fell in love in a romantic thriller after delivering *Penn Station* from Tacoma to San Diego for the start of the 2014 Ha-Ha. Cruising can be difficult on all relationships, let alone new ones, so we're pleased to see that Steve and Nikki are still together.

We at *Latitude* aren't the only ones singing the praises of **windyty.com**, a website that features animated weather graphics for the entire planet.

"We use windyty all the time," says John Neal, who has been taking students on some of the most adventurous sailing expeditions in the world for 27 years on his and his wife Amanda's Friday Harbor-based Hallberg-Rassy 46 **Mahina Tiare**.

"I like *windyty.com* because it shows the interrelationship of wind patterns in different areas, and how beautiful it all is," says John. "Windyty has proven to be quite accurate in forecasting up to four days out. It's not only a great website that we use in teaching our expedition students, it's also free. As we were making our way to 80°N above Norway and Russia, we also used **yr.no**, which is a similar product out of Norway, but which seemed to be a little more accurate for these waters."

Also free now — all the pilot charts of the world! Go to www.offshoreblue.com/navigation/pilot-charts.php#.

"The Cook Islands are the first stop after French Polynesia for most folks headed west across the South Pacific," report John and Debbie Rogers of the San Diego-based Deerfoot 62 **Moon-Look** what Debbie found at the **Cruiser Book Exchange on Suwarow in the Cook Islands, perhaps the oldest cruiser book exchange.**



MOONSHADOW

CHANGES

shadow. "The Cook Islands consist of 15 islands spread all over the vast Pacific between French Polynesia and Tonga. One of the northernmost of them is lonely Suvarrow, an atoll with a collection of small *motus*.

"Suvarrow has never been populated, except for some Coast Watchers stationed during World War II to report on enemy sightings. But in 1952, Englishman Tom Neale decided to move to Suvarrow to see if he could make it alone. He ended up staying for years, and wrote *An Island to Oneself* about the experience. More recently, the Cook Islands designated Suvarrow Atoll as a national park, and station one or two rangers here for six months each year.

"When Neale began his epic stay alone on Suvarrow in 1952, one of the first things he found left behind by the Coast Watchers was a very eclectic collection of books. Today, that same bookcase holds the Cruiser's Book Exchange. While looking through it, it didn't take long for Deb to discover this little gem — the December 2014 issue of *Latitude 38!*"

Suvarrow is visited by about 80 yachts per year. Rogers reports that



DELRORME

For a growing number of cruisers, the DeLorme and devices like it are replacing EPIRBs and being used for limited two-way texting.

Moonshadow was the 16th of the season.

Twitter of the Sea? We got the following 11 brief texts from Patsy 'La Reina del Mar' in the middle of August while she was sailing her La Paz-based *Gulfstar*

50 **Talion** from Honolulu back to California. Why 11 texts and not just one? Because she sent them using her oddball named DeLorme inReach device, which effectively works not only as an EPIRB, but also as a tracking device and way to send two-way texts. Each text, however, is limited to 160 characters. So we got her text(s) as follows:

1) "Doña, always on a schedule and in a hurry. Reminds me of me! I am happy to report the total rebuild of my generator's exhaust system in Hawaii was a success."

[Her reference to Doña refers to Doña de Mallorca who, with two Mexican crew, was delivering *Profligate* 1,000 miles from La Cruz to San Diego.]

2) "We are back to cranking 40 gallons per hour out of the watermaker. Makes for a much more pleasant passage when the crew showers often. We are following the ..."

3) "... advice of Bill Lilly and others by sailing as high as we can on starboard until latitude 38 (easy mark to remember), then tacking and then the rhumb line to Newport."

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4) "On the leg from Tahiti to Hawaii we shredded the sun protection on the jib, lost the pressure water system, fried the generator's exhaust, had to start the ..."

5) " ... the engine every six hours or re-prime it, blew the alternator, broke the jib furling line, broke a traveler line, lost the dinghy gas tank overboard, nav computer ..."

6) " ... crashed and died, broke the toilet seat, and broke a wine glass. Other than the wine glass, all was fixed or replaced in Hawaii. A great pit stop by the way."

7) I really liked the Ala Wai Marina. Very handy location, newer docks, power and water both work. And cheap. With the add-ons for power and live aboard it came . . . "

8) " ...to around \$25 per night for one week. After that for me it's \$500 per month. A great rate but there is a three-year wait-list for slips, and add a couple more years ..."

9) " ... if you want to live aboard. The location is to die for, with the Hilton Hotel fireworks practically in your cockpit

every Friday night, shopping ..."

10) " ... malls, groceries and downtown all a short walk and Waikiki Beach next door. Too bad I spent most of the week in the engine compartment. Uh oh ... "

11) " ... gotta go tweak some stuff ... going slow again."

The **DeLorme** device runs about \$300, but you also have to sign up for a plan similar to a phone plan. The least expensive is the Safety Plan, which is \$11.95 a month on an annual contract, and gives you unlimited SOS, 10 text messages, unlimited preset messages, additional text messages at 50 cents each, and more.

For some cruisers, the DeLorme is a somewhat viable communication alternative to SailMail or WinLink. Jack van Ommen, who is about to take off to complete his 'Around the World Before 80 Years', decided that the much-lower cost



Ever the diplomat, Vik knows that one of the best ways to make friends is by mimicking the movements of others. Not bad, eh?

of a DeLorme device when compared with a Pactor modem for SailMail, was worth living with a greatly abbreviated ability to send long messages. You'll remember van Ommen as the owner of the **Naja 30 Fleetwood (II)**, the original version of which he sailed to over 50 countries on a ridiculously low budget."

We were amused to learn that Andrew Vik, the United States Ambassador of Nautical Mischief in Eastern Europe,

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CHANGES

is back at his job in Croatia aboard his Islander 36 **Geja** for his eighth year of furthering international relations. Despite arriving in the middle of summer, Vik and *Geja* were hit by a cold spell that had him pulling out a heater for the first time in ages. Then there was a *bora* that brought 50- to 70-knot gusts down from the mountains. After that, it's been lovely Croatian weather.

We're not sure if Vik and his fun-loving group of men and women have crossed wakes with **Ivanka Trump** and her husband, but the presidential contender's daughter and her husband have been hobnobbing around the beautiful waters of Croatia with **Wendy Deng**, **Rupert Murdoch's** ex and rumored love interest of **Valdimir Putin**.

It's fun to read the bios that people post on their sailing blogs. Take for example the ones by Jose Castello and Gina Harris of **Carthago**, the two who contributed this month's *Changes* about rescuing fishermen in the Tuamotus.

Admiral Gina: "I'm most likely the one to jump in first. I'm guilty of killing plants, hogging blankets, and over-organizing the galley. (Should I even feel



CARTHAGO

Photo Phun. Gina Harris models the traditional dress she was given for helping rescue the two fishermen from Takaroa.

guilty about that?) I'm cranky if I'm not active. Get. The. Girl. Out. Side. A true Californian with a nomadic heart, I grew up in Oakland, graduated from Cal, then took off to work in France for a few years.

I found myself back in San Francisco. Despite no sailing experience, I'm bossy enough to be Admiral, and quickly became well-versed in navigating through squalls, provisioning for ocean crossings, and chopping onions in 10-foot seas."

Captain Jose: "I'm most likely to take a nap at anytime of day. I can't help it, I'm Spanish. I'm guilty of falling asleep in movies (see above), taking the first bite, and starting five different boat projects at the same time. I'm cranky if the snack drawer is empty. I went to 14 schools while growing up, in four countries and 11 cities. The locations changed, but sailing interest remained constant. It was love at first hoist! After migrating to San Francisco, like all techies must, I did the start-up life, but it got old, so I got the itch to get back on the move. Slowly. Like at five knots."

Excellent bios!

If you haven't read all of this month's *Letters*, you may have missed Jake and Sharon Howard's great and not-so-great news about the **Fonatur Marina at Puerto Escondido**. The Howards, who are spending something like their ninth



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straight summer in the Sea aboard their Hunter 45 **Jake**, report that the government-developed marina has finally been purchased, with a requirement that a 62-berth marina and an adjacent hotel be built and completed at the Ellipse within three years. The bad news is that the new owners of the marina are not permitting cruisers of anchored-out boats to tie their dinghies up at the marina, even for a fee. For details, see the Howards' letter in this month's issue.

"We put our Catalina 27 **Willful Simplicity** on the hard at Abel Bercovich's yard in La Paz for the rest of hurricane season," reports Steve Baker, who along with his wife Charlotte is originally from Santa Rosa. "Gawd I miss *Willful Simplicity* already! We plan on putting her back in the water the first week in October with a freshly painted bottom.

"After getting the boat hauled," he continues, "we spent a couple of days at Todos Santos, then returned to our Baja home at little San Evaristo yesterday to get ready for the next leg of the great adventure. Charlotte and I are planning to head about 400 miles north to do about

a month of camping. First the high mountains in northern Baja, and then over to the coast on the way back down. It seems like a good way to stay cool in the particularly hot months of August and September."

Longtime readers will remember that Steve and Charlotte were sitting in the hot tub at their nice Santa Rosa home about eight years ago, when they decided quiet suburban living wasn't doing it for them. So they bought a humble Catalina 27, sailed her to Mexico in a windy 2009 Ha-Ha, and have adopted the village of San Evaristo, where they have become an integral part of that community. We don't think you could tear them away now.

What is the 'warm season' in the Evaristo latitude of Baja? According to one weather source, the name of which we've lost, it "lasts from June 4 to October 8, with an average daily high temperature



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above 91°. The hottest day of the year is August 8, with an average high of 96° and low of 83°. The 'cold season' lasts from November 30 to March 10, with an average daily high below 77°. The coldest day of the year is January 27, with an average low of 58° and high of 72°."

We're not going to argue with these experts, but it seems to us the warm season has higher temps, and the cold season colder temps than indicated.

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STEERING THE DREAM

CHANGES

Last year's El Niño conditions produced a very busy first half of the **Eastern Pacific (Mexico) hurricane season**. Through the end of August, there were 11 hurricanes, seven of which were maximum Category 4 storms, and three tropical storms. So far this year there have been five hurricanes, but none of them a Category 4, and six tropical storms.

As we go to press, the **Atlantic/Caribbean hurricane season** was just getting going, but NOAA has changed its mind about prospects for the season. Previously they forecast a lower-than-normal hurricane season, but based on new data — El Niño ending, a weaker vertical wind shear, weaker tradewinds over the central tropical Atlantic, and a stronger West African monsoon — they foresee the most active hurricane season since 2012. Scientists point out that the Atlantic has actually been in a 'hurricane drought', as the US hasn't been hit by a major hurricane in 10 years, something that is only supposed to happen once every 270 years.

"What does a 75-year-old do when there is a job to be done on the top of



QUETZALCOATL

Don Bryden may be 75 years old, but as you can tell from this photo, he's still at the top of his game, going for all the gusto there is in life.

the mast?" Donald Bryden of the Sparks, Nevada-based Brewer 45 **Quetzalcoatl** asks rhetorically. "He goes up and does it himself," he responds. The last time

we heard from Bryden, he was in his late 60s, and he and Seishu Sono were crossing the Pacific. He's now somewhere in Indonesia.

It's kind of funny, because just a few days before we'd gotten a photo of *Fleetwood's* Jack van Ommen at the top of the mast of his 30-ft boat, and Jack is even older than Donald. But wait, there's more! After Commodore Tompkin's Mill Valley-based Wylie 38+ **Flashgirl** got hit by lightning on a mooring off Oahu, the 84-year-old tells us he's going to have to spend a lot of time aloft to inspect and repair the mast.

A big concern of cruisers taking their boats to the Med is the brain-dead **Schengen Area law** that requires U.S. citizens to leave the Schengen Area — almost all of Europe — for at least 90 days in every 180-day period. When we went through customs at Charles de Gaulle Airport in Paris coming home in August — where yes, you have to clear customs to leave France — we asked what would happen if we'd stayed in the Schengen Area more than three months. The answer was a 200-euro fine. Your experience may vary.

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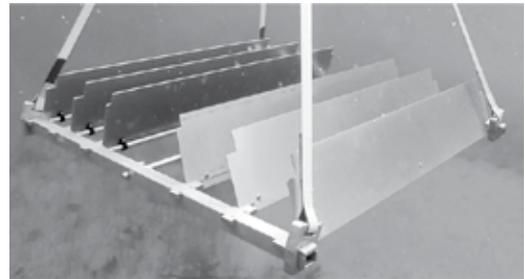
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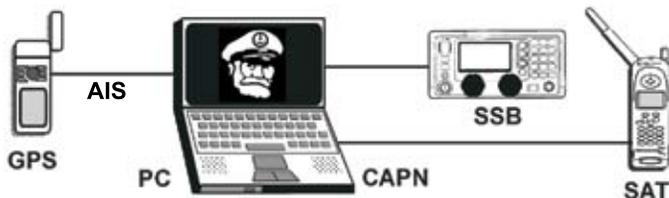
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15-FT SKERRY, 2014. Petaluma. \$2,695/ trade for 10' RIB. A real head-turner in mint condition. 100% carbon fiber, yet stiff, rows easily, tracks well. 8-bladed 8' oars, two aluminum Trailex all aluminum. More info: www.sailboatlistings.com/view/51003.

24 FEET & UNDER



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22-FT CATALINA, 1973. Quincy, CA. \$2,700. Good condition: main, jib, genoa. New sail cover, cockpit cushions. Stern and bow pulpits. Swing keel. 6hp Johnson outboard - runs good. On trailer. No salt water use. Call (530) 283-1134 or (530) 258-6659 or ncbrovelli@yahoo.com.



20-FT CAL, 1964. SF Marina West Harbor, Gate 15. \$3,000. Wide, exceptional 25-ft rental berth directly in front of the St. Francis Yacht Club - goes with boat. Only 6 berths in the whole harbor and normally one has to get in long waiting lines to get one. Spinnaker, good sails, no motor. Bottom good, hoist ready. Fast boat. Harbor transfer fees not included. Contact original owner at (925) 254-1323 or (925) 708-4983 or lephillips1399@gmail.com.

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22-FT J/22, 1985. Alameda. \$12,995. #518. LPI (some new). In fresh water. Currently wet-sailed. Ready to sail. Fanatical owner has been great. Excellent condition. Write or call for specs.

25 TO 28 FEET

25-FT CATALINA, 1980. Redwood City. \$5,000. Great, safe Bay boat. Main, jibs, kites, reliable 9.8hp outboard. Bluetooth stereo. Ready for fun! Email or call for photos: foredeck123@gmail.com or (650) 380-2478.



NEWPORT 28, 1980. Riverboat Marina. \$8,000. Universal diesel. Wheel helm. Good sails. Harken furling. Spinnaker. Pressure wash. Garmin chartplotter. GPS. New batteries. Dual-bank charger. 2 anchors. VHF and handheld VHF. Surveyed 7/8/2015. For info contact (707) 373-9662 or michaelstahlgolf1@gmail.com.



25-FT MATRIX, 1985. Kelseyville. \$6,500. 25-foot motorsailer. Good trailer. Like-new sail. New Yanmar, 3-cylinder, 21hp diesel engine with only 8 hours with saildrive. Stand-up headroom 6'+. Fiberglass, built in California. Tow with 1/2 ton truck. In Lake County, on trailer. Contact (707) 775-8858 or Dunnedf@gmail.com.

MACGREGOR 26X, 1990. Sunnyvale, CA. \$11,500. 50hp Suzuki engine. Numerous upgrades: secondary house battery, power faucet, large water bladders, 4x reinforced gudgeons (the default ones bent), stainless steel spreaders, 1991 console with rack and pinion, jib furling, large tank Porta-Potti, etc. Currently in storage in Milpitas. Sleeps 5. This is an awesome trailerable boat if you like sailing and motoring in different places in California or anywhere else. Contact: 26xforsale@123sunc.com.

26-FT COLGATE, 2001. Santa Cruz. \$26,000. All new sails, new engine, updates all around, clean and dry boat, needs nothing. Fast, fun, responsive, huge cockpit for all your friends but easily singlehanded. Info on website: www.myitus.com. Contact jvirkki@gmail.com.



25-FT MERIT, 1984. Alameda. \$6,000. Honda 2hp. 2 sets of sails. Contact Lee at (510) 219-1092.



25-FT MANCEBO DESIGN, 1988. Pt. Richmond. \$20,000/obo or trade. New carbon Wylie-design cat rig. Contact (415) 577-1148 or fred@fredandersen.com.

CATALINA 28 MK II, 1992. Sausalito. \$22,000. New standing rigging, recently surveyed and upgraded, Universal diesel, roller furler, all lines leading aft, lazy jacks, Edson pedestal wheel, cockpit table, new bottom paint, sleeps 6, other extras. For more info contact (415) 420-8757 or sail_cliff@yahoo.com.



27-FT CS27, 1980. Ballena Isle, Alameda. \$3,000. Solid Canadian-built boat perfect for Bay or coast. Yanmar SB8 diesel. Beautiful teak interior. Will need bottom job and new muffler, that's why the price is so low. Contact (925) 360-6403 or wwwdotsail@yahoo.com.



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27-FT ALBIN VEGA, 1967. Ventura. \$11,500. Reliable 3-cylinder Perkins diesel, 17-gallon fuel tank, roller furling, tiller. Vegas are well-built Swedish boats with at least 6 circumnavigations, sistership to *Lealea*. Call or text: (661) 619-7167.

MACGREGOR 26X, 2001. Fresno, CA. \$13,500. 4-cycle Merc. Bigfoot, trailer, dual batteries w/switch, mast raising, cockpit cushions, elec. water, other extras. Fresh water only, covered storage at 38079 Lodge Road, 9 mo. a year. Call (559) 855-8277 or (559) 312-5550.



CAL 27, 1973. Morro Bay, CA, State Park Marina. \$11,000. *Makua Cal* is on an end tie with unobstructed estuary view. She sails great with 470-ft sail area, sloop, fin keel, tiller extension and autopilot. Fiberglass hull and deck. 9' beam, 5' draft. Displacement 5,400lbs. Inboard diesel 2-cyl, 16hp (550 hours). V-berth, icebox and sink w/fresh water. Marine head, holding tank w/macerator. Sleeps 4. Pop top dodger w/windows. Too many other extras to list. Please contact (602) 430-6996 or mikewillfixit@cox.net.



DEES GP26, 2008. Richmond YC, Richmond. \$34,850. *Salt Peanuts* is the first GP26 in the USA. Designed and built by a professional engineer and experienced builder and designer to the 2006 ORC GP26 specifications. Easily crewed with a conventional layout. NorCal PHRF at 78. SoCal PHRF 69, 48, 42. Quantum aramid suit, main, A-2,3 jibs and MH and Frac kites. Carbon rig with wire shrouds. Nexus instruments. Awlgrip metallic silver topsides with epoxy bottom, new in 2014. Custom aluminum trailer. 26' x 8' x 6' draft. 2,150 lbs w/ 1,100 lbs keel/bulb. SA 370 sq ft up and 919 sq ft down. Comes with plans and construction album. Contact (510) 691-2009 or (510) 787-2295 or brooksdees018@gmail.com.



25-FT B-25 BLUR, 1996. Cabrillo Dry Storage, Space-1, San Pedro. \$18,500. Fastest of the pocket rockets! Transpac proven! Surfs to 22 knots. Completely refitted, bottom faired and buffed. Foils aligned and trued, deck layout modified to enhance sail setting, trim. West Coast and Florida-Class winner. Tons: sails/gear/fully serviced trailer. New: carbon rudder, standing/running rigging, Harken furling, MP spinnaker, headstay foil, sheets, lifelines, mast boom new LP. 2 hatches, Signet Smart Pack. Contact (562) 714-2455 or tikkibill@gmail.com.



27-FT PEARSON RENEGADE, 1968. Marina Bay Yacht Harbor. \$9,800/obo. Great starter boat. Very solid classic. Coastal cruiser, weekends on the Bay. Rebuilt 2014. Strong running Atomic 4. New sails, standing and running rigging. Custom cushions. Monitor WV. New VHF GPS, Garmin wind inst. Rigged for racing local and offshore. More info and pics on request. Techdiverx@yahoo.com or (916) 601-6542.

29 TO 31 FEET



31-FT JOE TRUMBLY SEAWIND, 1977. San Diego, Chula Vista. \$38,000. Cruise-ready for Baja and beyond. Sloop-rigged tall mast, newer excellent sails, main, jib, genoa, 2 storm trysails. All lines led to cockpit, hard dodger, full boat cover. Dinghy, Garmin chartplotter, radar, Winslow life raft, Hydrovane self-steering, 3 anchors w/chain, wind generator. Volvo MD-2B. Like-new heavy fiberglass hull, all-wood interior, open classic design. 2009 refit. For more info contact (316) 200-2974 or curtisindt17@gmail.com.

30-FT CATALINA, 1978. Marina Bay. \$14,000. Atomic 4 engine, whisker pole, gimbal stove, VHF marine radio, GPS, AM/FM, marine head, stainless BBQ, cockpit and interior cushions, boarding ladder. Please contact (415) 663-9506 or lbrock@sonic.net.



SANTANA 30/30, 1982. Portland, OR. \$12,500/obo. The Santana 30/30 is a great racer-cruiser. Designed as a dual-purpose boat. She can win a race one weekend and be a comfortable family cruiser the next. *Yesterday's Girl* has been lightly sailed on the Columbia River for the past 8 years. Current owner re-powered with Beta 20 Saildrive. Great sail inventory. Contact (650) 544-6947 or Debbiehayward99@yahoo.com.



30-FT YANKEE 30, 1972. Moss Landing, CA. \$13,500. Wheel steering, electric windlass, autopilot, roller furling jib, Garmin GPS, 20hp Universal diesel < 500 hrs, VHF radio, new batteries. All lines led to cockpit-easy solo sailing. Contact Bruce. (831) 768-8482.



30-FT ISLANDER BAHAMA, 1979. Richmond. \$14,700. *Sol Mate* is an exceptional Bay cruiser/liveaboard. 6'2" headroom, comfy V-berth, Volvo diesel, new bottom paint and engine work (2/16). TV/DVD, fridge, much more. More info at <http://sfbay.craigslist.org/eby/boa/5735664562.html>. Contact cmecroft@yahoo.com or (415) 450-7414.

30-FT YANKEE, 1971. Brisbane Marina. \$24,000. Best Yankee 30 on the planet. Looks great, sails great, race winner. See website for details and contact info: <http://doubleplay.website>.



29-FT CASCADE AUXILIARY SLOOP, 1971. Clipper Yacht Harbor, Sausalito. \$18,500. Beautifully maintained and restored fiberglass sloop. Ocean keel, wood stove, Origo alcohol stove, Force 10 BBQ, Lectra-Sun head, hull mounted triducer, swivel-arm mounted Garmin 546cs chartplotter/fishfinder. 2002 Yanmar 30hp diesel, 310 hours on engine. Custom tiller. Fusion marine AM/FM stereo, Sea Ranger Mod SR-2001 VHF radio. Reconditioned hull and paint, new brightwork, topside paint, nonskid, and full boat cover. More info at <http://sfbay.craigslist.org/nby/boa/5722456851.html>. Contact (707) 753-0206 or tlind187@comcast.net.



30-FT NEWPORT, 1976. Sausalito. \$8,500/obo. Roomy, comfortable cabin, tiller steering, Atomic 4 runs great, Harken roller furling, 3-blade Campbell prop, autopilot. Smooth sailing in choppy conditions out on the Bay. Transferable slip. Contact amsperl@pacbell.net or (707) 696-5414.

30-FT CATALINA, 1984. Benicia. \$8,500. Needs some TLC. Low/no hr Universal 25. Includes all equipment. Please call (925) 831-9582.



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30-FT OLSON 911S PACIFIC BOATS. 1986. Belvedere. \$36,500. *Elusive* is for sale! SF30 fleet racer. Sought-after Schumacher design. 1000 lbs lighter than the Ericson-built 911. Excellent Pineapple sails including lightly used carbon #1, #3, Kevlar #2 and incredible carbon main. Two spinnakers. Recent Trinidad SR bottom and full keel refit. 2003 Ballenger mast, boom and rod rigging. PBO/Hydro backstay, checkstays perfect, full cushions, recent rudder bearing and excellent Yanmar diesel. Don't miss her! (415) 233-3778 or c.pick@me.com



34-FT PEARSON, 1984. Napa. \$23,000. This popular performance cruiser/racer is a dream to sail and is currently dry-docked for your viewing. Features: keel stepped mast, pedestal steering, roller furler, dodger, diesel and enclosed head. Contact (707) 252-8011 or (707) 732-6101 or nvmkirby@yahoo.com.



34-FT TARTAN 34C, 1979. Petaluma, CA. \$19,500. In good condition, great cruising platform, Atomic 4, new upholstery. Comes with main, 110 jib, 130 genoa, and spinnaker. Has refrigeration. Wheel steering with instrumentation. For more info contact johndickinson46@gmail.com or (707) 773-3111.



34-FT CAL, 1978. San Leandro. \$12,500. Westerbeke 30hp diesel in excellent condition. Bottom job 2014, seacocks and thru-hulls replaced. New sails, 10 gal water heater, LectraSan head not installed. Info at (408) 354-4429 or (408) 981-4429 or fastfix@linkline.com.



30-FT FISHER MOTORSAILER, 1977. Benicia. \$44,000. Classic English pilot-house; seaworthy, warm, and dry sailing on the Bay. Sails and powers well, with lines led aft for singlehanding. 9 tons, 4'6" draft, full keel. Total refit including repower, bow thruster, epoxy bottom, and electronics including radar. Very roomy; new upholstery, no mildew. Fantastic anchoring setup. Hot water showers in head and cockpit. Comfort all the way! Check out the website: <http://fog-northamerica.org>. Contact micgoose@aol.com or (916) 719-9355.

34-FT CATALINA, 1989. Santa Cruz Harbor. \$39,500. Strong coastal cruiser with classic wood interior, well maintained above and belowdecks. Bottom job and new fuel tank-Oct 2015. Universal M25 engine runs great. Includes full-batten main with two reef points, 90% jib on the roller furler, 110% Mylar genoa, 135% light Dacron genoa, asymmetric drifter, folding prop, Garmin GPS, LED lighting, and more. One-year Santa Cruz slip license available. Call or email for pictures. (650) 365-0652 or (530) 277-7668 or billywall@hotmail.com.



32-FT JIM TAYLOR RACE SAILBOAT. 1998. Santa Barbara, CA. \$39,500/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. Website: www.danger-zone.net. Contact Steve: info@americanglobal.org or (617) 838-4648.



FREEDOM 35, 1999. Alameda. \$79,900. David Pedrick design. Carbon fiber mast, no shrouds. Self-tending jib. Electric primary winch. Raymarine linear-drive autopilot below deck, and e7 MFD at the helm. Inverter, AGM batteries, solar panel. More info on website: www.freedom35forsale.com. Contact Peter.Smith@freedom35forsale.com.



NAUTICAT 321 PILOTHOUSE, 2005. Great Lakes. \$155,000. Navy hull #138, commissioned 6/05. Dual hydraulic steer, 40hp Yanmar (301hrs), bow thruster, Flexofold, bimini/dodger, screens. North sails. Rodkicker, Garmin, Autohelm, Mastervolt electronics. 2 spacious double cabins with fans. Separate head w/HW shower. Cruisair. Well equipped galley, dining settee converts to 3rd double berth. Sailaway includes: Lifesling, cockpit cushions, anchors, MOB, oil pump, mast-climbing equipment, fuel filters, impellers, hose, cutlass bearings, pump, macerator, freshwater and bilge pumps, rebuild kits, Nauticat manuals, Yanmar service, parts, engine install manuals, toolkit with 5-35mm metric wrenches, Flexofold prop puller, Loos gauge, impeller puller. Health forces sale at well below market. Specs, pictures, maintenance summary available. For more info contact (412) 889-6578 or cmitcpghpa@aol.com.



35-FT JASON, 1981. Cruising-ready. Mexico-proven. Ted Brewer design, excellent condition: mahogany/teak interior, diesel cabin heater; solid fiberglass hull; teak cockpit, fully removable enclosure. New batteries/inverter/charger. Other upgrades 2009-present. Singlehandable. Priced for quick sale after 25 years - new directions! For more information see website: <http://sv-isa.blogspot.com/>. Contact calmport2@gmail.com.

34-FT ROBERTS STEEL CUTTER. Santa Cruz. Well running Perkins 4-108 diesel, aluminum fuel tanks, aluminum tabernacled mast, diesel heater, watertight bulkhead w/navy door, stainless steel roller windlass, Monitor steering vane, sonar ranger, VHF radio. For info and details contact sol999911@gmail.com.



35-FT RAFIKI, 1979. Clipper Yacht Harbor, Sausalito. \$29,500. Hull # DGY350220579. Sloop rig, full keel with cutaway forefoot. LOA 34' 8", LWL 27' 6", Beam 10' 6". Displacement: 16,500 lbs. Designed by Rafiki Yachts Ltd., Taiwan. Volvo Penta 2000 diesel (installed 1999). Stuffing box - P.S.S. dripless type. Airex core hull construction. Teak decks. Instruments: speed, depth, AWD/wind speed. Standing rigging replaced 1/2016.

32 TO 35 FEET



35-FT ERICSON 35, 1979. Long Beach, CA. \$28,000/obo. Two 80-watt solar panels on bimini, Village Marine watermaker, 30hp Yanmar diesel, dodger, roller-furling jib, cruising spinnaker, radar, chartplotter, fishfinder, stereo, refrigeration. For more information contact (562) 200-0798 or ginnyface@gmail.com.

35-FT HUNTER 356, 2002. Tradewinds Sailing Club, Marina Bay, Richmond. \$61,000. 2002 *Cruising World's* Boat of the Year in class. Too many extras to list. Surveyed on 4/6/16, valued at 65K. Contact Ken for more info at (325) 347-2349 or cordero@wcc.net.



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ERICSON 35 MK III, 1982. Ventura Harbor. \$42,000. Well maintained, set up for coastal cruising, and a fast racer. Autopilot, deep anchor locker, radar, ample water tanks and batteries. Yanmar 27hp, 550 hours since rebuild. Cruising spinaker. Many recent upgrades. Contact (310) 871-5260 or Chasfu@gmail.com.

35-FT C&C LANDFALL, 1984. Tiburon. \$15,500. Recent engine work, new transmission, newer Navtec rod rigging, upholstery. Harken furler, B&G instruments, 2-speed self-tailing winches. New prop. New bottom paint, new survey. Fully-battened main. Great Bay boat! Needs TLC, mostly cosmetic. Must sell. Contact (707) 291-7867 or markvoss@sonic.net.



33-FT TARTAN 10, 1981. California Yacht Marina. \$12,500. *Old School* has a sail inventory including 3 spinnakers, new Mylar mainsail and genoa in great condition. Yanmar SB12 diesel. Rebuilt injector and pump. New batteries, New portable toilet. Good upholstery, bottom paint and rigging. Call (562) 208-7077.

32-FT BENETEAU 31, 2008. Richmond Marina, D-2. Beneteau 31 (31'8" LOA). Great condition. Berthed at Marina Bay in Richmond. Presently contracted with Tradewinds Sailing School. Call for more information: (510) 734-2314 or contact jlm2nd@yahoo.com.



33-FT C&C, 1977. Richmond. \$19,500. Well maintained, fun and easy to sail. New mainsail, bottom paint, batteries. Roller-furling headsail, asymmetrical and symmetrical spinnakers. Autopilot, speed, depth, GPS plotter. 3-burner propane stove/oven. Pretty interior. Contact (989) 295-2506 or saalex@earthlink.net.



34-FT SABRE, 1985. Emeryville, CA. \$53,500. Incredible Sabre 34 Mk I. New main with 3 reef pts, full battens, Mack Pack, 105 and 130 genny, ATN Gale Sail with sheets, new Sailtec hydraulic backstay. New full electronics, 140 wt solar, hi-output Balmar gen, external regulator, new bottom, 6 halyards, new sheets, halyards, - low hrs on W27, LEDs nav and interior, new hoses, beautiful interior, etc. For more info see website: <http://goodway2016.wordpress.com>. Contact (209) 470-5804 or tomosp@sbcglobe.net.

35-FT HINTERHOELLER NIAGARA. 1980. Emery Cove Marina \$51,000. Strong cruiser, fully outfitted: chartplotter, radar, watermaker, 265W-solar, Tides Track, ElectroGuard, Air head, more. Upgraded and well-maintained over 3 years. Easy to singlehand. She's ready to go! Website at <http://niagara35forsale.tumblr.com/>. Contact (415) 713-8972 or jengambit@gmail.com.



34-FT TARTAN T34C, 1978. Bozeman, MT. \$35,000. Beautiful original condition, equipped for cruising. Westerbeke, wheel, inner forestay. On LoadMaster trailer, will separate. Best way to cruise Mexico. T34C 35,000. Trailer \$8,500. Both \$39,900. More info and details on website: tartan34classic.org/content.aspx?page_id=22&club_id=562371&module_id=111628. Contact sherilyn.renner@gmail.com or (406) 599-9607.

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. (626) 410-5918 or ngolifeart@gmail.com.



32-FT CATALINA 320, 1994. \$49,000. Autopilot, radar, weather, GPS, chartplotter integrated package. 6V AGM 480A house bank. Espar heater. Heavy-duty dinghy davits. 450lb MarsKeel shoe. Double rail stern rail enclosing cockpit. Custom interior. More info at (408) 507-9288 or larrysannes@yahoo.com.

36 TO 39 FEET

38-FT BLUEWATER INGRID, 1977. San Rafael. \$35,000. Archer/Atkins ketch. 14T. 2-cyl Sabb diesel. Bluewater grp hull with teak and oak traditional deck system. Solid teak interior. Tanbark sails. Fully found. Needs topside hull paint. Includes 7.5-ft Livingston tender. \$3,000 off asking price for yard paint work. Please call (562) 899-0774.



36-FT CAPE DORY SAILBOAT, 1983. Bethel Island, CA. \$69,500. One owner, outfitted for ocean cruising. Harken roller furling w/135% jib. Monitor windvane. steering, Autohelm ST6000 autopilot, Lofrans Tigres LW400 power windlass. Many extras, ask for list. Contact for more info: jkimble@mcn.org.



39-FT BENETEAU 393, 2002. Sausalito, CA. \$120,000. Great cruiser in very good condition. Two-cabin owner's model, two heads, only 1000 hours on diesel, full electronics, classic main, just hauled. Walk to downtown Sausalito. See website: www.marigotgroup.com/strider. Contact for more information: (415) 331-4900 or 393@marigotgroup.com.



38-FT MORGAN 382, 1978. Peninsula location. \$30,000. This boat is known to be an excellent sailing boat for Bay and offshore waters. Although the exterior teak needs varnish, the interior is in excellent condition. An equipment list of this boat is available upon request. Low-time Yanmar inboard engine well maintained. Having moved out of state, owners are anxious to sell/reasonable offer. Call Darlene for photos and list of equipment. (650) 722-4594.



36-FT C&C, 1980. Alameda, CA. \$15,000. Great boat. Has solid rod rigging, self-tailing winches, two jib sails, Yanmar diesel engine, radar and GPS. Wheel steering. For more information contact (510) 504-0771 or safetycraig@pacbell.net.



36-FT MARINER, 1973. Channel Islands. \$38,000. Classic design turns heads! Comfortable and stiff sailing ketch. Raymarine belowdeck autopilot, Smart-Pilot Course computer, Ideal windlass, 120' chain, 140' rode, 2 CQR anchors, wood-burning stove, cozy cabin, teak w/fiberglass hull. Topsides in beautiful condition. GPS, Lavac head, stand-up shower, new inflatable kayak, lazy jacks, 155 genoa, 100% jib, new mizzen staysail, low-hours Perkins 4-107, Achilles 8'6" dinghy, 5hp Honda, diving hookah, 2 BBQs. Please contact (661) 713-4371 or sweekendog44@aol.com.

39-FT FAST PASSAGE, 1978. Seattle. \$112,000. Cutter-rigged, bluewater vet, well maintained, outfitted and rewired 2003, Perkins 4-108, 3-blade Max-Prop, Spectra watermaker, autopilot, leather interior, Avon RIB, OB. Dodger and canvas 2011. Survey 2013. Contact (206) 714-8272 or jogginsail@yahoo.com.



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37-FT VALIANT ESPRIT. SF Bay Area. Fully outfitted cruiser. Just completed 2015-2016 San Francisco - La Paz - San Diego cruise. Full solar, watermaker, fridge, wind gen, radar, 3 GPSs, Nav charting, single-sideband radio, VHF/ALS, inverter, Viking RescYou overboard unit, Beta diesel, 1000 hrs. Last surveyed value, \$90,000. Let's negotiate mutually agreeable price for quick, easy sale. At 78, time for me to retire to land. Contact Howell for details and all photos. This is your cruiser! Call (415) 272-4852 or email howell@howellhurst.com.



38-FT C&C 115, 2006. Redwood City, CA. \$129,500/obo. Proven PHRF racer (rating 63), highest-performance cruiser, exceptionally maintained with detailed documentation. Symmetrical spinnaker (0.75 oz and 1.5 oz), 2010 North 3DL main (good condition), 3DL 110% jib (fair condition, good practice sail) and 3DL 105% (new), 2016 MXB 110% jib (brand new), original cruising sails (offshore Kevlar units) onboard. Two cabins, one head w/ integrated shower, hot/cold water, 2KW charger/inverter, galvanic isolator, gas 2-burner stove w/oven, mint condition belowdecks. Please contact (410) 212-8177 or s.scherer80@gmail.com.



BENETEAU 423, 1987. South Beach, SF. \$99,000/obo. Great liveaboard and passagemaker! 3-stateroom layout, central heat and air, large quality refrigeration, roomy cockpit and swim scoop with handheld shower! Great for living, entertaining and loaded for comfortable passage including all new sat. weather, moving maps, autopilot, radar and 2 new Garmin 15" touch screen navigation systems. All new hatch and port windows, rigging and more! Website with many pictures: <http://tinyurl.com/k8s8b56>. (510) 253-5883 or beneteauforsale@gmail.com.



42-FT CATALINA, 2001. Newport Beach, CA. \$164,500. With LLC. Raymarine electronics, inverter, windlass, DVD, dodger, new bottom paint. 56hp Yanmar, low hours, roller furling. Boat is turnkey. Contact ginka_62@yahoo.com or (714) 376-7688.



36-FT HUNTER VISION, 1993. San Diego. \$61,000. Excellent condition. Includes GPS, generator, and dinghy. Updates are new bottom paint, prop, pumps, halyard, main sheet, fridge, all service current. Roomy interior. For more info contact (602) 292-0461 or (858) 775-4821 or kimmariesmith@gmail.com.

40 TO 50 FEET



47-FT CUSTOM CRUISER, 1983. Gary Mull performance cruiser. Pittsburg, CA. \$220,000. 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.



48-FT MAYFLOWER KETCH, 1985. Puerta Vallarta, MX. \$109,000. Sleek and graceful Mayflower 48-ft ketch. Properly equipped for a crew of two, bluewater cruiser carries and flies up to five sails. Designed by George Stadel II, the *Oriana* has proven performance, good construction, and attention to detail. Ample captain's cabin, attractive, roomy salon, and fully-equipped galley, a comfortable liveaboard in any of the world's ports. Powered by the dependable Perkins 92M, under power the craft cruises comfortably at 7.5 knots. Equipment includes roller furling on all masts, self-tailing winches, 300-ft. chain anchor rode, three sturdy anchors, watermaker, and more. For details and info: www.theoriana.com. Contact (480) 447-7316 or info@theoriana.com.



40-FT BENETEAU FIRST 38, 1987. Emeryville Marina. \$55,000. The new boat is here, breaks my heart, but *Valhalla* needs a new home. Great boat, just back from two seasons in Mexico. Blisters and bottom job in 2015, Perkins 4-108, watermaker, new dodger, electric anchor windlass, spinnaker, extra sails, hard-bottom dinghy w/15hp Evinrude, and lots of spare parts. Lots more. For info contact Super_mick@msn.com or (415) 898-6989.



36-FT CAPE GEORGE, 1987. Vancouver, BC. \$189,000 USD. Must see! There were only approx. 30 CG 36s completely built by the craftsmen at CG Marine Works (prev. Cecil Lange & Son). This is one of the finest examples afloat! A 2-owner boat with extensive refits in 2007 and 2014. Meticulously maintained in Bristol condition. This is a true bluewater world cruiser, or will sail your local waters in comfort and style. Compliments wherever she is moored. All custom-built magnificent teak interior. Too many extras to list here. See website: www.capegeorge36forsale.com. For complete description and photos please email or phone. (575) 770-1872 or wse541@gmail.com.



SYDNEY 41, 1996. Oceanside Harbor. \$119,000. *Twister* is a beautiful and well maintained version of this highly sought-after racer/cruiser. With her powerful carbon rig, Nelson Marek deep keel, and efficient hull shape, the Sydney 41 is one of the few boats as comfortable on the race course as she is cruising the Islands. Designed by Ian Murray and built by Bashford International of Australia, the Sydney 41 was designed around the principle that performance is more important than rating, as speed is timeless and rating is subject to change. The basis of the 41's hull shape comes from the latest of grand prix thinking and is readily evident when under sail. For more information please contact (760) 439-0011 or (760) 579-2899 or jwert007@gmail.com.



42-FT WESTSAIL CENTER COCKPIT. 1975. Long Beach, CA. \$119,900. Great shape, dodger, radar, autopilot, GPS, VHF, 100hp Yanmar diesel, newer generator, new head, 2005 mainmast and sails. Boat is ready to go cruising. Contact (562) 896-3797 or melias51@hotmail.com.



43-FT RON HOLLAND, 1986. Marina Riviera Nayarit, MX. \$95,000. 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. Info on website: www.sanctuarycharters.com/sabbatical.php or contact directly at office@sanctuarycharters.com.

36-FT ISLANDER, 1972. Alameda. \$34,000. This Islander 36 is ready to move on to its next captain. Upgraded to 2016 standards. New electronics, wood fireplace, cozy interior. 2014 30hp Beta diesel. Smart charger, roller furling. Contact muhiudeen@yahoo.com or (510) 508-8709.

40-FT J120, 1998. South Beach. Hull #104. Excellent racer/cruiser. Fair to good condition - very clean. Moderately used 3DL inventory. For information and details contact j120st@gmail.com.

40-FT J/40, 1986. Vancouver, BC. \$82,000. Legendary performance cruiser. Diesel engine and autopilot. New: fridge, propane stove with detector, windlass, toilets and hard bimini with solar panel. Lots of upgrades! 2-cabin, 2-head layout. For more information see the website: <http://j40forsale.strikingly.com/>. Contact (604) 742-1994 or cham20@gmail.com.

42-FT CATALINA, 2-CABIN PULLMAN. 2008. Point Richmond. \$199,000. Fully battened main, Mylar 130% genoa, cruising spinnaker, 110% jib, autopilot, radar, folding prop, dodger, bimini, televisions, stereo and more. Email for full list and pictures: sailor42@att.net or (916) 300-4736.





41-FT CT CENTER COCKPIT KETCH. 1976. San Diego. \$68,000. Beautiful and elegant three-owner boat that has been a part of our family for the past 15 years. We used the boat for family trips to Catalina. Perfect Perkins 4-154 diesel with low hours. New dodger, sailing bimini, new batteries. Beautiful Sunbrella cushions inside and out. Two staterooms, master aft, two heads. Most everything replaced or upgraded during our ownership. The boat has a beautiful teak interior with lots of room. She sails like a dream, solid and with an easy motion. She attracts attention everywhere she goes. Google J Marcus Inc on Pinterest to see lots of pictures. Info at (619) 992-1434 or cicchetto@gmail.com.

46-FT CAL 2-46, 1972. Monterey. \$55,000. Lapworth design, Perkins Sabre 80hp engine, low hours. Sails and rigging in good condition. Awesome liveboard, 2 staterooms, engine/work room, AC/heater, watermaker, electric windlass, lots of great equipment. See website for details. <http://tinyurl.com/z2kymwc>. Contact (831) 475-5503 or sail2boat@icloud.com.



45-FT CUSTOM KETCH, 2013. Long Beach. \$59,000. New (almost) 45-ft full keel fiberglass ketch. Built on a bare CT41 hull. Custom deck with wheelhouse and inside steering. Large circular cockpit with custom varnished mahogany interior. Settee w/panoramic view, separate head and shower, full galley, 1 queen and 2 single berths. All systems are new including engine (200hrs), tanks 150+ gallons fuel and water. All electrical, plumbing, and electronics are new. Rigging, mainsail new, spinnaker, jib, genoa, storm jib all excellent. Every item including shaft and rudder is new or reconditioned. 73-yr old owner singlehanded California to Acapulco for shakedown. Contact (760) 482-8172 or bobobrien09@yahoo.com.



43-FT BENETEAU 423, 2006. Berkeley. \$158,000. *Cruising World's* "Boat Of The Year." Elegant, roomy, fast, and extremely comfortable. *Voyager* is well appointed, impeccably maintained, and has been loved as a Bay and coastal cruiser. See details at www.sailboatlistings.com/view/54311. Contact (925) 984-9697 or generalnelson@sbcglobal.net.



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. Contact garyfox@att.net.

47-FT CATALINA. San Diego. \$209,000. Customized bluewater ready. Ha-Ha veteran. Extra fuel capacity, 110 or 240v, watermaker, chartplotter, radar, AIS, cold-plate refridge/freezer. Custom cabinets and workshop, dive compressor, in-boom furler, staysail, autopilot, windvane, new hard dodger, heat-air, Autoprop. Much more. More information on website: <https://adream2sail.publishpath.com>. Call (916) 607-9026.



41-FT CHEOY LEE 41, 1981. La Paz, Baja California Sur, Mexico. \$52,250/obo. Family-friendly bluewater, cruise-ready ketch. Sleeps six in two private staterooms. 2010 Westerbeke engine, 90 gallons fuel and water. Monitor windvane, autopilot, nonskid decks, anchor and 400-ft chain. Radar chartplotter at navigation station and helm, VHF GPS/AIS, watermaker, Technautics refrigerator/freezer, solar, dinghy with outboard. Check our website for full equipment list, pictures and videos: <http://aboardastraea.com/for-sale/>. Please contact (757) 620-4657 or KetchAstraea@gmail.com.



44-FT CATALINA MORGAN, 2007. Oak Harbor, WA. \$259,950. A real deck salon, light and airy with a settee you can sit at and enjoy the outdoors. Both forward and aft cabins have queen berths with head and showers. Just-serviced 75hp Yanmar with 870 hrs. Newer batteries and two 85-watt solar panels. Cruising spinnaker, power winches, hydronic heat. Raymarine L120 radar, chartplotter autopilot, bow thruster. New dodger and glass. Leisure Furl boom. May consider trade. Contact (408) 666-3261 or jerryfsaia@aol.com.



45-FT KANTER ATLANTIC, 1983. Trinidad. \$80,000. Seller or shipwright special. Make an excellent price. Fully loaded with inventory of cruising gear and equipment.



42-FT BENETEAU 423, 2004. San Diego. \$145,000. Beautiful 3-cabin Beneteau 423 only 500 hrs on Volvo 55. Ready to head south. Many extras including SSB and full canvas. For complete list of equipment contact Roushbill@yahoo.com or (760) 845-5112.



44-FT F&C, 1979. Morro Bay, CA. \$85,000/obo. Price slashed, must sell! 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, bluewater cruiser on the West Coast. Strong fiberglass hull and deck with teak deck overlay. Centerboard shoal draft 5'1": go to weather board-down 7'6". Interior finished in South American hardwoods, 2 staterooms, 2 heads, sleeps 6. Only a few hours on rebuilt Perkins 4-108, large sail inventory, upgraded electrical system, newer upholstery, stainless dorades, full dodger, much more. Please contact (805) 235-4046 or tackorjibe@gmail.com.



44-FT SPARKMAN & STEPHENS. 1970. Mexico. \$89,000/obo. S&S design #1930-C2. Ex-Gem. Built by Cantiere Benello, Italy. Classic lines, exceptionally seaworthy. In good condition and fully equipped for bluewater cruising. Info: <http://sparkmanstephensbenello44mel.blogspot.com>. Contact philshlund@hotmail.com or (714) 369-7881.



41-FT RHODES BOUNTY II, 1958. Alameda. \$29,000. Solid glass, sloop-rigged sailboat, built Coleman Plastics of Sausalito in 1958. Equipped for cruising. Perkins diesel. Aries vane. Lewmar 52 self-tailing primary winches. More information at (408) 926-8636 or (408) 391-3792 or rogercory@yahoo.com.



43-FT C&C CUSTOM SLOOP, 1973. Sausalito Yacht Harbor. \$175,000. *Evening Star*. Best restored sailboat on SF Bay. Must see! Must sail! Ready to sail the world! Call Captain Marco at (415) 987-1942 or (415) 868-2940 or email to captainmarco@cs.com.



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46-FT CAL 2-46, 1974. Tahiti. \$129,000. Passage-ready: *Merry Dolphin* is a fine example of the sought-after 46' comfortable and offshore capable C&C design. Extensively refit in 2015/2016. Sitting in Tahiti, she is ready to go and can be delivered to a Pacific location of your choice. Some of her many new upgrades: Spectra watermaker, folding prop, electronics, electrical, batteries, solar, hatches, standing rigging, interior, dodger. LED lights, inverter and much more. Check out our website/blog at <http://merrydolphinsv.blogspot.com>. Contact (250) 505-4941 or merrydolphinscal@gmail.com.

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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. Please visit our website at www.apolloduck.us/feature.phtml?id=267073, and then contact (415) 663-8776 or lorcarossmann@gmail.com.

56-FT JOHN ALDEN. 1964. Vancouver, BC. \$159,000 CDN. Pilothouse cutter. Built as a charter boat by Camper & Nicholson's, GRP. Bluewater proven, sleeps 8. Bow thruster, dive compressor, watermaker, lots more. Info: (604) 358-8968 or (604) 354-5090 or westbynorth@gmail.com.

63-FT FERRO SCHOONER, 1981. San Diego. \$87,500. Handsome ferro schooner, copy of *Ticonderoga* by Herreshoff. 453 Detroit, 12kw Onan, sleeps 14, hydraulic bow thruster. Great charter or world cruiser. Contact royquinnear@yahoo.com.

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47-FT GAFF CUTTER, 1933. Los Angeles. \$140,000. Captain O. M. Watts-designed, 21 tons, teak on oak, massively built, in fine condition and with A1 recent out-of-water survey. Owned 25 years and very well sorted out. Carries her years better than the owner, who is building a smaller vessel. Contact (818) 853-7101 or cudaprod@earthlink.net.



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38-FT NAUTIGAL, 1938. Point Richmond. \$20,000. Myron Spaulding-designed and built in S.F. Fir on oak with varnished teak trim. Narrow and low with generous overhangs. Good shape, sails, spinnaker, etc. A joy to sail. Contact (925) 787-6741 or cjffstokes@msn.com.



35-FT CRUISING KETCH, 1947. Sausalito. \$25,000/obo. *Walrus*. Double-ender built in New Zealand. Triple-planked kauri hull and deck good as new. 30hp Sabb diesel. Panama and South Pacific veteran. Call Mike. (415) 426-0172.



20-FT WHITEHALL WOODEN BOAT. 1993. Reno, Nevada. \$14,900/obo. Commissioned sail and rowing boat. Double sliding-seat rowing stations for smooth rowing, or sail as a gaff-rigged sailboat. Pristine, garaged, UV-protected. Custom trailer, 10 ft. hollow-core oars, like-new sails, all mahogany and cedar, hand-cast fittings, hand-sewn leather, custom covers. Cold-molded epoxy construction by Artisan Boatworks (ME), cost \$32,300 (5,500 person-hours). There is nary a thing like it on the West Coast and priced to sail. For more information contact (303) 704-7185 or gary.drews@outlook.com.



16-FT HAVEN 12 1/2, 2008. Inverness, CA. \$20,000. Wooden gaff-rigged boat built by Landing School, ME. Trailer and electric outboard included along with cover. Four seasons on Tomales Bay. Excellent condition. Contact (415) 669-9962 or markropers1@gmail.com.

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40-FT ONE-OFF, 2001. La Cruz de Huanacaxtle, MX. \$140,000. Feet is for sale. Performance catamaran, 20 knot+boat, chartplotter, GPS, sounder, electric windlass, hard sailing dinghy, inflatable with 5hp 4-stroke. 3 sails. Two queens, two singles. Propane 3-burner with oven, Engel refrigeration, LED lighting, solar charging. A sailor's boat. 1/2 to 3/4 wind speed. Contact wla9342@gmail.com.



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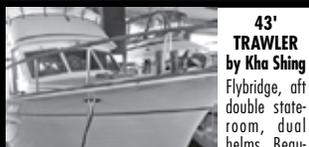
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* Please note! KKMI did not perform any work on *Nereida*. We are under the strong belief that if we *had* painted her bottom, she wouldn't have had nearly this amount of growth. Just sayin'.

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