

Latitude 38

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WE GO WHERE THE WIND BLOWS



Latitude 38

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ROLEX BIG BOAT SERIES



SHAFON GREEN



Over the last few years the Rolex Big Boat Series has seemed pretty tame. The flood has been pretty dominant, and the breeze has been generally light, even nonexistent at times. But with the regatta moved a week earlier in the month this year, we were hopeful that it would be a little, well, spicier.

Was it ever! The West Coast's premier big boat regatta brought more heat — figuratively speaking — than a roasted Scotch Bonnet September 8-11 at St.

Spread — 'Vesper' carves up the Bay en route to a resounding victory in IRC A; insets, from left — 'Mayhem' was 'Vesper's closest competition; 'Velos' proving that IOR boats still make for good photos!

Francis YC. Eighty-one well-prepared boats, in four IRC and four one-design divisions, put on a show that had everyone saying something to the effect of, "Now, this is a Big Boat Series."

Before we even talk about the breeze, bear in mind that the ebb was in full effect for most of the series. Thursday brought what had to be one of the most photogenic days on the Bay so far this year,

with sunshine and breeze that started in the mid-teens and built into the mid-20s throughout the afternoon, with no fog. Figuring we had seen the best weather of the regatta, we were thrilled to get breeze in the low 20s the following day.

Perhaps the Slot sensed it was the weekend, and more spectators might be watching from shore, or maybe it was just luck. Regardless, the area between the

— ABSOLUTELY EPIC



Gate and the Berkeley Circle dished out a big old helping of smackdown on Saturday. Upper-level monsoonal moisture had rolled in the previous night, and with it came breeze that scratched the mid-30s by the end of the day. Boats were being knocked down left and right. Spinnaker poles snapped like twigs, and kites were blowing out like Charlie Sheen on his Violent Torpedo of Truth.

"In contrast with last year, which was very mild, this year was like a heavyweight

boxing match with Mother Nature," said IRC D winner Don Payan.

Ultimately the sailors won, and although many were battered and bruised after their four rounds, we didn't hear anyone crying that it was too much. The sail loft repair teams stayed extra busy all through the weekend, and there was plenty of midnight marine action going on as teams fixed everything from battens to holes in the boats during the sailors' "off-watch" every night.

The Farr 30s used the regatta as their World Championship, and it brought 12 boats out in what were really testing conditions for what is the offshore one design of choice for a lot of pros — in large part because of how challenging it is to sail in big breeze and moguls.

Throw in some sick-looking TP 52s, a bunch of smashing Fast 40s, and the usual variety of Bay programs that get way ramped-up for the late-summer classic, and the 47th Rolex Big Boat Series

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Clockwise from top-left — Scott Easom's 'Eight Ball' smashes downwind; the Farr 30s were almost always tightly bunched; 'Standard Deviation' shows off the median downwind look for the responsive and challenging Farr 30s.



was one that will not likely be forgotten by anyone who sailed, or watched.

Farr 30s

A 7-8-2 in the 12-boat fleet was not how anyone expected Deneen Demourkas and her team on *Groovederci* to begin the Farr 30 World Championships. But in her ninth attempt to win the class's worlds, and after two Tours de France à la Voiles in the boat, Demourkas — and everyone else in the fleet who has sailed against

her — knew the regatta was far from over. After all, there were still eight more races scheduled for the division — it was the only one to sail more than seven, and the only one to sail exclusively on the North Course — over the rest of the weekend.

Demourkas — the current class president — came out swinging the following day, putting up a 2-1-1 to reclaim precious points, while the Bay's Scott Easom and his crew on *Eight Ball* kept adding low scores to their scoreline and maintained

a one-point margin over former world champion Jim Richardson on *Barking Mad* after six races.

Saturday's weather caught just about everyone unawares, and one race was all it took for the R/C to send the fleet in, when what had been an appropriate level of carnage on the race course suddenly became overwhelming. With the fleet spewed all over the course, and the crews and boats — not to mention sails — getting beat to hell in the steep Circle chop, the decision was made to try to make up the two lost races the following day.

With the lightest breeze the fleet had

From left — 'Groovederci' getting a groove on downwind; a proud John Demourkas congratulates wife Deneen: "My world champion," he said. "Now I have to see if I can still live with her!"; moments after crossing the finish line of the decisive final race, the 'Groovederci' crew take a well-deserved breather and photo-op.

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seen all week, Sunday didn't exactly start off great for Demourkas. She posted a 5-2 in the first two races, and Richardson scored a 1-3 to leapfrog *Eight Ball* into first overall, two-points ahead of *Groovederci*.

"Coming into today, I knew winning was a possibility, but we would need all four races," Demourkas said. "In the first race, we were leading and hit the weather mark, but we did our penalty turn and managed to hold it all together."

Down the final run of the penultimate race, things weren't looking much better. Demourkas led, and *Barking Mad* looked good for second place. But in what Richardson described as an "unforced error," *Barking Mad* jibed too close to another boat and fouled it some 20 boatlengths from the finish. The resulting penalty turn pushed Richardson back to 10th place, meaning that all Demourkas had to do in the final race was finish within five boats of Richardson to claim the title.

In a nail-biting final race that saw *Groovederci's* tactician Cameron Appleton repeatedly split away from *Barking Mad* to minimize the chance that the two boats would sink themselves so deep that Easom could slide in ahead of them. But when Richardson led Demourkas across the finish line with the two boats in third and fourth respectively, it was all over.

"It feels great to finally win," Demour-

kas said, "after nine of these, and God knows how many Farr 40 world championships."

Despite not having the benefit of a long work-up, nor the chance to race against many of the top programs aside from in the two events leading up to the Worlds, Easom and his crew of Bay Area regulars ended up a credible third.

"Downwind we were lower and faster than everyone," he said, adding that when the breeze got lighter and the racing became less about survival and more about having a good upwind set-up, their lack of time in the boat showed. "I would have traded some of our downwind edge for some of their upwind speed."

Putting on her class president hat, Demourkas gave the club credit for including the class — the smallest big boat to ever get a dance card at the Rolex Big Boat Series.

"It really showed the club's commitment to yachting to have us here and give us a chance to show what the boat can do," Demourkas said. "The boat was built for the kind of stuff the Bay can deliver, and it was really fun having it here. Today was just a classic example of a perfect day — 15 knots of breeze and tight racing. It was pretty nerve-wracking. Everyone was really close. It wasn't a runaway win."

In fourth was none other than Demourkas' husband John. The Santa Barbara-based duo have raced with and against each other on his-and-hers Farr 30s and 40s for over a decade. But now,

'Double Trouble' lighting it up downwind; inset, from left — tactician Will Baylis and Andy Costello put up a string of seven straight bullets!



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Deneen will be doing it with a Rolex, and her name on the Atlantic Perpetual Trophy.

IRC A

The "big boat" class at this year's Rolex Big Boat Series was IRC A once again. And there was plenty of bling at the top of the heap. The biggest boat in the whole regatta was Bill Turpin's Santa Cruz-based R/P 77 *Akela*. Next up — at least in terms of LOA — was Kjeld Hestahave's San Diego-based Tanton 73 *Velos*. Bumped up into the division after previous years of racing against smaller boats, Chip Megeath's R/P 45 *Criminal Mischief* became the little boat with little chance to get around the big guys. But the boats everyone's eyes were on were the five owner-driven TP 52s ranging in age from 2005 to '08, that put on a fantastic show on all four days.

Three '08-vintage boats, Jim Swartz' *Vesper* (formerly *Quantum Racing*), Ashley Wolfe's *Mayhem* (formerly *Bigamist 7*), and Peter Cunningham's *PowerPlay* (formerly *Oracle Racing* and *Synergy*), set the pace against Manouch Moshayedi's '07 *Rio* (formerly *Stay Calm*) and David Team's '05 *Rebel Yell* (formerly *Pisco Sour*). Conditions being what they were, none of the other boats had a chance against the newer 52s, no matter how well they sailed. On the runs, the powered-up 52s lit the afterburners as soon as the kites went up, mowing down the

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The J/120s were a tough fleet once again; inset, from left — Barry Lewis and his 'weekend tactician' Doug Nugent almost had a race to spare.

bigger boats with ease. But one 52 stood out from the rest of the crowd: *Vesper*.

"We had an incredible year," said project manager Ken Keefe. "It was especially gratifying to Jim for a number of reasons. This was his third Big Boat, and the first two [with a Swan 601 and a Melges 32] didn't go as well we would have liked."

Swartz had invested a considerable amount of money and effort into developing and commissioning an STP 65, *Monypenny*, which like many other Reichel/Pugh boats built at the time, experienced problems with upwind balance. Faced with having to effect a massive redo, for a class that was failing to gain critical mass, Swartz elected to donate the boat instead (See this month's *Sightings*). In its place, he picked up the '08 Audi MedCup winner and went out to face some of the top programs in the Carib-

bean and on the East Coast, racking up an enviable race record that included a whole bunch of wins.

"The *Monypenny* experience left him with a sour taste about the sport because he'd done all the right things," Keefe said. "So, to come back and have such a successful year in a tougher class, is just that much more rewarding."

Vesper started off the week with a 1-3, before rattling off a 2-1-1-1-1 to finish five points clear of former Bay Area resident Peter Cunningham's *Power Play* and take the St. Francis Perpetual Trophy and a new watch. But the final point totals were a little misleading, because the only boat that was anywhere near *Vesper* during many of the races was Canadian Ashley Wolfe's much-improved, Bay Area-based *Mayhem*, which pushed *Vesper* hard all week. Were it not for being a little more ragged around the

corners, *Mayhem* could have won the regatta.

"*Mayhem* was just a couple months behind us sailing as a team," Keefe said. "It's embarrassing how many spinnakers we dropped in the water at first. At Big Boat, our sail repair expenses were only \$120, which was a personal record!"

A big part of sailing so cleanly is having an owner who can drive, and according to Keefe, Swartz is just that.

"What's amazing is that Jim is getting close to 70, and he steered the boat every second of every race," he said. "The thing is camped on 21 knots all the way down the Bay and we're trying to just survive, but we never had to worry about Jim. He's extremely hands-on. He's disappointed if he can't make it out to go sail testing with us."

Swartz, Wolfe, Cunningham, Moshayedi and Team all drove their own boats, although there's no owner-driver rule for the class.

"That's how we're going to grow the sport," he said. "There are very few people willing to pay a full crew and sit on the side of the boat. We have to

'Team Premier' didn't get much of a work-up before the event, but it looked awesome with the hammer down; inset — this was their only wipeout that we saw, and it was actually pretty gentle.

Scooter Simmons, top left, and the 'Blackhawk' gang took their first Rolex BBS win, and wrapped up their second J/105 season championship in three years.



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rally around owners driving."

IRC B

Nine boats were classed together in IRC B, and the grouping provided the closest margin of victory of any of the regatta's eight divisions. All nine were rigged with symmetrical spinners. Almost all were designed to IMS. All were of moderate displacement. And none could touch a runaway effort by Brad Copper's Tripp 43 *TNT*, and Sy Kleinman's Schumacher 54 *Swiftsure II*. After the first day of racing Copper — who already has a Rolex in his trophy case — was bullish on the division assignments.

"This is the first year that I can say the division assignments are apolitical," Copper said. "The boats that should be



LATITUDE/ROB



'TNT' had to battle for the IRC B honors; inset — Brad Copper claimed his second Rolex in four years.

grouped together based on similar performance are racing each other. The big boats are in the big boat division, we're in the next one down, and the sportboats are in the next division."

After trading the top two spots on day one, only a fifth for Kleinman in Friday's first race gave Copper and tactician Seadon Wijsen any breathing room — room they'd need when *Swiftsure II* finished with three straight bullets to get within two points of *TNT*. Although the *Swiftsure* crew — known reverentially as "The Elks Club" — couldn't pull off the

regatta win, finishing as strong as they did capped a well-sailed regatta and this year's Rolex Big Boat Series marked a personal milestone for the 90-year-old Kleinman — it was his 30th, and the 16th aboard *Swiftsure II*.

IRC C

For the second year in a row, IRC C was reserved for the sportboats in the 40-ft range, aka the Fast 40s. Because lighter boats under about 45 feet haven't gotten much love from the IRC rating rule, grouping them together by type, rather than rating, gives them a better shot at taking home some silverware while providing for better competition. Although the club tried the idea last year, it didn't work to everyone's satisfaction when Dale Williams' Kernan 44 *Wasabi* — a deceptively larger boat than the rest of the field — was lumped in with the group. This year, with *Wasabi* having been sold out of the area, and the only other potential interloper, *Criminal Mischief*, bumped up to IRC A, the field was a well-matched grouping of great, fun-to-sail boats. A pair of Farr 36s, a 1D35, and the brand new, and totally sweet Farr 400, joined a group of four J/125s in what was probably the biggest-ever gathering of J/Boats' cult classic. The result was some really good racing. Ultimately the J/125s took the top four spots, led by the Bay Area's Andy Costello and his shiny silver *Double Trouble*.

Costello and tactician Will Baylis were pushed hard upwind by the eventual runner-up, Southern Californian Tim Fuller and his crew on *Resolute*, but when it came time to point the boat downhill, Costello absolutely blew the hatches off the fleet, keeping the boat planing at full speed on the runs and finishing with a straight-bullets scoreline. The funny thing was that Costello hadn't even planned on sailing the regatta. But



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after a disappointing shot at the Trans-Pac in July — they had to retire when a strut supporting the rudder post broke and started letting water in — Costello decided, "Why not?"

"I couldn't pass up the opportunity to have four J/125s on the Bay," Costello

Smith and his team not getting the boat to the Bay until just two days before the regatta. With its one-design main — the boat has a smaller IRC main that didn't arrive in time to be measured in — the Farr 400 struggled upwind in the bigger breeze. But the flip side was that this all-carbon rocketship just lit up downwind and looked pretty awesome doing it.

The club really got this division right this year. Had *Criminal Mischief* been allowed to sail in it, that would have probably killed any future interest in the class. But more boats on the Bay fit this type, and the Fast 40s could prove to draw even more boats in the future.

IRC D

Don Payan has spent the last ten years sailing his J/120 *Dayenu* in that one design fleet at the Rolex Big Boat Series. Last year, he even won the class. But in what is an unusual move — typically owners migrate from handicap to one design racing — Payan and his crew decided that they wanted to do something else.

"Basically this year we did the Aldo Alessio Regatta in IRC because the J/120s didn't sail," Payan said. "It's one of my favorite regattas of the year. We had weighed the boat for IRC earlier in the year, so after Aldo, we polled the crew, and it was unanimous. Everyone wanted to try something different. The J/120 fleet is full of wonderful sailors and fantastic competitors; the fleet is



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terrific, and very stable. But we figured, "What the hell?"

Dayenu was the scratch boat in the division, which is never a bad position to occupy, but Payan and his crew suspected that they would need to get "their" conditions to finish at the top.

"To a person, none of us thought we were going to do well," Payan said. "We had no clue. We knew we'd have trouble in less than 12 knots, but that if it was north of that, we'd have no problems."

Of course, it turned out to be well

'Golden Moon' rumbles past Alcatraz en route to a three-peat in the Express 37s; Sally and Kame Richards basking in 'Golden Moon's fifth Rolex BBS win in the last nine years.



LATITUDE/ROB

COURTESY DAYENU



Don Payan, center and the 'Dayenu' crew had a successful second foray into handicap racing, running away with the honors in IRC D.

said.

Costello and the *Double Trouble* crew — essentially a last-minute grouping almost entirely of skiff sailors including-Will's brother Trevor on the mainsheet — absolutely hammered downwind.

"Boat-for-boat, *Resolute* was our best competition," Costello said. "They were fast upwind, but our attributes are in planing downwind — that's where we excel over the other boats."

As far as we saw, *Double Trouble* was the only boat to not wipe out downwind in the big breeze. For Costello, the result was getting his name on the Richard Rheem Perpetual and a Rolex to take home.

Meanwhile, the West Coast debut of the Farr 400 was a rushed effort from the get-go, with project manager Dee

DANIEL FORESTER/ROLEX



— ABSOLUTELY EPIC



Chip Megeath's R/P 45 'Criminal Mischief' was one of the 'odd boats out' in IRC A. However, with conditions like these, and a weapon like this, who cares? The Criminals prepare for a douse.

north of that, and with Randy Smith calling tactics, *Dayenu* ended up cruising to a 1-1-2-1-1-2-1 over the four days, utilizing their size and upwind speed advantage to let the rest of the pack battle it out among themselves for the rest of the spots in the eight boat division made up of various 35-40-footers.

"We didn't have to sail the last day, but we felt it wouldn't be appropriate to not go out," Payan said. "So we stayed clear of everyone and started four seconds late at the boat end and went the wrong way on the first beat, but still ended up winning the race."

Dayenu had eight people returning from last year's winning crew, and according to Payan, that made a big difference.

"The secret to success is to have a crew that's been together for years," he said. "Everything becomes second nature, the boat is quiet, everyone knows what to do, and the timing was perfect. We had very good vibes onboard, and it was absolutely memorable."

The win garnered Payan a Rolex and the Keefe-Kilborn Perpetual Trophy.

J/105s

The J/105s were sailing for the Commodore's Cup — for the largest one design at the regatta — once again after being unseated by the Melges 32s last year. All the usual suspects were in play at various times during the regatta, and all had their share of troubles. Defending champion Bruce Stone and *Arbitrage* got knocked out of contention by a DSQ following a protest by Phil Laby's *Godot* in the fourth race.

Also facing trouble was first-time winner Scooter Simmons. A port/starboard collision knocked his *Blackhawk* out of Saturday's racing. But thanks to an opening scoreline of 4-1-2-1, his average points for the two missed races were a pair of seconds. But Simmons and his crew didn't make life any easier for themselves despite the 12-point lead they carried into Sunday's Bay tour. They were OCS in their last race and had to restart.

"We had to make up 12 boats, and then we chose to go to the shore for relief from the current, and that was the wrong decision," Simmons said. "The wind clocked right, and by the time we got to the City-front, we were so deep, it was the most discouraging thing in the world. My crew is just so good that we were able to do it, but it's not the way you want to win a regatta."

Blackhawk managed a 10th in the race, good enough for a seven-point win, a

second fleet season championship, and a watch.

"It is the epitome, the trophy we all want," he said.

J/120s

Starting on the right foot is definitely helpful when sailing a seven-race series, and that's what Barry Lewis and his crew on *Chance* did in the J/120 fleet — barely.

"In the first race, things went the wrong way and we ended up in the back of the fleet," Lewis said. "We managed to work our way back and eke out a third."

That would prove to be *Chance's* second-worst race in a series that uncharacteristically did not go down to the wire — three of the last five Rolex Big Boat Series wins in this class came down to the final run of the final race of the regatta.

"You can't see it in the scores, but it was as tight as it's always been," Lewis said.

From there, the *Chance* crew went on a tear, scoring a 1-2-1-1-2 to set up a final race of the series where all they had to do was finish. They would ultimately finish fourth in that one, to secure a three-point victory over their perennial nemesis, Steve Madeira's *Mr. Magoo*.

"I think it was consistency more than anything," Lewis said of their win.

That consistency extends to Lewis' crew, many of whom have sailed with him for the better part of a decade, including both people who filled the tactician role — Seamus Wilmot (days one and two) and Doug Nugent (days three and four).

"It's hard to do that with a lot of tacticians," Lewis said.

"We had the history together so it was pretty seamless."

Sy Kleinman (inset) celebrated his 30th Rolex BBS on his evergreen Schumacher 54 'Swiftsure II', which narrowly missed out on IRC B honors in its 16th.



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This was not as bad as it looks, really . . .

"One of the highlights of this Rolex Big Boat Series was the big breeze we had on Saturday," Lewis said. "These boats love the big breeze. They're solid as rock, and in 30 knots, they'll get up on smaller waves and really get moving. After last year's regatta, which was later in the year, and lighter, this was great. You think of Big Boat as a windy regatta and it was fun to go out there when you're on the edge the whole time."

Express 37s

Kame Richards is no stranger to success in the Express 37 class, and

this year was no different. His *Golden Moon* proved to be the boat to beat in this year's regatta, taking the division by a deceptive seven points over Mick Shlens' Southern California-based *Blade Runner*. The win marked the third-straight for Richards, and his fifth in the last

nine years. And although the Expresses were snubbed for a watch this year — though he already won one three years ago — he didn't go away unhappy.

"Sometimes Big Boat Series isn't fun," he said. "It can be a giant pain in the ass; everyone is protesting and whining. But this is the most fun I've ever had at a Big Boat Series because we were the two dominant boats. We could get out in front on the first beats, which allowed us to battle each other tooth and nail. I admire the hell out of Mick. If I can be

doing as well as he is in ten years, I'd be really happy."

Richards said the difference-maker was their start out of the blocks.

"We started really well the first two days, and they didn't," he said. "In the first race, we rounded top mark in fifth and I thought, 'This is going to be a long week.' Then we passed three boats on the first run, and I thought, 'This is going to be a long week, but it's going to be all right.'"

And all right it was. The *Moones*, with tactician Liz Baylis — one of two substitutes (the other being Sally Honey) for the event on a crew that was otherwise the same as the one that sails on the boat all year long — finished with a 1-2-1-1-1-2-2 to leg out over the rest of the field.

With so many great photos, we ran out of room for our customary results table, but you can find them along with videos and more photos, at www.rolex-bigboatseries.com.

— latitude/rg

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Farr 30 *Eight Ball*
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out on the course!
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Easom & Samson salute all the captains and crews competing in the 2011 Rolex Big Boat Series.

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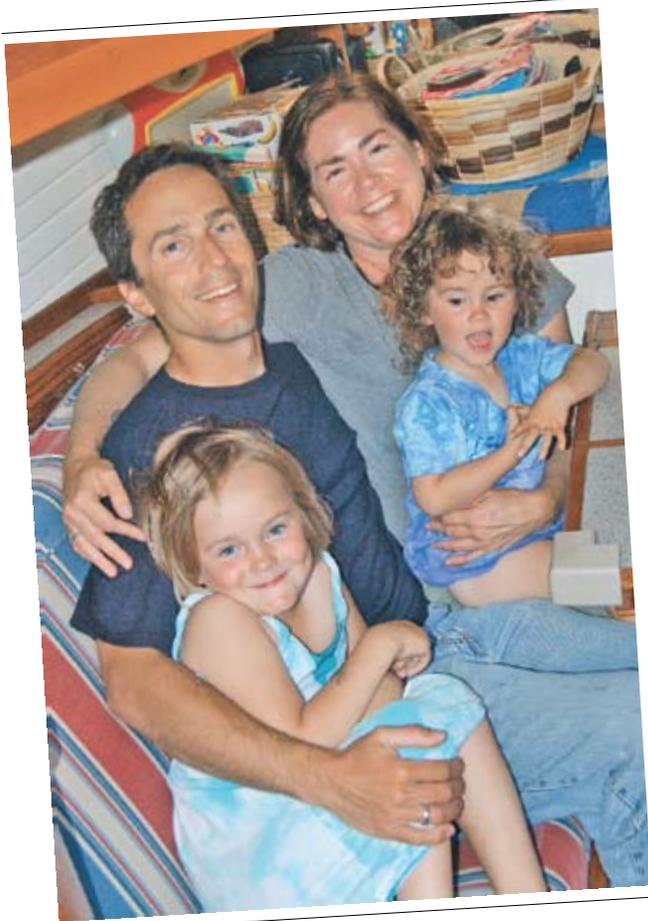
PASSIN' THROUGH

The annual migration of southbound cruisers is well underway, and you have just a handful of weeks left to catch a cruiser before they all sail south for the winter. But trust us, they're worth catching. All have their own stories to tell — some thrilling, others educational, all entertaining — so we highly recommend going out of your way to greet all the transient cruisers you can.

Last month it was our pleasure to run around in a dinghy for a few days meeting cruisers who had stopped in the Bay for a spell. In the following pages you'll get to meet them as well, and they're as varied as their boats: the young couple who have to work wherever they stop; the retired professionals sailing in style; the family with young kids who realized life on land wasn't for them; the boat partners who had a guys' trip down the coast; the retired couple cruising in a boat smaller than most people's bathrooms; another retired couple leaving for points unknown; and the singlehander who built his own boat but had never been sailing before.

So walk the docks of your marina — if you see a foreign courtesy flag flying, they're likely just passing through. If you have access to a car and a few spare minutes, offer them a ride to the grocery store or West Marine. 'Paying it forward' will reap you huge returns when *you* finally cast off the docklines.

— **latitude**/ladonna



Wondertime, Benford 38, Seattle, WA (www.swondertime.com) — All too often, when cruisers get pregnant their cruising plans get shelved. They move ashore and get caught up in family life, and those plans they had to see the world get pushed farther and farther back until they're a faint memory. Not so with Seattle's Michael and Sara Johnson.

The couple bought their first boat in '99, a beautiful Hans Christian 33T aboard which they cruised Puget Sound and as far north as Juneau. Reality set in when they realized they'd be shackled to jobs for as long as the bank held the note on the boat, so they 'downgraded' in '01 to a '65 Alberg 35. Freed from bondage, they spent the next year happily cruising Mexico before returning to Seattle.

Feeling the need to stretch out a bit while living aboard in Puget Sound, they bought a Tayana 42 in '04 and, two years after that, welcomed their first crewmember, Leah. After nine months of living aboard with a baby, Sara said it was time to move ashore. They found a nice house, sold the boat, and gave life ashore the good ol' college try. Holly, who arrived in '08, completed the little family.

But all wasn't picket fences and ice cream. "Life ashore was boring," lamented Michael. "But we learned a lot about ourselves," Sara added. Namely, that they felt incomplete without a boat in their lives . . . a boat that they lived aboard. So the search began. In '09, the Johnson family fell in love with a unique 38-ft Jay Benford-designed ketch named *Wondertime*. They moved aboard last year in preparation for an open-ended cruise that will eventually see them jumping the Puddle and ending up in New Zealand.

The Johnsons, who cruised around Vancouver Island this summer as a shakedown, reported beautiful conditions off Washington, but found Oregon's coast to be less hospitable. "The bad weather started around Cape Blanco," Sara recalled. "By 9 a.m., it was blowing 30 and we were hand steering." *Wondertime* took refuge in tiny Port Orford — little more than a nick in the coastline — for 24 hours before continuing on. "We sailed into fog around Crescent City, and had it the entire rest of the trip," said Michael.

In addition to visiting family and friends in the Bay Area, the Johnsons intended to explore the Bay some before heading south with very few firm plans. "All we know is that we can't miss the Channel Islands," said Michael. "And of course Disneyland!"



TIM SELL

Misty, Buehler 28, Port Angeles, WA — However one might choose to describe Dan Nordskog, 'determined' would have to be at the top of the list. After all, how many people would continue building the same boat for 28 years? That's one year for every foot of LOD!

When Dan moved to Port Angeles from Minnesota a few decades ago, he got the itch to build a sailboat, even though he'd never sailed a day in his life. As a carpenter, his obvious choice was a wood boat, so he settled on a George Buehler design for a 28-ft carvel-planked boat. "When I got the plans, they looked so detailed I thought I'd never make sense of them," Dan recalled. "Toward the end I was looking for more info than the plans gave!"

Over the years, Dan continued working in construction as work on *Misty* ebbed and flowed. But the day finally came to launch his Douglas fir cutie on his birthday . . . this summer. Having read every sailing book in and out of print, Dan understood the concepts of sailing, but knew his learning curve would be steep. He spent the summer tooling around Puget Sound, getting the feel for his new mistress and "learning on the go."

He arrived at Drakes Bay after a solo nonstop from Neah Bay with a dead outboard — his only motor — and no wind. Instead of working his way into the anchorage, he tied to the #1 buoy for a few hours to catch up on sleep (a practice we don't recommend). "The tide switched and *Misty* started banging into the buoy so I woke up and tried sailing into the Bay," he said. Unfortunately, the wind that had perked up died again, leaving *Misty* to drift backward in the ebb.

"I called the Coast Guard just to let them know I was out there," Dan recalled. "I wasn't asking for help or anything, but they came out and towed me into Horseshoe Cove." During the ride in, the towing bridle dislodged *Misty's* anchor, which paid out. Instead of trying to retrieve it in rough seas, while under tow, Dan just cut the rode.

Other than some chafe, *Misty* appears no worse for wear, considering the 40-knot winds Dan reported seeing on the trip down. Dan, on the other hand, was shaken up a bit and hopes to find willing souls in the Bay to help him figure out some issues with his boat before leaving again. "I'd been planning a circumnavigation," he said, "and I'm still willing but I need to recover first." Considering the determination he's shown so far, we'd say it's a safe bet that Dan will be back underway sooner than he thinks.

Velella Velella, Ingrid 38, Port Townsend, WA (vivavelella.wordpress.com) — Most southbound cruisers who pass through the Bay have good stories to tell, but few are as riveting as the one told by Rob Sanderson and Kai Wallin. Here's a tip: When you hear "I opened my eyes and saw bubbles," you know it's going to be a doozy.

The young couple had been living aboard *Velella Velella* for a while, and had been talking about going cruising, but never made any firm plans. So when Rob was offered an opportunity at work this spring that would tie him down for the foreseeable future, he took Kai out for lunch and proposed leaving sooner rather than later. "Then I took my boss out for a beer," he laughed.

With help from friends, the adventurous pair got the boat cruise-ready in a few short months, and took off with one crewmember. "The first four days were beautiful," Kai recalled. But a gale whipped up just south of Eureka — a.k.a. 'Gale Alley' — bringing with it 50-60 knots of wind and heavy seas.

"After the first big wave hit us, we decided to heave to," said Rob. "But the forecast called for three more days of it." Not wanting to put the boat and her crew through any more, Rob decided to drop sail and motor for Bodega Bay, about 80 miles off. "We had 15- to 20-ft breaking seas," he recalled. "It was just like surfing."

But then one hit just the right way to knock the heavy full-keeler completely on her side. "My crew and I were tethered in the cockpit when we went over," said Rob. "I was literally at the end of my tether when I opened my eyes and saw bubbles." Seconds later, *Velella Velella* was upright and chugging right along, none the worse for wear. "I went up to see if the boys were okay and they were laughing!" Kai recalled.

Rob and Kai made it to the Bay without further incident, and were planning to stay awhile to replenish the cruising kitty. They'll continue to work their way down the coast — literally — before exploring Mexico. "We're shoestringing it," they laughed. As we pulled away in the dinghy, they raised their fists in the air, grinned and shouted, "We can't afford this!"



PASSIN' THROUGH

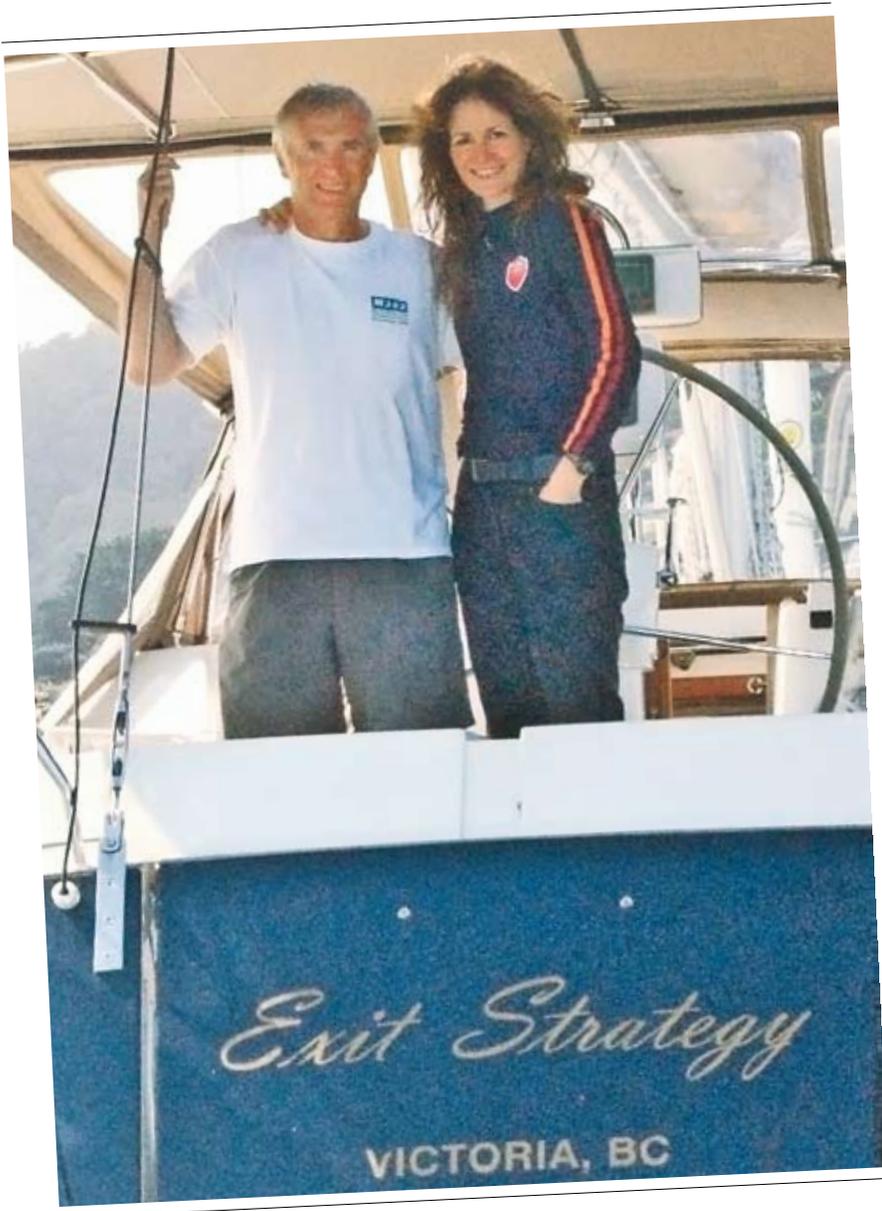
ALL PHOTOS LATITUDE / LADONNA EXCEPT AS NOTED

Exit Strategy, Wauquiez PS40, Victoria, B.C. — After a lifetime of waiting, Tom Christensen is finally cruising. "I knew I wanted to go cruising when I read about Robin Lee Graham in *National Geographic* when I was 12," he laughed. "Then life got in the way for the next 40 years!" Realizing when they met eight years ago that Tom's dream would not be denied, Kim MacLean embraced sailing and the cruising life with gusto, and now the Victoria-based couple is happily enjoying their open-ended cruise.

Though Tom had to postpone his ultimate plans, he did all the sailing he could, starting on lakes. He ended up with a Martin that he owned and raced for 20 years. He also raced in such long-distance contests as the Vic-Maui to hone his skills. But the time finally came to slow down, so he sold the Martin and bought *Exit Strategy* five years ago.

With two additional crew aboard, the couple took just six days to make Drakes Bay, and consider themselves lucky that they had such an idyllic trip down the coast. "We had 15-25 knots out of the northwest most of the time," said Tom. "Or zero," laughed Kim. They'd been on the Bay for a week when we met them and were planning to explore for another week or so before heading to the start line for the Baja Ha-Ha (entry #55).

After the Ha-Ha, Tom and Kim plan to cruise the Sea of Cortez for the season, then join the Puddle Jump to the South Pacific. "We'll decide where to go from there," said Tom. Robin Lee Graham would be proud.



Sockdolager, Pacific Seacraft Dana 24, Port Townsend, WA (karenandjims.excellentadventure.blogspot.com) — Good things come in small packages, says an old proverb, and Jim Heumann and Karen Sullivan couldn't agree more. That the pair live together on a 24-ft Dana may seem incomprehensible to some, but the simplicity of the boat and her systems suits Jim and Karen's cruising style just fine.

The couple met in '07 at a Pacific Seacraft Rendezvous in Port Townsend, WA. Jim, who'd only been sailing for a couple of years at that point, already owned *Sockdolager* — "I got lucky," he said of his first boat purchase — when he discovered that another attendee at the event not only was female, single and owned her own Dana 24, but she'd also singlehanded it from Alaska to attend!

"I was very popular," conceded a humble Karen. It seemed Jim had some competition — but, as it turned out, not really. "Those other guys would just come down to my boat, *Minstrel*, and be like, 'Hey, baby.' Ugh, not interested." Jim played it cool by talking boats and soliciting her advice, and in the end, wound up with the prize.

But Jim wasn't just playing a game by getting Karen's opinions on boats and cruising — having spent a lifetime on boats, she really knows her stuff. "I started sailing in the early '70s, got my captain's license in '80, and have skipped boats up and down the East Coast and in the Caribbean." She and her ex-husband spent years sailing schoo-

— 'TIS THE SEASON



Tahnoo, Spencer 1330, Vancouver, B.C. (sailblogs.com/member/tahnoo) — If it seems as if we've featured an inordinate number of B.C. sailors in this article, it's because there was an inordinate number of B.C. sailors that passed through the Bay this summer. According to Bill Burr and Brenda McNair, as many as 35 are members of the B.C.-based Bluewater Cruising Association, a highly organized group that gives seminars on cruising, organizes shakedown cruises, and generally supports offshore sailing.

Brenda said that a group sail offshore aboard *Tahnoo* a couple of years ago in preparation for their open-ended cruise gave her a good idea of what ocean sailing was like. "The passage down the coast was pretty much what I expected," she said, "just more intense."

With crewmembers Derek Jean and Jane West aboard for the trip to the Bay, *Tahnoo* made great time, arriving just 5.5 days after leaving Port Angeles. "We had 30-35 knots off the Oregon coast for a couple days," said Bill, "but then we had to motor for a couple of days. It was a real mixed bag." They count themselves lucky for having a relatively uneventful voyage — even though Bill broke two mirrors in the middle of it. "The thing is," said Bill, "after you get into port, you forget all the rough parts and are ready to go again."

Bill and Brenda planned to stay another week on the Bay after their crew flew home. They would then make their way south for the Ha-Ha (#140). After that, they say they're "leaning toward the Caribbean and the Med, but we'll take it one leg at a time."

ners together, and she ended up selling *Minstrel* to him a year ago when she and Jim decided to go cruising.

When asked if the reason they chose to cruise *Sockdolager* rather than *Minstrel* was that the former was in better condition, Jim hedged diplomatically. "Even if I felt that, I wouldn't say it!" Smart man.

Jim and Karen arrived on the Bay in early August after dodging gales all the way down the coast. "We hove to for two days near Cape Blanco," they reported. Not surprisingly, nothing was damaged on the tidy and well-outfitted little ship.

When we spoke with them, the couple had spent the previous five weeks exploring the Bay (see Karen's article 'Slow Waltz with the Bay' in this month's *Sightings*), and were getting ready to continue their track south. They're planning a "two- to ten-year" cruise, or for as long as it's fun. "I feel better than I have in years," noted Karen. "I'm more active, have no stress and I love what I'm doing. It sounds clichéd, but life really isn't a dress rehearsal!"



PASSIN' THROUGH

Borboleta, Bene-teau First 405, Richmond, B.C. — When boat partnerships work, they really work. Ken Garfinkel and Glen Priestley have owned three boats together over the last 20 years. They've owned their latest, *Borboleta*, for nine years, and have no intention of changing anything in the near future. Except for the schedule they work up every year. The next seven months will see *Borboleta* primarily in Ken's care as he and his family cruise Mexico before returning home to Richmond, B.C. via Hawaii.

Thankfully, Glen won't miss out on all the fun. To kick things off in style, Ken and Glen invited friends Brian Carson and Herm Rubzow to join them on the 6.5-day nonstop passage from Port Angeles to Drakes Bay. But this was



no 'boys' weekend' type of adventure, with canned chilli and Cup O' Noodles. "We were probably the best-fed crew of any boat coming down the coast this year," bragged Herm. "We were in a bit of weather and Glen was in the galley making osso buco!"

Borboleta actually made pretty good

time down the coast, racking up 170 miles in the first 24 hours. The weather turned sour off the Oregon coast — we're sensing a theme here — but Ken says they didn't see more than 44 knots. "We had four experienced sailors taking watches, so it wasn't stressful." The wind died two days out, so the crew had to motor the rest of the way.

While Brian and Herm were scheduled to fly home shortly after our visit, Ken and Glen were planning to spend a couple weeks in the Bay Area before heading to L.A. There, Glen will head for home and Ken's family — wife Heidi and kids Tristan and Laura — will arrive. From there, *Borboleta* will make her way to San Diego, where she's entry #103 in Baja Ha-Ha XVIII.

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FINAL PREPARATIONS

As you read this, it's a safe bet that every crew in the 165-boat Baja Ha-Ha XVIII fleet is busy making preparations for their imminent cruise to the Cape. The newcomers may not realize that few departing cruisers ever get to the bottom of their to do lists before the start of the event — October 24 this year. At some point they simply have to say "close enough" and head out. In fact, many Ha-Ha vets tell us that the event's concrete starting date is what finally got them off their dock after years of procrastinating.

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

You'll find frequent updates on this year's event on 'Lectronic Latitude' at www.latitude38.com. And look for a complete recap of the event in the December issue.

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MEET THE FLEET

In this edition you'll find our second installment of fleet mini-profiles, with the final set next month (and the first available in our downloadable eBook archive at www.latitude38.com).

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As you'll read, they are a highly diverse group, some sailing million-dollar yachts, others on modest 'plastic classics'. If you'd like to ride along as crew — which we feel is the best preparation for doing the event on your own boat someday — there may still be time. Our free online Crew List at www.latitude38.com is constantly updated.


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IMPORTANT DATES

- Oct. 15** — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.
- Oct. 22** — Pacific Puddle Jump seminar, West Marine, San Diego, 5 pm.
- Oct. 23, 9 am** — Final deadline for all crew and skipper waivers, West Marine, San Diego.
- Oct. 23, 11 am** — Skipper's meeting, West Marine, San Diego. Skippers only please.
- Oct. 23, 1 pm** — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.
- Oct. 24, 11 am** — S.D. Harbor Parade & Start of Leg 1
- Oct. 29, 8 am** — Start of Leg 2
- Nov. 2, 7 am** — Start of Leg 3
- Nov. 4** — Cabo Beach Party
- Nov. 5** — Awards presentations hosted by the Cabo Marina.

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THE LATITUDE 38 INTERVIEW

Mike Johnson

We don't often profile our advertisers. But Mike Johnson is far from a typical ad client, and besides, there's very little competition for what he's 'selling'. Although he's not based on the West Coast, he takes out Classy Classified ads regularly in Latitude to recruit paying crew who help subsidize his ambitious voyages all over the planet aboard his 44-ft schooner Gitana.

A soft-spoken southern gentleman with tousled gray hair and a smile so broad that it makes his eyes squint, Mike is a fascinating storyteller whose faint southern drawl belies his Virginia roots. As you'll read here, he's already had some remarkable experiences under sail, and at age 67 he clearly has no intention of hanging up his sea boots anytime soon.

Latitude: You obviously have a longtime love of offshore sailing. Do you come from a family of sailors?

Mike: No, but I'm originally from Virginia. My father was a dedicated fisherman. He didn't do it commercially, he just loved fishing, so he got us out on the water in the Carolinas and elsewhere any chance he could. Even before I learned to sail, I liked the idea of sailing — the independence of it.

So how did you actually get started sailing?

I started sailing small boats in the Chesapeake, and when I was in college I worked aboard the last commercial sail fleet in America: the Chesapeake oyster dredgers, which, of course, don't operate under sail anymore, if at all.

And how did you make the leap to bluewater voyaging?

I'd been a paratrooper in the military, and not too long after I got out they passed a Cold War veterans act that allowed me to go back to school and get some free education. I got my masters degree, then I got a teaching assistantship, and ended

The sturdy Westsail 32 'Aissa' skirts a massive glacier while exploring the remote waters of Greenland.

up getting my doctorate from William and Mary College in Virginia.

I worked as a psychologist for a while in a clinic in Richmond, VA, but then this guy came along and offered me a chance to sail in the South Pacific. That was it. I never went back to a desk after that.

What sort of boat?

A 57-ft William Hand staysail schooner built in 1929. The skipper was actually a family friend who'd been a fighter pilot in the Navy. He brought it around to Florida, but had so much trouble with it, he decided to sail it back to the West Coast to sell — he thought he'd get a better price there.

And he asked me to help.

I said, "Well, only if we're going to go somewhere exotic like Tahiti." He said, "We could do that." So we ended up taking that boat for a year from Florida out to the Marquesas, Tahiti, Tonga, Samoa, the Line Islands, Hawaii and across to San Francisco. That was in 1979 or '80.

That's a hard act to follow. After that what did you do to build sailing experience?

Later I sailed in the Caribbean aboard the 144-ft three-master *Regina Maris*. I learned about celestial navigation from those guys — they didn't have GPS on board. I also did some deliveries, and sailed aboard the former San Francisco schooner *Lord Jim* around Cape Horn — west to east, from Tauranga, New Zealand, to Argentina.

So what led you to sail your Westsail 32 around Cape Horn?

I later worked in England as bosun on the British sail-training ships *Sir Winston Churchill* and *Sir Malcolm Miller*. They're about 110-ft three-masters built by Camper and Nicholson with square rigs and no labor-saving devices. I learned a lot from sailing with the Brits — mostly the way they run things. They were all Royal Navy or merchant navy officers. I think I was the only American that ever worked on those ships for any length of time. I just fluked into it.

Anyway, they used to have these conferences of Cape Horn veterans through an organization called AICH (Amicale Internationale des Cap Horniers). I was a member of the British section. I remember talking to this old guy who was 93 at the time — he was a real character. He'd made something like 20 roundings, but he clarified, "I don't count the times I went from west to east." Going that way, with the prevailing wind

"We were hit by a sperm whale once in the middle of the Pacific. That did a little bit of damage. But the worst thing that ever happened was we got rolled over 360°."

and current, was too easy I guess. So I decided if I ever went around again I'd be sure to go east to west so nobody could say, "Well, you didn't do it the *right* way!"

The old-timers considered rounding Cape Horn to be from 50° south to 50° south; one ocean to the other. You didn't duck in and out and check your weatherfax, then go when the weather was good, and finally sail around Tierra del Fuego.



COURTESY MIKE JOHNSON

They didn't consider that to be anything!

So the old-timers' challenge obviously struck a chord with you.

Yes. When I finally did attempt it, we left from Rio de Janeiro and sailed nonstop aboard my little Westsail 32 *Aissa*. We saw one piece of land and one ship before we got to Easter Island 84 days later.

We had no engine at the time. When we got down in the Drake Passage below the Horn, we figured that we had to do 60 miles a day to stand still, otherwise we were being pushed back to the east by the current. There are calms down there — although not often. But the problem is if you've got no engine you're not sitting still, you're getting pushed back the wrong way. Then a low will come through and you've just got to keep beating into it.

*(Ed. note: To insure a proper, old-style rounding, Mike disconnected *Aissa's* prop shaft and sealed it before leaving Rio.)*

That was a pretty dramatic way to start your first circumnavigation. Can you describe your route?

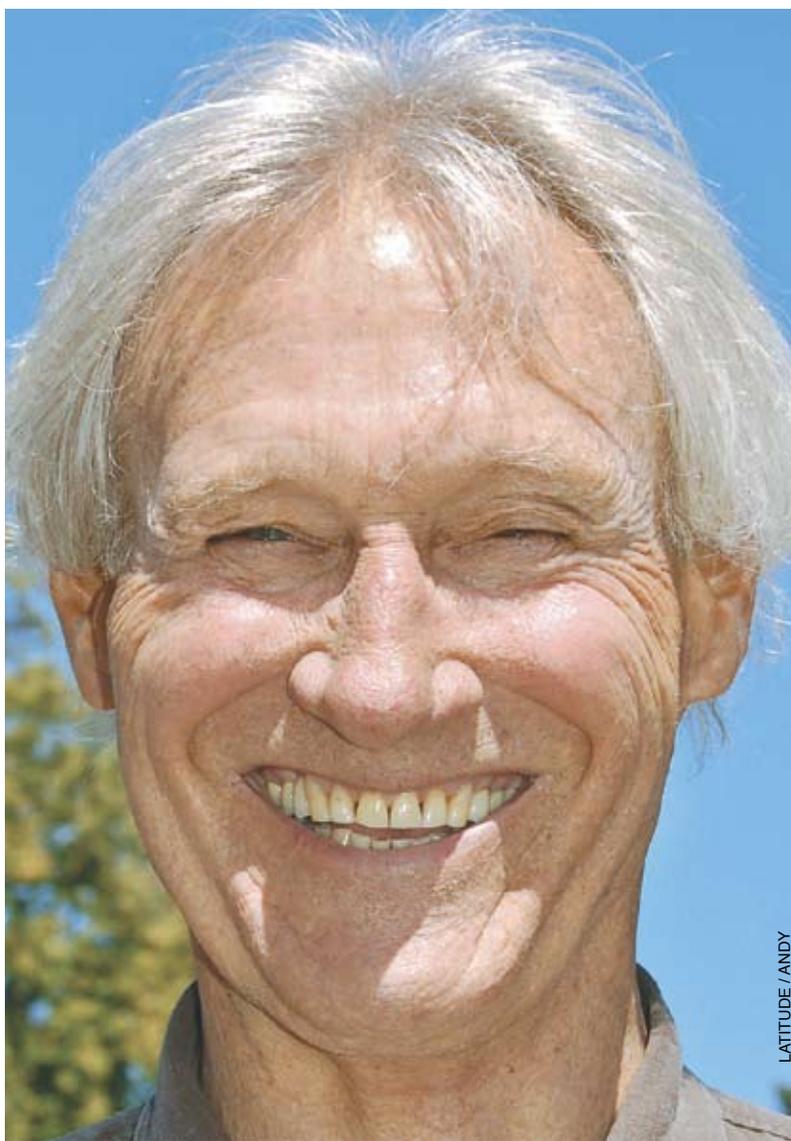
We left from Virginia, sailed down the Atlantic and around all five of the Southern Capes the 'wrong way' — Cape Horn, South West Cape at bottom of New Zealand, South East Cape at bottom of Tasmania, Cape Leeuwin at the southwest corner of Australia, and the Cape of Good Hope at the bottom of Africa. That whole trip took about seven years, although I was not continuously sailing.

Sailing west-about must have been incredibly tough, especially in the far south. How did the boat hold up?

We were hit by a sperm whale once in the middle of the Pacific. That did a little bit of damage. But the worst thing that ever happened was we got rolled over 360° when we were 200 miles south of New Zealand's Stewart Island. It was just me and a Californian, Becky Walker. We were lucky to survive that. The boat was half full of water. We lost everything off the decks — mast, boom, rigging and dinghy.

How did you get to a safe harbor?

We sailed under jury rig to Dunedin, in southern New Zealand, and made repairs at the Otago Yacht Club. It took about two years to rebuild the boat. Then we eventually went down and rounded South West Cape again and continued on to Tasmania.



LATITUDE / ANDY

Wow! Most sailors would have given up after that. Let's go back a bit. Tell us when you got the idea of taking along paying crew.

Long before, when I was sailing in the South Pacific, I met a guy named Herb Smith in the Marquesas. He was sailing aboard the biggest of three or four schooners he'd built, all named *Appledore*. I think this one was a 67-ft gaff-rigger, and he had about 17 people that he was taking around the world in 18 months. His wife and kids were aboard, and the family was making a go at sailing with paying crew — that was their livelihood.

So I thought, I could do something similar, part-time. I could go to places I wanted to go, and get other people to go along and share the expenses.

I started off with people I knew, but I ran out of them in Australia, so I started running ads and recruiting people. I guess the most interesting thing about that first trip was I got a couple who wanted to buy a boat, but didn't have any experience. They'd both been in the Coast Guard, so I thought, "Well that's good, they know what

they're getting into." But I later found out they'd only worked desk jobs in the Guard.

They joined me in Western Australia, and paid me to go all the way to East Africa. They wanted to go to somewhere in Asia along the way, so I agreed to go to Sri Lanka, even though at that time the Tamal Tigers were causing a lot of trouble there. We sailed from Freemantle to Shark Bay, Australia, then from there to Christmas Island. Then on the way to Sri Lanka we escaped an attack. I hesitate to say they were pirates, but they were certainly up to no good. I lost them in the dark and we got safely into Galle, Sri Lanka. At that point my crew informed me, "We're out of here. This is *too exciting* for us."

So there you were in Sri Lanka with no crew.

Yeah, so I took the train into Colombo from Galle, although at that time the Tamals were blowing up the train every few days. It was kind of a dicey place back then, so there was only one other boat, a Canadian, in the bay at Galle at the time. I had to advertise for crew in backpacker hotels, because I couldn't take any Sri Lankans out of the country.

I ended up with a female British night club singer who'd been working at the Hilton Hotel in Colombo, and a young Australian. He was the son of a neurosurgeon and I think his father had told him to go surf around the world or something.

the latitude interview:

Anyway, I sailed with them to Madagascar, then to Dar es Salaam, Tanzania, on to Zanzibar and up to Kenya.

After that I kept advertising whenever I needed crew — including ads in *Latitude 38*.



LATITUDE / ANDY

Johnson points to his route around Cape Horn during his engineless, 84-day rounding aboard 'Aissa'. If you're looking for hardcore adventure in faraway places, you might want to answer his ads.

That was before the current epidemic of piracy started, of course. But did you have any other trouble in Africa?

From Kenya I went on down through Mozambique, around South Africa and up to Namibia. Probably the most exciting — or dumb thing — was that we went into the bottom of Angola when the war was going on there. I'd heard about this place called Bahia de los Tigres from a guy. But, of course, we didn't have permission to go there. There was a spit of land that stuck out, with a wide-open bay behind it and these desert sand dunes dropping down on the other side — very spectacular. When we arrived, the whole town had been abandoned, because of the war I guess.

So we anchored in the bay using a chart this guy had sketched out for us on a napkin — literally, that was all we had. I went ashore, and as I walked up the beach my military

**"Land mines!" he said.
"Let's get the hell out of here."**

training kicked in: I noticed there were land mines all around me on the beach with their tops blown off and I thought, "Hmm, this is not a good place to be." So I walked on to the airstrip, then went back to the boat. The kid that was with me was hot to see everything, so I told him there were land mines all over the beach, but if he wanted to go, just beach the dinghy where I did and step in my footprints. "Land mines!" he said. "Let's get the hell out of here."

Luckily for us, we did. But as we were sailing out of the bay, four PT-type craft approached us. They did a loop around and were having some kind of conversation — probably about what to do with us. So I shot for the entrance, and for some reason they let us go.

From there we went on to St. Helena Island and then on up into the Amazon.

That's not a place most cruisers go. What was it like?

We had a lot of good experiences, but when we were up the Amazon's basin's Xingu River, the same kid was rowing ashore one night when I was off the boat, and these guys — river pirates — surrounded him, stripped him down and took everything he had, including his glasses. But for some reason they didn't take the dinghy. I found him later with no clothes, nothing.

Another time in the Amazon we had a boat come up on us, but we had some weapons on board that I'd bought in South Africa. We pulled them out and eventually got out of there. There's no real law and order in the Amazon. Later, we went to the same place where Peter Blake had been killed. We had our anchor line cut there, but nothing more.

Did you complete your circumnavigation in the Westsail?

Yes. I eventually got *Aissa* to the U.S. — through the Caribbean and up to the Chesapeake. I sold her to a retired CIA officer, but he didn't know much about sailing. He kept calling me and asking questions. Finally, after about a year and a half he suggested, "Why don't you and I sail across the Atlantic and when we get there I'll pick your brain." I told him I didn't want to go up to Bermuda and across to the Azores. I'd done that too many times. But if he wanted to go to Greenland I'd consider that. I don't think he knew what he was getting into, but he agreed, and we did it, ending up in Norway.

So where did you find your current boat, Gitana?

I bought the schooner in Seattle, and it took me most of two years to outfit her. She was custom-built in '79 by Bud Taplin at the Worldcruiser Yacht Company in Costa Mesa from a Lapworth-designed hull. Because of the cost, though, he never built another one.

Can you describe her?

Gitana was made of fiberglass, but built to look like a traditional wooden schooner. She's beautifully finished inside with ash, mahogany and teak. Her original name was *Sultana*.

When I bought her in '99, she really wasn't ready to go into the open ocean. I had to build completely new hatches, refurbish the mast, put on all new standing rigging, new water and fuel tanks, and later, on the East Coast, I replaced the engine.

Where have you taken her since '99?

Well, I'd already spent a lot of time in the far south. I've been down around Cape Horn three times: once west to east; once with the *Westsail*, east to west; and once down to the Antarctic Peninsula — that was actually the easiest way, because we sailed way down below the Antarctic Circle with the wind on the beam in both directions.

So I figured this time I'd do something different. I sailed from Seattle down to Panama, to Colombia, and up the East Coast. I spent about a year in the Chesapeake, then went up to Halifax and across to Greenland again. We went into one village up there and a woman was looking at us funny. I asked her through a Dane who was there when the last time was that they'd

COURTESY MIKE JOHNSON



mike johnson

seen a sailboat up there. She said never!

From there we sailed over to Iceland and completely around it, then on to the Lofoten Islands of Norway (68°N). We then went to Spitzbergen. I think at that point we were about 460 miles south of the North Pole — in a fiberglass boat! You have to have an expedition permit from Norway to go there, and they're pretty picky about who they'll let in because you're totally on your own. Nobody's going to tow you out of there.

You also have to carry firearms for the polar bears. They haven't been hunted for 20 years, and they're completely unafraid of humans. In fact, a couple of people were recently eaten by bears up there. We had a few instances where we were walking along the beach and all of a sudden a polar bear came walking out of the water right in front of us. They don't want you shooting the bears unless you have to. They tell you to fire two warning shots and if the bear keeps coming, shoot to kill. But it's a spectacularly beautiful place — and there's no charter fleets there yet!

And after that?

Then I came back down the west coast of Norway, through Scotland, along the west coast of Ireland and down to Spain. I spent two years in the Med, crossed to Egypt, then on to Israel. I met a few Israeli sailors who told me Israel's boating infrastructure is very crowded. There are a few marinas, but they're always full. But this guy said down near the Gaza Strip there's a great marina with nobody in it, because Hamas had been shelling down there. So we sailed into Echelon, which I think is less than three miles from the Gaza Strip, stayed for three weeks, then went up to Haifa and on to Turkey. I left from there last year for Brazil, where the boat is now.

When you were in the Near East did threats of piracy in the Indian Ocean keep you from heading down into the Red Sea?

Yeah, I'd been considering sailing down the Red Sea, but I've been monitoring the pirate situation for four years and it's just getting worse and worse.

When I want to go to a place that I consider to be politically

The little cutter may not have been fast, but she took Johnson and his crew safely all over the world in all sorts of weather — including the Southern Ocean and the far north, seen here.



dangerous I try to fly in there ahead of time if I can and look around to get an idea of what I'm getting myself into. So when the boat was in Turkey about two years ago, I decided I would fly down to Yemen to see if I could get through that area. I've

She said, "Mike, you've had a lot of good ideas, but this one is really dumb."

been working with the same travel agent for years. She said, "Mike, you've had a lot of good ideas, but this one is really dumb."

I went down there for a week anyway. If it wasn't for the fact that there are a lot of people down there trying to kill Americans, it would be a fascinating place to go visit. I made arrangements to go along that whole coast to the far eastern end of Yemen with a translator, a driver named Mohommad, and a soldier with an AK47 named Rambo — really. We even got out into the valley where the bin Laden family had originally come from.

I thought if I had a steel boat and a crew that was heavily armed, I'd be interested. But taking people down there in a fiberglass boat, you wouldn't have a prayer. You may get through — people do. But it would be a matter of luck, not because you were prepared and you'd done everything right. You can try to mitigate the danger, but I think you're really skating on thin ice.

Spoken by one who knows. So where to from Brazil?

This year, we're going to try to go from Salvador to Cape Town, then to Fremantle, staying in the roaring 40s. Hopefully we'll be able to stop at Tristan de Cunha. Then there's two sub-Antarctic island groups in the southern Indian Ocean that I'd like to visit: Kerguelen and Crozet.

How many crew will you take along?

On these long legs, only myself and two others; three watches, three people. I have carried more, but on this trip I want to carry the bare minimum because of the distance, and the water and food needs. It's about 4,200 miles to Cape Town with only one possibility of a stop, and about the same distance to Fremantle.

It must be crucial to screen potential crew well for such long passages. What's your method?

What I normally do is interview by phone first. Somebody once advised me that when you talk to people who don't have a lot of experience sailing — and many who respond don't — you're going against 50 years of Madison Avenue. They've seen beautiful pictures of sailboats in tropical lagoons, with beautiful sunsets, palm trees, and fruity cocktails. That's what they're thinking, and I've got to convince them that's not the way it is.

I tell them exactly what a typical day is going to be like. I say, if you want to see the world, get on an airplane. Because if you're a boat crew, the boat has got to come first. Sometimes you've got things that need to be fixed, you've got seasons to consider, you've got weather windows. . . Maybe you'll have time to see something ashore, but that can't be the primary goal.

I've had people from every English-speaking coun-

the latitude interview:

try in the world, and I would say 92% were fine; 8% either had delusions about what they were getting into — not that I didn't tell them about it — or they didn't like it, even though they thought they were going to. I've never had anyone come back to me and say I didn't tell them it was going to be like this.

After our phone conversation, if they think they're going to like it, I send them an information packet with background on me and the boat. Then, if they still think they want to go, I meet with them face to face — I don't ever take anyone I haven't met face to face. Having gone through that process, I've been pretty successful. And I have to say some of the best crew I've had have been women. A lot of sailing has to do, not with brute strength, but with balance and finesse. And the kind of sailing I do, in the places I've been, has to do with mental toughness. Women can be as tough as anybody, obviously. The woman I had aboard going around Cape Horn (in the Westsail) was tough as nails.

The worst people I've had was a couple who had the wrong expectations. But the guy had a great quote. He said, "You know Mike, you can like sailing, but not like to sail very far."

How do you structure your fees?

I'm not trying to make money off this, I'm just trying to get help with the expenses for things like food, fuel, charts. . . I try to sail six months a year. I calculate what I think it's going to cost based on past experience and I charge a set price for the whole leg. That way, if we stop for five more days than anticipated, I don't want people to think I'm slowing down to gouge them for

more money. It's the same price no matter how long it takes.

I assume you have other sources of income?

I have some investments I made long ago, and I have some income property, so if I'm careful I can get by pretty well. But I like living outside, and I like living simply, so that makes it easier.



Johnson's current boat, the stays'l schooner 'Gitana', will take him and his crew from Brazil to Australia this year.

So, no, I'm not a trust-funder or anything — I wish I was! Someone asked me what would I do if someone suddenly gave me a million dollars. I had to think for a minute, and the first thing I came up with was, "Well, I guess I'd hire a varnisher."

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mike johnson



COURTESY MIKE JOHNSON

What do you do in the off-seasons when you're not sailing?

Well, I usually go around and straighten out everything that's gone wrong while I was away! Like, I have this little house in New Mexico. They had a really hard winter this year and all the pipes froze and broke. So I've spend most of the last three months fixing them. I tell people I work for six months trying to stop leaks on the boat, then I come back and do the same thing on land!

You're 67 now. How long do you think you can keep this up?

I hope for a long time. My long-range plans this time are to go around the north coast of the

Australia and then out into the Western Pacific — New Guinea and Micronesia — then up to the Aleutians in Alaska, and work my way down to Seattle.

I always say if you sail a boat around the world, you've gotten your money's worth from it, no matter how much you get for it when you sell it. I might put this boat up for sail in Seattle in about three years. If it sells, I'll probably buy a steel boat,

and if I'm in good health I'll probably go through the Northwest Passage.

This lifestyle certainly seems to suit you. You look fit and happy.

Yes, and it helps that my boat is a manageable size. One thing I've noticed during the years that I've been sailing is that

"You know Mike, you can like sailing, but not like to sail very far."

the boats are getting bigger. And the bigger they are, when they have problems, the problems are bigger too, in addition to the costs. When I sailed to Tahiti the first time, most of the boats we saw out there were like 35 feet, maybe 40. Now you see people on huge air-conditioned boats with dishwashers and clothes washers, and they're sitting in air-conditioned comfort watching their videos. I wonder why they're out there. They could stay here in California and do the same thing.

Yup. Sorta makes you wonder, doesn't it.

Thanks for the chat, Mike. Be safe out there, and be sure to drop by again the next time you're here in the Bay.

— **latitude/andy**



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BAJA HA-HA PROFILES, PT II

By the time this issue hits the streets, most of the sailors you'll meet in these pages will be working their way down the Southern California coast toward San Diego, for the start of Baja Ha-Ha 18 — which we've dubbed the 'barely legal' edition of our annual cruising rally to Cabo San Lucas.

As you'll read in these mini-bios, the timeline between merely dreaming about extended cruising and actually doing it can be lengthy, sometimes with decades of setbacks and false starts along the way. So we're vicariously thrilled that this year is finally *the year* when these sailors will finally find themselves booming south with a fresh breeze off the stern quarter, and both air and sea temperatures steadily rising as they tick off the 750-mile distance to the Cape.

Picking up where we left off last month, here's installment two of our Ha-Ha Class of 2011 bios (listed in the order they signed up). Look for a final installment next month, and a recap of the event in the December issue of *Latitude*.

Exit Strategy — Wauquiez PS40 Tom Christensen, Victoria, BC

Occupation: dermatologist (retired)

Quote: "We're more about fun than going fast."

Crew: Kim MacLean & Grant Bierlmeier

Cruise Plans: Coastal Mexico, then the South Pacific

Singularity — Mariah 31 Jim Dykens, San Diego

Occupation: scientist

Noteworthy: Due to her custom modifications, this Pacific Seacraft Mariah is unique, hence the name.

Crew: Gary Wolod

Cruise Plans: Uphill to San Diego

Hasta Luego — Hunter 376 Bob Seddig, San Diego

Occupation: engineer

Quote: "It's about time." (Bob went south with friends in '80 and has always wanted to return on his own boat.)

Crew: Roy Hubecky

Cruise Plans: Return home

Island Time — Pacific Seacraft 37 Jimmy Peter, Malibu

Occupation: special ed teacher

Quote: "I'm developing summer as a lifestyle...It's time to Ha-Ha."

Crew: TBA

Cruise Plans: Commuter cruise in Mexico, then?

Grace — Ingrid 38

Michael Rogers & Heather Doherty Riverton, OR

Occupations: Michael, marine engineer; Heather, "boatwife"

Noteworthy: They sailed through the Baja Ha-Ha fleet in '05 while en route to Panama on a delivery. Since then they've wanted to do the event with their own boat.

Crew: Liam Rogers, John Doherty

Cruise Plans: Open-ended

Daviana — Cal 2-30

David & Diana Burkholder Whiskeytown

Occupations: David, surgical tech; Diana, RN

Quote: "To hell with it, let's go sailing."

Cruise Plans: "A few months to play"

Deborah Lynn — CT-41

Steve & Debi Fisher, Reno, NV

Occupations: Steve, trucking; Debi, "stripper"

Noteworthy: When they bought this boat on eBay, she'd been sitting in a garage in the Midwest for 12 years.

Crew: Tim Gossen, Robin Fisher

Cruise Plans: Sail home



The 'Pura Vida' crew are creative types.

Island Wind — Hylas 44

Ken & Heather de Vries Vallejo

Occupations: Ken, CEO; Heather, CFO (both retired)

Noteworthy: Heather spent the first 27 years of her life living on sailboats and ships, and Ken started sailing at 10.

Cruise Plans: Winter in Mexico, then who knows?

Spica — Catalina 36

Tim & Anne Mueller San Diego

Occupations: Tim, Cal Fire (ret); Anne,

educator at wild animal park

Noteworthy: They bought this boat last February and have completely refit her since then.

Crew: David Showalter

Cruise Plans: Cruise Mexico; return home in the spring

Last Resort — Catalina 470

Dick Drechsler, Marina del Rey

Occupation: resort development

Quote: "This is my second Ha-Ha and I'm returning because I loved the first one!"

Crew: Barrett Scala

Cruise Plans: On to South America, the Caribbean and across the Atlantic

Tinuviel — True North 34

Baz Foster & Kathy Crabtree Benicia

Occupations: Baz, fly fishing guide; Kathy, dental technician

Noteworthy: Baz bought this uncommon boat two years ago, and refit her himself.

Cruise Plans: Baja bash

Pura Vida — Gulfstar 44 MkII

The Scarfe-Kaiser family Marina del Rey

Occupations: Jon, actor; Suki, writer

Quote: "Donde esta la playa?"

Crew: son Kai, 9 and daughter Hunter, 6

Cruise Plans: Bash home, or to Peru

Damiana — Manta 40 cat

Roy & Marlene Verdery Sausalito

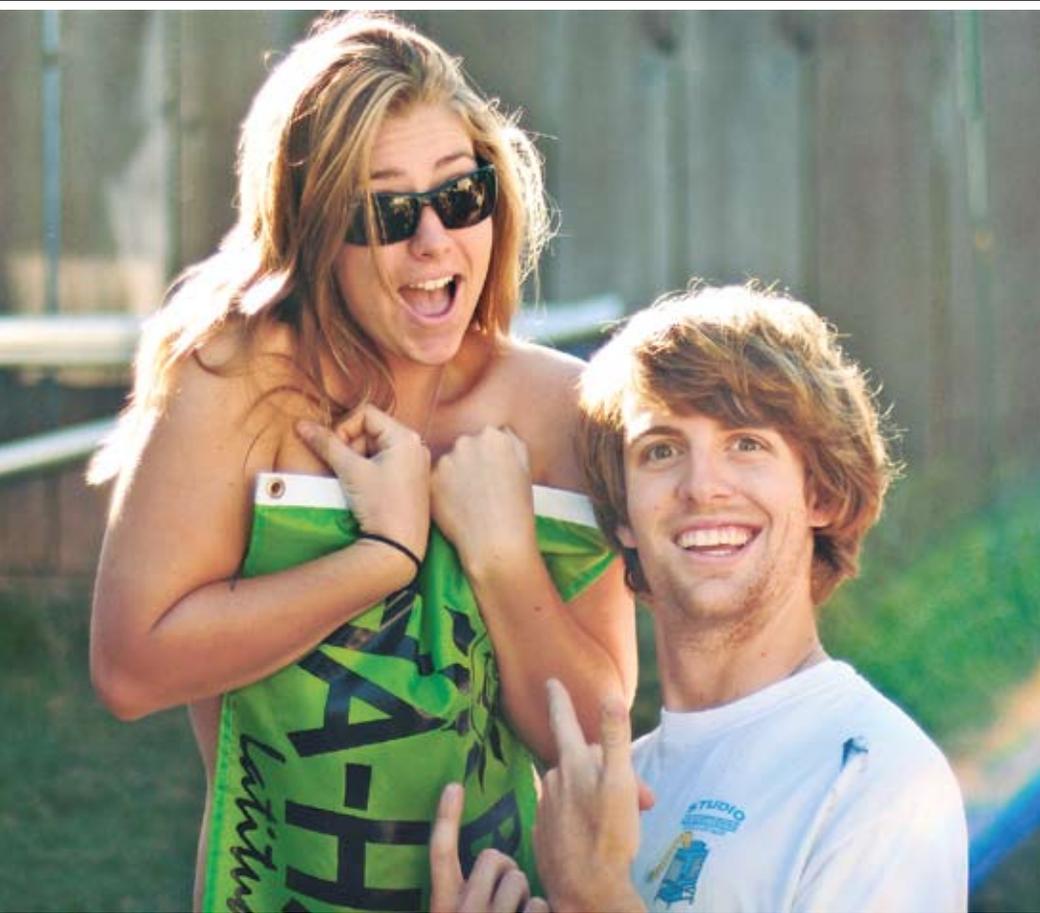
Occupations: Roy, physician; Marlene, health administrator

Noteworthy: These Ha-Ha vets bought this cat in Florida in '07 with the intention of being back in Mexico in a few months. But they got a little hung up (four years) in Belize, Honduras, Pana-

The 'Damiana' upgraded to a 40-ft cat.



— SAILING TO SUNNIER LATITUDES



Oops. Apparently the 'Tara' crew thought that nylon rectangle we sent them was a bath towel rather than a burgee to fly from their rigging.

ma, Colombia and Costa Rica.

Crew: Tammy Woodmansee, Susan Tolle, Mark Bryan

Cruise Plans: Several years cruising Mexico

**Go for Broke — Hawaii Steel 55
Stephen Arnold, Honolulu, HI**

Occupation: honeybee specialist

Noteworthy: This boat was singlehandedly circumnavigated by her builder, a Japanese American who volunteered to fight in WWII campaigns in Europe, and later in Korea and Vietnam.

Crew: Lynn Stokes (captain)

Cruise Plans: Several months of cruising and boatwork in Mexico

Journey — CT-54

Dick & Tami Schubert, Alameda

Occupations: Dick, consultant; Tami, administrator

Noteworthy: They say their dream of cruising started 35 years ago. Now, after years of living aboard and working on *Journey*, they're finally ready.

Crew: Patrick McKenna, Sandy & Charlie Percival

Cruise Plans: Continue cruising

**Hawaiian Sol — Beneteau 58
Les & Debs Cross
Wailea, HI**

Occupations: Les, CEO; Debs, audiologist

Noteworthy: This is San Diego's first (and perhaps only) Beneteau Oceanis 58; recognizable at sea by her turtle spinnaker.

Crew: Bunny & Lake (captain) Rickolt;

Cruise Plans: A few weeks of cruising, then home again

**Good News — Islander Freeport 41
Thomas & Hannah MacDonald
Portland, OR**

Occupations: both are long-haul truck drivers

Quote: "God, give me a dream that allows me to fly, and the faith to pursue it no matter how high."

Cruise Plans: Base at La Paz

**Jennifer — Beneteau Oceanis 500
Lars Hässler, Stockholm, SWE**

Occupation: former lawyer, adventurer

Noteworthy: A circumnavigator and author, Lars has sailed the world aboard this boat for more than 20 years, financ-

ing his travels with the help of paying crew.

Crew: Mike Boväng, Marijke Schoenmaker, Nina Kronberg, Chris Bolling, Acko Schager

Cruise Plans: On to Hawaii and Micronesia

**Cleo II — Hans Christian 34
Robert Tinus, San Francisco**

Occupation: treasurer

Quote: "I'm impatient and excited to enter my own boat, having enjoyed my participation last year as crew member aboard *Firefly*."

Crew: Craig Eneboe, Paul Friedman, Jen Nurse

Cruise Plans: Uncertain

**August Moon — Bavaria 42
Russ Alfreds & Doreen Thibault
Vancouver, BC**

Occupations: both are sales reps

Quote: "Party on, dude. It is what it is."

Cruise Plans: None



The 'August Moon' crew are rarin' to go.

**Minnie Maru — Hunter 34
Bill Hinkle, Oxnard**

Occupation: attorney

Noteworthy: Three generations of Hinkles will be aboard *Minnie Maru*.

Crew: Paul & Ryan (16) Hinkle, Mikey Flynn

Cruise Plans: Possibly to La Paz or bash back home

**Knuckle Dragger — Hunter 38
Bob Craig, Portland, OR**

Occupation: brewpub owner (ret)

Noteworthy: *Knuckle Dragger* is named after Bob's favorite brew, a strong pale ale he produces.

Crew: Mike Hustman

Cruise Plans: Sea of Cortez

BAJA HA-HA PROFILES, PT II

Arctic Tern III — Nordic 40

John Garteiz, Whittier, AK

Occupation: Teacher (ret)

Quote: "I'd like to find out the true meaning of 'ba-ha-ha' (as some say)."

Crew: Dave Bennett

Cruise Plans: Mexico for the season, then on to the Marquesas en route to a circumnavigation

Realtime — Norseman 447

Bob & Karyn Packard, Long Beach

Occupations: Bob, engineer (ret);

The 'Realtime' crew will head to the SoPac.



Karyn, minister (ret)

Quote: "The Ha-Ha is the perfect way to start our adventure."

Cruise Plans: Pacific Puddle Jump in '12 or '13, then to their new home in Hawaii.

Azure-Té — Ron Holland 43

Jack Gill, Sausalito

Occupation: auto shop owner (ret)

Quote: "To be at sea or not to be at sea is no longer a question."

Crew: Kevin Rooney

Cruise Plans: "I'll consult the tea leaves at the end of the rally."

Buena Vida — Catalina 42

Jeff & Julie Leonard, Ventura

Occupations: Jeff, MD (ret); Julie, RN (ret)

Quote: "Buena Vida is responsible for our irresponsible behavior such as quitting our jobs, renting our home and leaving our family! The Ha-Ha will be the official launch of our Mexico cruising careers."

Cruise Plans: Mexico

Sojourn — Pearson Alberg 35

Bruce & Bridget Eastman, Brisbane

Occupations: Bruce, counselor (ret); Bridget, nurse practitioner (ret)

Quote: "Assuming we make it to Cabo, it will either be 'Why didn't we do this sooner?!' or 'What the hell were we thinking?!'"

Cruise Plans: Commuter cruise Mexico for a couple of seasons, then bash home

OutRAYgeous — Hunter Legend 45

Ray McEneaney, Vallejo

Occupation: elevator mechanic (ret)

Quote: "It's now or never."

Crew: Ralph Hyde & Noble Brown

Cruise Plans: Who knows?

Murar's Dream — Beneteau 46

Andy Rosen, Marina del Rey

Occupation: attorney

Quote: "Let's have fun!"

Crew: Debra Adams & Rich Hammer

Cruise Plans: Cruise Mexico for awhile, then head home

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— SAILING TO SUNNIER LATITUDES



Meet the crew of 'Murars Dream'.

Tranquilo — Catalina 400

Lloyd & Colleen Clauss, San Pedro

Occupations: Lloyd, project manager (ret); Colleen, property manager

Noteworthy: At 72, 39, 67, 67 & 70, the *Tranquilo* crew may average out to be the oldest.

Crew: Bob Snyders, Ron Wood & David Cort

Cruise Plans: Puerto Vallarta, the Gold Coast, then Baja in the spring

Sundance — Beneteau M38 **David Rempel & Rick Donker** **San Francisco**

Occupations: David, MD; Rick, health-care exec (ret)

Noteworthy: *Sundance* is plugged in with a nav/comm system using a laptop to create WiFi, then two iPhones and two iPads.

Cruise Plans: Cruise around La Paz, then bash home

Tara — Caliber 28

Jon Neeley & Shannon Walker **Berkeley**

Occupations: Jon, videographer; Shannon, scuba instructor

Quote: "After more than a year of re-fitting *Tara*, we're ready to get her back in the water and head south for bigger adventures."

Cruise Plans: Baja bash

Nirvana — Irwin 45

Bob & Sherry Davis, Shell Beach

Occupations: Bob, aerospace mgmt (ret); Sherry, retail (ret)

Quote: "We've done two Ha-Ha's — third time's a charm!"

Crew: Phil Kumpis, Kenny & Betsy Linn

Cruise Plans: Circumnavigation

Sailpotion — C/S/K 40

Jay & Susan Pence, Vallejo

Occupations: Jay, instructor (ret); Susan, postal worker (ret)

Quote: "Ain't getting any younger!"

Crew: Tony Spinette, Glenn Mckeig

Cruise Plans: Possibly Hawaii

Orion — Hunter 466

Bill Lamm & Yvonne Sininger **Marina del Rey**

Occupations: Bill, manager; Yvonne, professor

Quote: "We're dipping our toes in the retirement pool to see if we like it."

Crew: John Marshall, Sean Higgins

Cruise Plans: Leave the boat in La Paz or Mazatlan, then bash home

Caledonia II — Jeanneau 452

Ed Fudge & Peter Ruben **Calgary, AB**



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BAJA HA-HA PROFILES, PT II

Occupations: Ed, mariner (ret); Peter, business

Noteworthy: This boat was abandoned in mid-Atlantic and recovered, then became a treasure-hunting vessel on Panama's Caribbean coast.

Crew: Brian Balfe & Sandy Paterson
Cruise Plans: Maybe South Pacific

Tan Tori — Island Packet 445

Roger & Tori Robinett, Seattle, WA

Occupations: Roger, anesthesiologist; Tori, business owner (ret)

Quote: "We've only just begun."

Cruise Plans: Circumnavigation

About Time II — Hunter 410

DeWayne Enyeart, Friday Harbor, WA

Occupation: anesthesiologist (ret)

Noteworthy: DeWayne bought *About Time II* 12 hours before entering the Ha-Ha.

Crew: Pending

Cruise Plans: Who knows?

Alegria — Caliber 40

Brian Black, Alameda

Occupation: Architect (ret)

Noteworthy: Brian did the '09 rally.

Crew: Mizzy Lewis, Ray & Bonnie Jensen

Cruise Plans: Sail home eventually

Gatecrasher — Tayana 48DS

Roger Shortz, San Diego

Occupation: neurosurgeon

Quote: "I've wanted to do this for years and finally decided it can wait no longer."

Crew: Anne Wange

Cruise Plans: Sea of Cortez, then Costa Rica and who knows from there!

NautiMoments — Hunter 41DS

Ken & Carole Downes

Vancouver, BC

Occupations: Ken mechanical/structural designer (ret); Carole, federal government employee (ret)

Quote: "Fun and friendship with safety."

Crew: Lydia Rodenburg

Cruise Plans: The Med

Heart 2 Heart — Irwin 41

Jeff Overley, San Pedro

Occupation: plumbing contractor

(ret)

Quote: "I had one of the best times of my life meeting all the like-minded sailors and partying till the sun came up!"

Crew: Mike Overley

Cruise Plans: Central America

Destiny — Catalina 42

John & Gilly Foy, Alameda

Occupations: John, marine container leasing executive; Gilly, marine container leasing manager

The 'Destiny' crew loves cruising Mexico.



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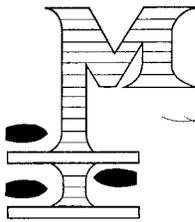
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Quote: "After a fun summer in Southern California we're anxious to return to Mexico where we've been living since the 2007 Ha-Ha."

Crew: Rob Ritchie
Cruise Plans: Banderas Bay

**Kat Den Rie — Catalina 42
Jay Watt, Alameda**

Occupation: construction management (ret)

Quote: "There has been much confusion about our boat name *Kat Den Rie*. Perhaps a couple of fresca margaritas in Turtle Bay may reveal the true meaning..."

Crew: Barry White, Michel Mundalias
Cruise Plans: Mexico

**Cat 2 Fold — Custom 36
Brian Charette, Jackson Hole, WY**

Occupation: custom strawbale home-builder.

Noteworthy: *Cat 2 Fold* features a free-standing bi-plane rig.
Crew: Trent Sellens
Cruise Plans: Sea of Cortez

**Diamond Girl — Beneteau 393
Larry & Nelda Read
Bellingham, WA**

Occupations: Larry, jeweler (ret); Nelda, jewelery consultant (ret)
Noteworthy: *Diamond Girl* is also Nelda's nickname.
Cruise Plans: South Pacific

**WYSPA — Baltic 55 DP
Roger Waterman, Del Mar**

Occupations: learner
Quote: "Love to Learn."
Crew: TBD
Cruise Plans: Undetermined

**Double Diamond — Lagoon 440
Jeff & Melody Christensen
Anacortes, WA**

Occupations: Jeff, business owner (ret); Melody, business owner (ret)
Quote: "Racing has taught us that going places in organized groups is fun and instructive."
Crew: Aaron Berndt and Kaycee Berndt
Cruise Plans: South Pacific

**Borboleta — Beneteau First 405 The Priestley family
Vancouver, BC**

Occupations: Glen (dad), distributed learning coordinator; Heidi (mom),



Meet the 'Borboleta' clan.

teacher

Quote: "The Baja Ha Ha looks like a great way for us to meet other cruisers and for our kids to meet other kids on boats that we will hopefully have the opportunity to cruise with in other areas of Mexico."

Crew: kids, Tristan, 14, & Laura, 12.

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BAJA HA-HA PROFILES, PT II

Cruise Plans: Mexico, then?

Cool Breez'n — Pacific Seacraft 37
Craig Lukin & Cynthia Gholson
Woodinville, WA

Occupations: Craig, Oracle database administrator; Cynthia, data architect

Noteworthy: Cool Breez'n has cruised the Inside Passage from Seattle to the Broughton Archipeigo.

Crew: son Alex Lukin, 17

Cruise Plans: Keep sailing or ship the boat home

Dolfino — Catalina 42

Rick Lino, Marina del Rey

Occupation: engineer (ret)

Noteworthy: This will be Rick's fourth Ha-Ha — actually 3.5, because last time he ended his trip at Turtle Bay.

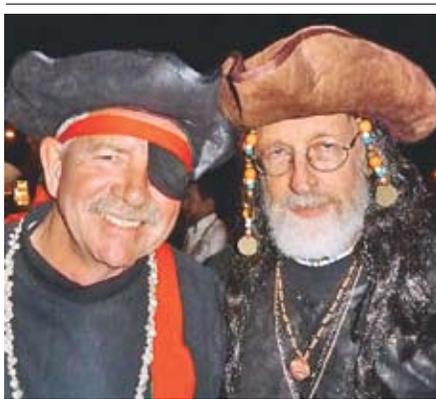
Crew: Norm Perron, Skipp Korsgard, Bob LaRock

Cruise Plans: A couple weeks in La Paz and then a bash

Que Sera Sera — Kettenburg 32

Dick Hodge, Forest Grove, OR

Occupation: contractor (ret)



Words to live by: 'Que Sera Sera'.

Quote: "Aarrgh.....we be reapers and pillagers!"

Crew: Nikk White, Jan Husdson

Cruise Plans: Sailing home to P.V.

I Yam What I Yam —

Hans Christian 48T

Sandi Fratino, Vancouver, BC

Occupation: agent (ret)

Quote: "If it's going to happen, it's going to happen out there."

Crew: Ryan Shelbourn, Larry Tavernance, Kris Jones, Paul Megannety, Bob Milton

Cruise Plans: Points south

Chalet Mer — Irwin 46 MkII
Geno Gehlbach, San Francisco

Occupation: systems engineer (ret)

Noteworthy: Geno has been reading *Latitude 38* since he arrived in California in '97.

Crew: Barb Myers, Bill Verdery, Bill & Randi Johnson

Cruise Plans: Mexico for life

Epiphany — Columbia 8.7

Michael Bell, Brisbane

Occupation: artist/signmaker

Quote: "I'm completely open to not coming back. I may continue to Costa Rica if I'm enjoying myself."

Crew: Brian Connors

Windarra — Stevens 47

Rich Jablonski & Elaine Cashar
Seattle, WA

Occupations: Rich, aerospace engineer (ret); Elaine, systems and software engineer (ret)

Noteworthy: This is Rich and Elaine's

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10-year anniversary of doing the Baja Ha-Ha in 2001

Crew: Dan Segó

Cruise Plans: Mexico and South America

Deep Playa — Pearson 424
Patrick Walters & Dawn Rodney
Seattle, WA

Occupations: Patrick, software; Dawn, software

Quote: "As former Burning Man participants we love events that have a strong sense of community and offer the possibility of new life-long friendships."

Crew: none

Cruise Plans: Open-ended

Frannie B — Outbound 44

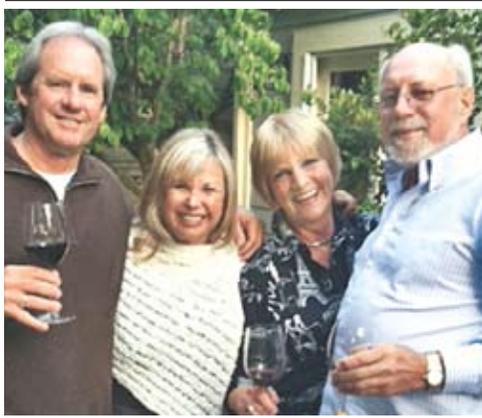
Ned & Carol Backus, Seattle, WA

Occupations: Ned, construction (ret) Carol, sailmaker (ret)

Quote: "The Ha-Ha is a nice social way to begin cruising again."

Crew: Jean Jones

Cruise Plans: "South America? Not going home."



The 'Chalet Mer' crew may never come home.

Cecilia Rose — Seawind 1000 cat
Frank Bien, Santa Cruz

Occupation: "in between gigs"

Quote: "Uhhh... which way to Cabo?"

Crew: Mike Julien, Dale Tracy, John Griffith

Cruise Plans: La Paz

Sea Reach — Spencer 42
John & Geraldine Guilfoyle
Squamish, BC

Occupations: John, MD; Geraldine,

administrator

Quote: "A challenging, exciting adventure with an opportunity to make new friends."

Crew: none

Cruise Plans: To Hawaii, then Vancouver.

August Pearl — Cheoy Lee 40
Steve Elming, Channel Islands

Occupation: self-employed

Quote: "Keep sailing west with the wind at your back."

Crew: Rochelle Sargentini, Saylen Elming

Cruise Plans: South Pacific

That's quite a fleet, but there are roughly 60 more that you've yet to meet. Look for their mini-profiles in next month's edition, and check for event updates online at www.latitude38.com, within our 'Lectronic Latitude postings. And this year we hope to post a few event videos on our new YouTube channel: youtube.com/latitude38magazine.

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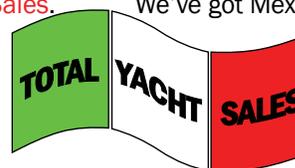
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MAX EBB

"No racing for me!" my friend insisted. "I just don't feel competitive these days."

I'd heard it before, and I still didn't buy it. After observing many cruisers turning into racers, and following an almost equal number of racers who go cruising, I know the truth: "I'm not competitive" really means "I can't bear the thought of losing!"

Plus I had good reason to think there was race potential lurking beneath that cruiser-only façade. His previous boat had been similar to mine, and he did well in our one-design fleet for many years. Then he bought this big cruising machine, and we haven't seen him on a starting line since.

I would have time to work on this case, as we were rafted together on an overnight yacht club cruise. We'd just finished adjusting lines and fenders to our mutual satisfaction when I brought up the subject of getting back into racing. But before I'd made any progress, we spotted a small ultralight tacking into the cove under main only. They were flying the club burgee and, as the outside boat in the raft, it was my turn to set fenders and catch mooring lines. I put my remaining fenders over the rail, signifying that the next boat was welcome.

They tacked to windward of us, setting up for a bare-poles downwind landing, but when their main halyard was running out I spotted none other than Lee Helm standing just aft of the mast hauling down the sail.

"Lee!" I hailed.

Her first reflex was to duck behind the head of the mainsail for cover, but she realized it was too late.

"You're supposed to be working on your thesis this weekend," I scolded. "The only reason I'm on this club cruise is that I couldn't find enough crew for the race today."

"I brought my computer, Max," she said. "I'll get to work right after the clambake. We starving grad students can't, like, turn down free lobster and oysters."

"I'll have to take this up with the foredeck union representative," I joked as I took the stern line.

The new boat in the raft was quite a bit smaller than mine, and my boat was smaller than the big cruiser on the other side. And, since the big cruiser

had already put out a nice spread of shrimp and crackers to warm us up for the clambake — and since his boat had a large dodger to block the wind blowing through the anchorage — we all moved to his cockpit for the appetizers.

"The secret of cruising in a small boat," observed the owner of Lee's ride as she dipped a large prawn in cocktail sauce, "is to always tie up next to a large boat. Mind if I use your head?"

After she found her way below, I brought up the R-word again to the our host.

"It wouldn't be hard at all to turn this boat into a racing machine," I said. "A spinnaker pole, a couple more winches, a backstay adjuster . . ."

"And the hull form is fast," observed Lee, catching onto the program. "Not like Max's boat, with a shape influenced by the Dark Years

of IOR. Your boat has a wide and buoyant stern for a fast hull speed and a clean run. It's not an ultralight but it's not too heavy to catch waves either. I think it would be an awesome ocean racer."

"Years ago, I did enjoy the long ocean races on my old boat," the owner reminisced. "Especially back in the day when there was no GPS, no roll call, no weatherfax and no GRIM files or whatever-the-heck they're called. We never knew how well we were doing in those races till we cleared the last breakwater at the harbor entrance and saw the guest dock at the finish: an empty bulkhead meant we'd probably won. More typically we saw a guest dock crowded with race boats, some of them smaller than ours, and that meant we were in the tank. But the thing is, we never knew till it was over and we liked to imagine, during those dark and wild, squally nights, that we were surging ahead of the competition with every wave."

"No secrets these days," I said sadly.

"All the boats have continuous position-reporting transducers, and most of the boats even have broadband so they can track their positions in the fleet in real time. And your computer knows more about the weather and your boat's polars than you do, so it calls the strategy. The navigator is just along for the ride."

"Not exactly," Lee protested. "It's a different skill set for sure, but, like, the navigator still has a lot of data to process and a lot of decisions to make. Even with the

best routing software, the granularity isn't fine enough to call every tack and jibe. And there are updated weather maps every few hours, so ocean race navigating has become a 24/7 job. When I navigate I get less sleep than anyone else on the boat, even if I don't have to stand a watch."

"See what I mean?" said the cruiser. "That just doesn't sound like fun. I miss the old days when I took a sun sight at noon and a round of star sights at dusk, got the high seas weather report on the short wave radio, tapped the barometer, and that was it."

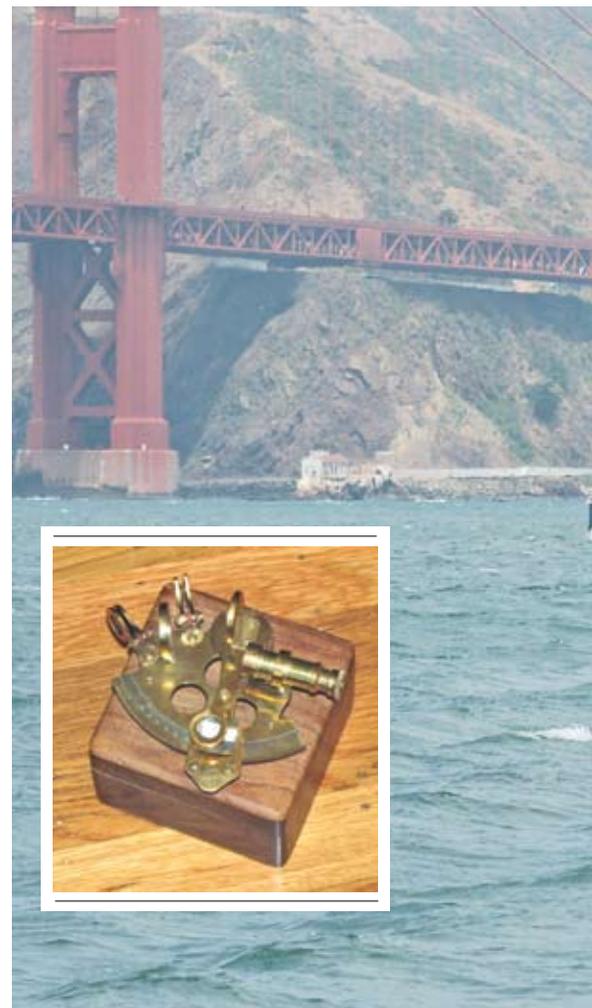
"Lotta guesswork," said Lee.

"It was the highest expression of the navigator's art!" insisted the cruiser.

Meanwhile Lee's skipper had come back on deck, and it was Lee's turn to use the facilities.

"Hey, this would be a heckuva comfy ride," Lee called back to us after a quick look around the main cabin. "You've got pilot berths and quarter berths, so you

"A division that only allows celestial navigation?"



GETS STARSTRUCK

could probably race without even having to, like, hot-bunk."

My cruiser friend shrugged and continued his rant. "The kids that call themselves navigators today can't even run a good DR, and their computers make all the routing decisions for them."

"Still, your boat would be a good fit for the cruising division in the race to the islands next summer," said Lee's skipper. "Let's check the entry requirements."

She produced a phone and brought up a web page with the Notice of Race.

"Full cockpit dodger."

"Check," I said.

"Roller furling jibs or hank-on jibs only, no more than two, not counting required heavy weather and storm sails." "Check," I said, pointing to the roller furled headsail.

"Asymmetrical spinnakers only, tacked on centerline or to a fixed bow-

sprit. No more than two."

"See, no pole rigging needed," I added.

"Dinghy carried on board."

"Check," I said again, gesturing to the inflatable dinghy tied to the stern and the outboard clamped to the stern rail.

"I already have one cruising spinnaker," noted the owner.

"Which means you only need one more cruising spinnaker," I calculated, "and then you'll have the maximum allowable race inventory for this division."

"Still, between the GPS, the continuous fleet position tracking, the digital weather files, and the routing software, I think they've ruined the game for an old-school navigator like me," he said.

"**C**elestial Division!" shouted Lee from below. "It's made for troglodytes!"

Spread: What could be better than a vacation in Hawaii? A long ocean race to Hawaii! Even cruising boats — and Luddites — can do it. Inset: A mini sextant trophy could be yours.



"You mean there's a division that only allows celestial navigation?" asked the cruiser, finally starting to show some enthusiasm.

"Seems like the RC would have some serious liability if a racer piled up on the reef at the finish," I suggested.

"No, they allow GPS within a reasonable distance of the finish," said Lee's skipper, who had already found the webpage with the details for the celestial trophy category.

"Takes all the fun out of it," griped the cruiser, "but I guess they had to do that to cover their behinds."

"There's more," said Lee, who'd come back on deck and was looking at the tiny screen. "No weatherfax, no graphical weather data, no digital files, and no routing software. You'll love it! They've totally turned the clock back to 1960."

"Do we get to plot the coordinates of the 1020 isobar as transmitted over the SSB in Morse code? They used to send data tracking the Gulf Stream in Morse also, but we had to tape record it for playback at slow speed."

"Maybe," Lee shrugged, "if the RC sends out the data that way. But for this race I think you're back to voice-only forecasts, as in, like, public broadcasts describing the approximate positions and strengths of highs and lows and storm centers."

"Even that could expose the fleet to unnecessary hazard," I surmised.

"There's a provision for special warnings from the RC if there's a nasty weather situation developing," said the ultralight skipper. "Also, everyone is required to switch on their GPS if there's a boat that needs help somewhere nearby. They've allowed for some sensible exceptions so I don't think safety is compromised at all."

"But do they still require roll call over the single sideband?" I asked. "If so, your fleet standing won't be a secret from the crew."

"I can do roll call with headphones on," the skipper countered.

"Or just check in via satphone. You don't even have to have an SSB this time around."

"This does sound like my kind of ocean race. What's the web address for that page?"

"I'll text it to you. What's your cell number?"

"What if I just write it down?" said the cruiser.

While my friend was copying the link to the Notice of Race, the ship's clock

SPREAD: LATITUDE / LADONNA; INSET: MAX EBB

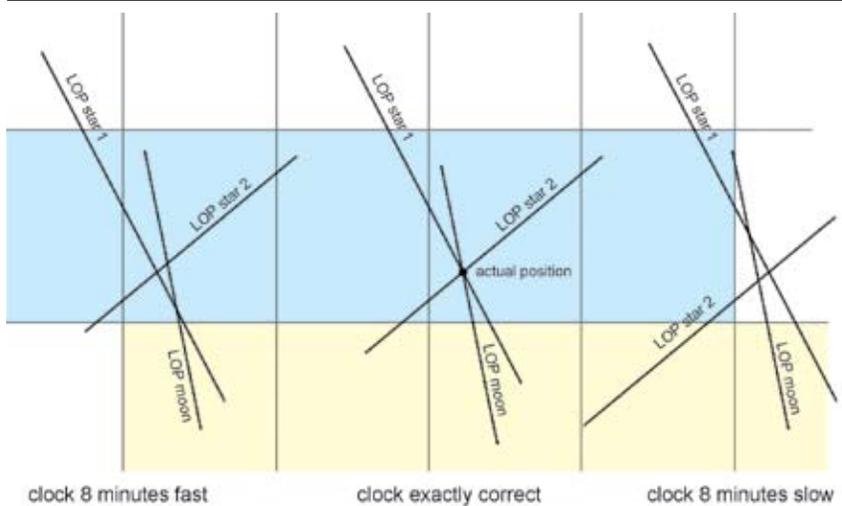
MAX EBB

in the main cabin struck six bells. I reflexively checked my cheap digital watch, which I know loses only two seconds a week because I reset it every weekend for race starts. The striking clock in the cabin was running about three minutes fast.

"You know what would be really cool?" said Lee. "Don't even use a chronometer. You could find longitude by the lunar distance method, just like Joshua Slocum. The math isn't really that hard."

"Now wait a minute," said the cruiser. "We're turning the clock back to 1960, not 1760. Besides, I think they stopped publishing the tables to do lunar distance about 100 years ago."

"You don't need no steenkin' tables," Lee insisted. "Just use the method of lunar position. Nothing different from, like, plotting regular old star and moon



It's not very precise, but Lee's 'Lunar Position' method can determine longitude without a chronometer.

LOPs."

"You mean I can find longitude without a chronometer and without higher math?"

"No, you can't find longitude without

a chronometer," I asserted.

"Yes, you can," Lee taunted, "if you take a moon sight and two non-moon sights, such as star sights — as long as the moon is bearing very approximately east or west. It doesn't work if the moon is near meridian transit."

"Lee," I tried to explain patiently. "It doesn't matter how many lines of position you have on the chart. If your chrono-

meter is running fast, all the LOPs will be too far to the east. If your clock is running slow, they're all too far to the west. I've tried this. All the lines will still cross in the same cocked hat. The error is a quarter of a degree of longitude, or fifteen minutes of arc, for every minute of time error."

"Ah, but the moon is different!" she insisted. "All the stars and planets, for

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all practical purposes, move together around the earth. But the moon is the only independent variable up there, rotating around the earth only 28 times every time the sun, stars and planets go around about 29 times. So the moon is always moving across the background of the stars. Not real fast, but fast enough to use it as a not-very-accurate but sometimes better-than-nothing celestial clock."

"Right, that's how lunar distance works," said the owner. "But you have to use the sextant to measure the angle between the moon and a star. The formulas to correct for refraction and then solving the spherical trig are pretty rough."

"Only if you do it the old way," said Lee. "Think of those three LOPs, two stars and one moon. If you have the correct time, and all the sights are perfect, all three cross in the same spot. If your time is off, the moon LOP won't agree with the other two. So in practice, just use your cabin clock for time, plot the three LOPs, and correct the time till all three LOPs come out at the same point."

"Brilliant!" admitted the cruiser.

"I still don't believe it," I said.

"Good trick, but not very accurate," said the ultralight skipper.

"Just how inaccurate is it?" asked the cruiser.

"That's easy," said Lee as she reached over to borrow her skipper's phone and switched it to calculator mode. "The moon goes around once every 27.3 days relative to the stars, so every degree of error is one 360th of 27.3 days, or about . . . 109 minutes of time. That's, like, 27 angular minutes of longitude error for every minute of accumulated error in the lines of position. If your moon sights are good to about five miles, and your star sights are dead-on, your longitude is only good to 135 miles."

"Better watch for jet contrails," I advised.

"Or get really good with those moon sights," said Lee. "And moon sights are inherently more difficult because you have to bring two bright objects together. The eye plays tricks, making both objects

— the moon and the horizon — appear bigger."

"How is that different from the horizon under the sun?" I asked.

"During the day, the sky is usually brighter than the sea, so you have a bright-above-dark horizon line, and you're bringing a bright-above-dark lower limb of the sun down to match it. With the moon's lower limb, it's bright-above-dark touching a dark-above-bright horizon. Better to use the upper limb with a moonlit horizon."

This prompted a new discussion about when the moon's upper limb would be available, and whether the horizon would be moonlit or sunlit at dawn or dusk. Meanwhile I was still trying to figure out why the moon goes around the stars every 27.3 days but the lunar month is 29.5 days.

Lee left it for me to work out as "an exercise for the student," while she and the cruiser discussed additional equipment requirements for the long ocean race.

But if I race to the islands next summer, I'm using my GPS.

— max ebb



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THE RACING

Late August and early September were about as frenetic as you get on the water: skiffs, big boats, dinghies, shorthanded, you name it. So rather than run it all down here, we'll go ahead and let you have at it. Cheers!

18-ft Skiff International

The 18-ft skiffs sailed their International Regatta out of St. Francis YC August 21-26, and the all-American team of Howie Hamlin, Matt Noble and Paul Allen aboard *CST Composites USA* closed things out with a great final day to take the regatta, despite being 30 kilos light!

Hamlin has now won the event six of the ten times it has been sailed, but the trio's clutch finish was one of the closest ever. Going into the last day, Noble and Allen carried a one-point lead over Australia's John Winning on *Yandoo*, and a five-point lead over Michael Coxon's *Thurlow Fisher Lawyers* – all three of which were at the top of the pile all week long. The latter performed like the defending champions they were, winning two of six races when Coxon, suffering from a neck injury, turned the tiller over to the veteran Trevor Barnabas.

Hamlin Noble and Allen led early in the first of Friday's final races, ultimately falling to Coxon by 47 seconds while keeping an eye on Winning, who was third. With the breeze building to the low 20s, Hamlin led again in the second race until nearly giving it away at the leeward mark.

"I called for the drop a couple of boat-lengths too soon," he said. "Then you have to run real square and slow. It was my mistake. We went from first to sixth in a matter of 30 seconds. That's how good

As usual, the 18-footers provided some great viewing off the Cityfront on even the lighter days.

this fleet is."

As Coxon seized the lead and all but disappeared into the misty fog, Hamlin's prospects for the regatta suddenly looked less than rosy. Winning cruised into second place with three boats between him and his longtime American rival – enough margin to give him the overall win.

But as the pack trailing Coxon ran downwind, Winning jibed out toward Alcatraz to set up his final layline. Hamlin had also played that route successfully, but this time he couldn't jibe because Australian Nick Press' *SMEG*, was on his port quarter as the two ran on starboard tack. In what was a very happy accident, Press pushed Hamlin the right way, and the two rounded 13 seconds ahead of Winning.

"It's easy when you have a little boat speed and you go the right way," Hamlin said.

Suddenly *CST Composites USA* was in second place again, but *Thurlow Fisher* was getting ready to tack to the finish.

"I looked up and saw they were stalled," Allen said. "I wondered what was going on, and then I saw one of their sailors 20 boatlengths behind them in the water, swimming. I was like, 'here's our chance.'"

Thurlow Fisher's Trent Barnabas had a trap line fail and by the time Coxon could collect him, *CST* had blown by for a three-point win.

But it wasn't just luck that gave the West Coasters the win – Hamlin is from Southern California, while Noble is from Pt. Richmond and Allen Santa Cruz.

"Jay Glaser built us a second version of our spinnaker and that made a big difference," Hamlin said. "[John]



ALL PHOTOS THIS PAGE ERIK SIMONSONWWW.H2OSHOTS.COM



Woody [Winning] always used to crush us downwind, and now we were faster than him downwind."

"We're light," Hamlin said, "Thirty kilos lighter than the heavies. If we can still go with the heavies that's good."

"That all just goes to show that in skiff racing it isn't over until you cross the finish line," Hamlin said.

"Early in the week we were fast on the wind," Wining said, adding that he was encouraged by the turnout of five local boats from the decidedly grass-roots Skiff Sailing Association and the 15-boat fleet



Fifteen 18-ft skiffs from Australia, New Zealand and the Bay were on hand for the St. Francis YC's 18-ft Skiff International Regatta August 21-26 — one of the biggest fleets in memory.

— one of the largest we can remember.

"The bottom end of the fleet is getting better here, and there's more of them," he said.

Ronstan Bridge to Bridge

The Ronstan Bridge to Bridge Race drew 37 entries August 25 for what was, by all accounts, a pretty mellow 7.5-mile slide from the Gate to Yerba Buena Island. Three of the world's top kiteboard course racers maximized their power source's altitude advantage to take the top three spots in the race. Bryan Lake, Chip Wasson and Andrew Koch went 1, 2, 3 in the race that pits kites, boards, skiffs — and just about anything else with some serious wheels — in a drag race down the Cityfront.

The first skiff to finish was *Thurlow Fisher Laywers*, marking the return of

skipper Michael Coxon, who had sat out the first three days of the St. Francis YC's 18-ft Skiff International Regatta with a nagging neck injury. The skiffs took all but one of the next nine places, and a skiff sailor sailing a kite — Kevin Richards, in 6th — was the only one to break the proper boats' lock on that group. The first formula board was Seth Besse in 14th.

Wabbit Intergalactics

The Wylie Wabbits sailed their Intergalactics September 16-18, and for maybe the first time ever, two female skippers took the top two spots on the podium. Hosted for the first time by the Inverness

YC, nine boats showed up for the three-day event. On Friday, so did the cold air and breeze, and the conditions allowed the race committee to run a long second race that saw the fleet get some planing time before the rest of the weekend turned sunny, warm and mellow.

At last year's event, Tim Russell's *Weckless* squeaked by Bill Erkelens' *Jack* for the title, and at the time Erkelens said, "(Wife) Melinda will drive next year and we will crush them!" And that's exactly what happened. With Bill on the wire, Jeff Causey in the middle, and Melinda Erkelens on the tiller, *Jack* ended the weekend with six points. But the battle for second wasn't a gimme either, as Berkeley's Sarah Deeds and the Bay's Guillaume Canivet teamed up with Aaron Sturm of the San Diego-based *More Wild Bunch* to claim second with 12 points with Deeds on the helm. *Weckless* with Russell, John Claude and Scott Parker finished third with 18 points. For full results and more photos of beautiful Tomales Bay, visit www.wyliewabbit.org.

Jazz Cup

The cancellation of the Windjammers' Race on September 2 due to storm surge at Santa Cruz harbor left Saturday's Jazz Cup as the only major event of the Labor Day weekend. The June 3 event drew a great turnout — 102 boats for the 26-mile slide to Benicia. Although the race got off to a quick start, once the fog cleared, the breeze died as racers tried to clear the Richmond Bridge. But San Pablo Bay would end up producing, and the breeze freshened and clocked as the fleet reached down San Pablo Bay. While it made for a warm and pleasant day, it

The kitters ruled the Ronstan Bridge-to Bridge Race, using their superior altitude to get breeze that just wasn't down on the deck.



THE RACING



GOOSE GOSSMAN



GOOSE GOSSMAN



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GOOSE GOSSMAN



Clockwise from above — The South Beach and Benicia YC's Jazz Cup was a breeze-on, breeze-off affair; 'Rocket 88' took the overall honors; 'Flight Risk' keeps moving in the light stuff; breeze-on meant full-attention; bow guy olympics; that doesn't look so bad; 'Can O' Whoopass' seems to go no matter how hard the wind blows; 'Yucca' soaking down San Pablo Bay; if it's light, it sure pays to have a big kite, and Wet Corvette's A2 is about as big and round as you could go.

didn't make for record-breaking conditions.

Ian Klitza sailed the D-class cat *Rocket 88* to the overall win, while Ben Landon's Thompson 650 *Flight Risk* was the top monohull in third overall. The Jazz Cup trophy itself only goes to members of the host clubs — South Beach and Benicia YCs — and this year went to the former's Mike Kastrop and his Catalina 30 *Goose*.

If you've done the Jazz Cup, and stayed

for the party, you know that challenge doesn't end on the water. If you survive the beverages, live music and dancing at the party held in the Benicia YC's beautiful clubhouse, you may still have to walk a mile around the harbor to get your boat if you're so unlucky as to end up on the wrong side of the harbor. Then, chances are, you're going to have to somehow circumvent the well-secured the gangways, without spilling your drink, the contents of your pockets or any blood.

Sarcoma Cup

The Berkeley YC-hosted Sarcoma Cup drew some quality fleets to the Circle on August 27-28 for one day of three buoy races followed by a pursuit race on Sunday.

The J/105s at 16-strong were the largest fleet, and the honors went to Scooter Simmons' *Blackhawk* in a prelude to Simmons' subsequent win at the Rolex Big



GOOSE GOSSMAN



Boat Series. The Express 27s showed up with 11 boats and Tom Jenkins' *Witchy Woman* handily took the win with straight bullets. Michael Gough's *Boracic* beat 12 other Open 5.70s in what's quickly becoming one of the Bay's largest new fleets.

The Wabbits, with five boats, went to John Gray sailing *Jack*. Mark Simpson's *Shadowfax* notched three bullets to take the four-boat Olson 25 class, which rounded out the one-design divisions along with Robbie Englehardt sailing the

lone 29er.

There were two PHRF divisions with a total of 13 boats. Bob Harford's Express 37 *Stewball* won PHRF A on a countback with Henry King's Frers One Tonner *Jeanette*. George Ellison's Schumacher 30 *Shameless* took PHRF B

Of course no regatta worth its salty sailors goes without a good party, and the Sarcoma Cup's is unique in a couple of ways. First, it's the only one we know of that offers chair massages for skippers and crew. Second, the dinner offering was about as gourmet as you'll find at a regatta party. Add in live music, a free

keg, apps — not the kind you download — and rum punch, plus shuttle service and plenty of swag, an auction to benefit Beat Sarcoma, and you've just scratched the surface.

On Sunday, Gray sailed *Jack* to overall honors in the pursuit race to take the Sarcoma Cup perpetual trophy.

SARCOMA CUP (8/27-28)

J/105 (5r, 0t) — 1) **Blackhawk**, Scooter Simmons, 16 points; 2) **Arbitrage**, Bruce Stone, 17; 3) **Jam Session**, Adam Spiegel, 23. (16 boats)

EXPRESS 27 (3r, 0t) — 1) **Witchy Woman**, Tom Jenkins, 3; 2) **Wile E Coyote**, Dan Pruzan, 9.

THE RACING



The Open 5.70s managed to get 13 boats out for the Sarcoma Cup at the end of August.

(11 boats)

WABBIT (3r, 0t) — 1) **Jack**, John Gray, 4; 2) **Mr. McGregor**, Kim Desenberg, 6; 3) **Kwazy**, Collin Moore, 9. (5 boats)

OPEN 5.70 (5r, 0t) — 1) **Boracic**, Michael Gough, 12 points; 2) **Il Havic**, Rich & Tony Festa, 18; 3) **The Rooster**, Joe Wells, 21. (13 boats)

29er (5r, 0t) — 1) **n/a**, Robbie Englehart, 5 points. (1 boats)

OLSON 25 — 1) **Shadowfax**, Mark Simpson, 3 points; 2) **Sweet Ness**, Nesrin Basoz, 7; 3) **American Standard**, Bob Gunion, 9. (4 boats)

PHRF A — 1) **Stewball**, Express 37, Bob Harford, 8 points; 2) **Jeannette**, Frers 1T, Henry King, 8; 3) **Mintaka 4**, Farr 38, Gerry Brown. (7 boats)

PHRF B — 1) **Shameless**, Schumacher 30, George Ellison, 5 points; 2) **Ahi**, Santana 35, Andy Newell, 6; 3) **Woof**, J/30, Wally Whittier, 7. (6 boats)

SUNDAY PURSUIT RACE — 1) **Jack**; 2) **Jet-Stream**, JS 9000, Dan Alvarez; 3) **Jeannette**, Frers 1T, Henry King; 4) **Stewball**; 5) **El Raton**, Express 27, Ray Lotto; 6) **Emma**, F-31, Bill Roberts; 7) **Witchy Woman**; 8) **Wile E Coyote**, Dan Pruzan; 9) **Magic Bus**, Express 27, Marc Belloli; 10) **B-Line**, 1D35, Jack Feller. (28 boats)

Complete results at: www.sarcomacup.org

'Deception' gets some pace on downwind at the Sarcoma Cup hosted by Berkeley YC in conjunction with the Richmond and South Beach YCs.



Richmond-South Beach

The Singlehanded Sailing Society's Richmond-South Beach proved to be a challenging day on the water for about 70 single- and doublehanded boats that started on September 17.

After a nice run down to the Brothers in a building flood, the bulk of the fleet worked toward the Marin shore on their way to Raccoon Strait.

But where both relief and breeze were to be found was anyone's guess as the bulk of the fleet parked it up in the North Bay while a pleasant 18 knots of breeze blew through The Slot.

That parking lot, coupled with another under the Bay Bridge, meant that 25 boats DNF'd, and the overall winners really earned their bragging rights. Greg Nelsen sailed singlehanded and was the overall winner in that division with his Azzura 310 *Outsider*, finishing the 20-mile course in 4h, 33m, as the only solo sailor to crack the top-ten overall.

Jonathon Hunt and Rodney Hagebols sailed the former's 1D35 *Dark And Stormy* around the course in just over 4 hours to narrowly pip Bryan Wade and Mike Holden on the Ultimate 24 *Max* by 10 seconds for overall honors.

SSS RICHMOND-SOUTH BEACH (9/17)

OVERALL — 1) **Dark and Stormy**, 1D35, Jonathon Hunt/Rodney Hagebols; 2) **Max**, Ultimate 24, Bryan Wade/Mike Holden; 3) **For Pete's Sake**, Ultimate 24, Peter Cook/Sandi Crane; 4)

Tatiana, F-31, Urs Rothacer/Bill Quigley; 5) **Jam Session**, J/105, Adam Spiegel/n/a; 6) **Outsider**, Azzura 310, Greg Nelsen (SH); 7) **Origami**, Corsair 24, Ross Stein/Bill Pace; 8) **Wild 1**, FT 10, John LyMBERG/Chris Jordan; 9) **Racer X**, J/105, Rich Pipkin/Mary McGrath. (70 boats)

SH SPORTBOAT — 1) **Outsider**; 2) **Yellow Jack**; SC 27, Mike Farrell; 2)



Sunshine, Moore 24, Stanly Martin. (5 boats)

SH SPIN PHRF ≤ 108 — 1) **Ragtime!**, J/92, Bob Johnston; 2) **Red Sky**, Olson 34, Brian Boschma, (3 boats)

SH SPIN PHRF 111-150 — 1) **Bandicoot**, Wyliecat 30, Al Germain; 2) **Firefly**, Dehler 34 Optima, Chris Case; 3) **Whirlwind**, Wyliecat 30, Dan Benjamin. (6 boats)

SH SPIN PHRF 153+ — 1) **Wild-Type**, Ericson 32-2, Chris Simenstad; 2) **Emerald**, Yankee 30, Peter Jones. (7 starters)

SH NON-SPIN — 1) **Robin**, C&C 35 Mk. 3; 2) **Flicker**, J/32, Ed Ruszel. (6 boats)

DH MULTIHULL — 1) **Tatiana**; 2) **Origami**; 3) **Transit of Venus**, Corsair 37, Rick Waltonsmith/



Nine Wabbits showed at Inverness YC September 16-18. Flat water, good breeze and sunshine are enough to make anyone smile. Throw in the club's laid-back atmosphere and some of West Marin's awesome scenery and you're set.

Chris Harvey. (4 boats)

DH SPORTBOAT — 1) **Dark and Stormy**; 2)

Max; 3) **For Pete's Sake**. (8 boats)

DH SPIN PHRF ≤ 108 — 1) **Jam Session**; 2)

Racer X; 3) **Jamani**, J/120, Sean and Jeff Mulvihill. (9 boats)

DH SPIN PHRF 111-150 — 1) **Dazzler**, Wyliecat

30, Tom Patterson/Sue Estey; 2) **Harp**, Catalina 38, Mike Mannix/Linda Farrabee; 3) **Wahoo**, Capo 30, Walter & Carolyn George. (12 boats)

DH SPIN PHRF 153+ — NO FINISHERS

DH NON SPIN PHRF — 1) **Basic Instinct**, Elliot 1050, Jan Borjeson/David Crowe; 2) **Q**, Schumacher 40, Glenn Isaacson/Joss Wilson; 3) **Joyride**, J/109, James & Jennifer Vickers. (9 boats)

Complete results at: www.sfbaysss.org

Emma's Sending It

The biennial Mini Transat got underway from La Rochelle, France on September 25, and the Bay Area had one of its adopted own, Emma Creighton among the 78 starters. Creighton, who doublehanded her all-carbon, high-tech Simon Rogers-designed prototype Mini Pocket Rocket in

last year's Pac Cup, will be joined by 32 other proto sailors for the solo crossing from La Rochelle to Salvador de Bahia, Brazil, via Funchal, Madeira. Of course, a Mini Transat is hard enough on its own — 4,200 miles across the Pot au Noir with only a VHF radio and race-provided weather on a 21-ft boat with a massive sailplan. But it being a French race, there are language and cultural barriers that crop up with everything from logistics to things as mundane as the race program, which listed her name as Emma "Freighting" at one point.

The latter may perhaps have been a happy accident, given that Creighton

— much as we suspect every skipper in the race plans to do — will be "sending it" as fast as possible over the complex course through some of the world's most heavily-trafficked commercial shipping waters, interrupted by two archipelagos — the Canary and Cape Verde Islands — before the sailors even reach the ITCZ. So Creighton, a native of Maine, will have her work cut out for her for what will probably be as long as a month aboard her 1,700-lb boat with its canting keel.

In the 34-year history of the Mini Transat, only two other American women have completed the race. Amy Boyer, who called the Bay Area home at the time, sailed the '79 race in a Wilderness 21 after sailing in the '78 Single-handed TransPac. That year was the first, and to this day only, time an American has won the Mini Transat. Norton Smith, formerly of Mill Valley, sailed the Tom Wylie-designed *American Express* — the first water-ballasted Mini ever

— to the honors a year after winning the same Single-handed TransPac that Boyer sailed.

You can follow Creighton's progress up to the start on her well-written blog, but once the race starts, it will be lights-out for media communications — the race rules strictly prohibit the use of any type of equipment that can communicate at a range sufficient for her to post updates. Thankfully, the race has a good website — as far as French-run races go, it probably has the best English translation — where you can find a tracker, updates and analysis. You can find it at: <http://www.charentemaritime-bahia.transat650.net/en/>

Aldo

The St. Francis YC's Aldo Alessio Regatta was moved back to August 27-28 to better accommodate traveling boats turning up for the weekend, with 13 IRC boats and five Farr 30s racing in a tuneup for the Rolex Big Boat Series and the latter's pre-worlds this weekend. The eight-boat IRC B division went to Doug Holm and Kirk Denebeim's Archambault 35 *Mirthmaker*, while the hodgepodge IRC A went to Peter Cunningham's TP 52 *Power Play*. Deneen Demourkas' *Groovederci* took the Farr 30 honors in what would be a prelude to her win at the RBBS.

Farr 30 Pre-Worlds

The San Francisco YC hosted the Farr 30 Pre-Worlds September 3-5, immediately preceding the class' worlds at the RBBS, and Santa Barbara's John Demourkas ended up taking the event with his *Groovederci*, superstitions about winning the practice race be damned. Complete results are at www.sfyc.org.

The Wabbits won down Tomales Bay, one of our favorite small boat venues in the Bay Area.



THE RACING

Place your bids!

Last month we wrote about an effort by Moore 24 sailors to honor the memory of one of their most instrumental class leaders. If you didn't get the backstory, Joel Verutti passed away from brain cancer in February after a protracted battle. A Moore 24 owner for 28 years with multiple stints as class president, Verutti left behind wife Tina and 12-year-old daughter Josselyn, who are still dealing with the financial fallout of Joel's illness. The Moore family is looking to help out the Verutti family as well as maintain and store Joel's boat, *Mercedes* #55, until Josselyn, a crack junior sailor, is able to do so herself. To that end they've organized an online auction that's live and will make the perfect opportunity to do some early Christmas shopping while getting some pretty sweet stuff and helping out a cause close to every sailor's heart.

Have you ever wanted to go sailing

in New Zealand or Puget Sound? Have a professional sailor like Morgan Larson or Trevor Baylis race with you and your crew? Wanted to have Team Pegasus coach you on your boat with your crew on the water for a day? How does a golf or fishing trip in the Columbia River Gorge sound? These and many other items — new ones seem to keep popping up every time we check — are on the block through the Moore 24 web site at www.moore24.org/auction.



Tahiti 2012?

The TransPac YC's Dave Cort checked in to let us know that one of the West Coast's most rarified offshore races looks to be a go in '12.

"We are getting pretty confident that there will be enough interest for another race next year," Cort said. "If we have a minimum of four boats, we will run the



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A bonus moment of Ronstan Bridge to Bridge zen for you. That's quite a crowd of very fast boats and boards. 'www.stfyc.org'

race. The April 20 start date from Los Angeles is planned in order to have all the boats in Tahiti prior to the '12 Tahiti Pearl Regatta. We have two boats at present who would start from Honolulu, timed to arrive around the same time as

the boats starting from Los Angeles. In addition to the boats listed here, I heard another rumor of a 90-foot boat out of San Diego that is interested. *Horizon* is thinking about a South Pacific tour of the same sort that *Ragtime* did after our last Tahiti race in 2008."

Cort and the TransPac YC have put together an FAQ to help you get working on your entry:

- Planned Start Date — April 20, '12 (Los Angeles)
- Starts — Los Angeles (San Pedro, Pt Fermin); Honolulu (Pacific Island Route)
- Finish — Pointe Venus, Tahiti
- Length — 3,700 miles from Los Angeles
- Current Record — 11 days, 10 hours, 13 minutes and 18 seconds – Magnitude 80, '08
- Previous Record – 14 days, 21 hours, 15 minutes, 26 seconds – Kathmandu, 1994
- Associated Events – Tahiti Pearl Regatta – Raiatea – May 16, 2012
- Current Interested Boats: *Horizon* — SC50; *Medicine Man* – Andrews 63; *Rage* – Wylie 70; *Chasch Mer* — SC50 (Honolulu); *Mighty Tongaroa* – SC50; *Moonshadow III* — Tayana 52 (Honolulu); *Artemis* – Andrews 53
- Race Contact — Dave Cort — Vice-

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THE RACING

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- Race Info & Entry — www.TranspacRace.com
- Notice of Race due — January 15, 2012

Just Missed the Cut

Our editorial deadline fello over the final weekend of the month, so we did miss some of the biggies at the end. But don't, fret, we'll get to them next month. In the meantime, here are a few notes about them:

The **YRA's Party Circuit** wrapped up Septemb 24-25 with the YRA Season Closer. Hosted by Corinthian YC, Saturday's 21-miler around Red Rock and Alcatraz drew 59 boats in 15 divisions for a sunny, moderate day on the water. Sunday's 12-mile "Crazy Eights" choose-your-own-direction pursuit race drew 45 boats for a 12-mile romp through some unseasonable drizzle. It wasn't surprising to see that perennial contenders Gerry Brown on his Farr 38 *Mintaka 4* and Gordie Nash and Ruth



LATITUDE/ROB

Emma Creighton is on her way to Madeira, Portugal as of this writing aboard her proto Mini 'Pocket Rocket' in the Mini Transat race.

Suzuki on their modernized Santana 27 *Arcadia* top the podium with David Britt's Benteau 10R *Split Water* close

behind.

The Catalina 34s were racing their SF Cup over the weekend out of Golden Gate YC but the results for that have yet to go up. The Folkboats wrapped up their Internationals at Corinthian YC on the September 24, with Dane Per Buch winning on a countback after tying with the Bay's Eric Kaiser. American sailors took seven of the top-10 spots in the 18-boat fleet.

If you're up in the **Gold Country**, you may want to think about this if you need to find ways to occupy your kids' time next summer:

"Summer youth programs have been part of the Gold Country YC schedule for several seasons," wriets Dudley Gaman of the Gold Country YC. "This year they're being taken over this year by our newly certified sailing instructors, Stewart Nielsen and Janis Johnson who donated their time to teach a new generation of sailors absolutely

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free. So many of us are here because someone gave us the opportunity and guidance to sail as youngsters. To see the wonder and joy on the faces of a new generation of sailors as they skipper their own boat for the first time truly warms the soul.

"And by all accounts this year was a big success with three separate groups of youth sailors completing the program on the club's fleet of Sunfish. But there was one problem: The new sailors wanted more!

"The August meeting at the club house found us discussing the success of the program and kicking around ideas for a next step for our new sailors when someone suggested inviting them to our Wednesday evening beer can races. The races are very low key and would provide a suitable number of adults to ensure that everyone was safe. The idea was quickly adopted, but we decided that the image of beer cans

wasn't appropriate for the younger set. It was then, in a sudden flash of brilliance, that we renamed the events "soda can races".

"For our inaugural soda can race last night, the Fogiel brothers, Elliott, Benjamin, and Stephan, were at the dock before any one else to set up the Sunfish and their newly purchased El Toro. The wind was just a notch above calm, but the blue sky and water separated by a strip of forest



JOHN LAW

Kame Richards jumped in a Wabbit with Rodney and Aimee Daniel at the Intergalactics.

green outlining the bright colors of the sails created a post card view. I'm not sure who won the race, the rules being somewhat fuzzy, but it was obvious nobody lost."

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WORLD

We'll focus this month on the **Eastern Caribbean**, with our advice on **Chartering During the Prime Winter Season**, and an insider's memories of **Hangin' Out with a Legendary Caribbean Superstar**.

Dreaming of a White (Sand) Christmas

You've probably noticed that in just about every department store you enter these days, hints of the so-called "holiday season" are already starting to appear, even though we haven't even celebrated Halloween yet.

As obnoxious as it may seem to see Christmas garlands already lining some display windows and Christmas carols beginning to infiltrate in-store music channels, we have to admit that retail marketers have one thing right: The Christmas/Hanukkah/Kwanzaa/New Year's holiday season will be here before we know it.

With that in mind, consider this idea: Instead of blowing a pile of cash on a truckload of trinkets that will soon be discarded, outgrown or forgotten, why not agree within your family to forego the typical gift-giving frenzy this year, and instead give yourselves the gift of an action-packed sailing vacation at some tropical wonderland? A special family trip like that will likely yield memories for the whole family that will be cherished for decades. Think about it: A 'white Christmas', but with sugar-fine white sand instead of snow.

The islands of the Eastern Caribbean would be our prime recommendation for such a splurge, as the normal midwinter forecast in those latitudes is for clear sunny skies, warm trade winds, and air temps in the mid-70s to low 80s.

Picture yourself in this French patisserie on St. Barth buying an armload of still-warm croissants for breakfast. Yum!



KENT BENEDICT

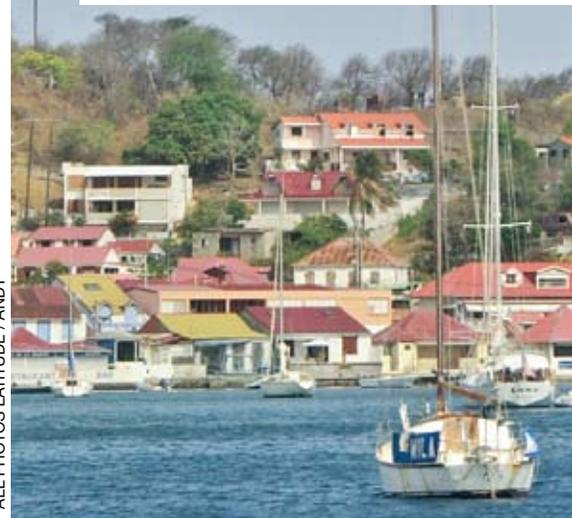
If you have school-aged kids and your winter vacation options are confined to the two weeks around Christmas and New Year's, you'll find that to be the most crowded time in the islands, but it's also the most festive. Sailors from all over North America and Europe fill the anchorages — all eternally grateful to be hanging out in their swimsuits rather than shivering by the fire at home.

In pre-recession days, it would be hard to find a boat for the Christmas and New Year's weeks at this late date. But thanks to the slowdown, there is still ample availability at both the large international bareboat operators and the smaller local outfits. Remember also that in the most popular chartering venues, such as the British Virgins and St. Maarten, so-called 'second tier' companies offer slightly older boats at appropriately discounted prices.

In addition to locking in a boat ASAP, while inventories are still good, you'll need to start the hunt for air fares. Here are a few things to consider: Thanks to the recession's effect on tourism, there are fewer flights to the Eastern Caribbean these days than a decade ago. It's important to note, though, that the worst availability is always for the short-hop, interisland flights. So, if you want to sail in the BVI, consider flying to neighboring St. Thomas, where the airport can handle jumbo jets, then take a taxi to the downtown waterfront and catch a ferry to Tortola, BVI. It's really not much of a hassle, and gives you much more flexibility.

Likewise, if you want to sail in the Leeward Antilles, consider chartering out of St. Maarten. Its large international airport is a major gateway for jumbo-jet traffic from a number of U.S. and European cities.

If your route will include both a cross-country flight and an island-hopper, our suggestion is to book on American Air, as their jumbo jets connect with smaller American



ALL PHOTOS LATITUDE / ANDY

Eagle flights. And, no, they didn't pay us to write that. Our reasoning is that you can check your bags all the way through to your end destination without having to schlep them from the domestic to international terminals in a sweaty panic.

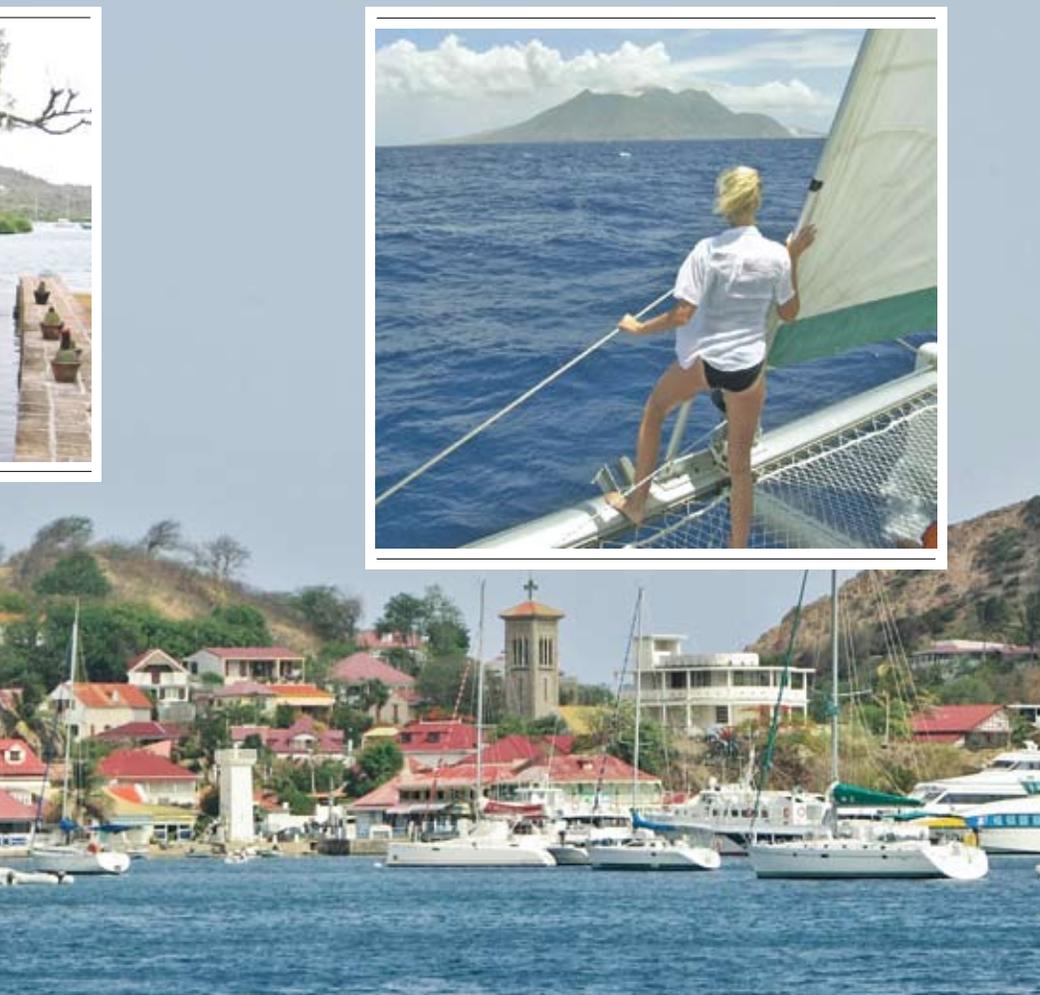
That said, you might find a better deal to Puerto Rico, St. Maarten, or elsewhere on other carriers. Remember though, many cross-country flights make pitstops at their national "hubs," and, of course, it's wise to avoid hubs like Chicago or New York in winter.

Now, if you're not restricted to taking your vacation during the holiday season, both boat and flight options will be much broader — heck, if you're lucky, you might even be able to use some of those frequent flyer miles that have long been lying idle.

Right after New Year's there's normally a big drop in tourism until mid- to late January, so most bareboat operators list a short period of somewhat discounted prices. Taking advantage of those deals can make the winter getaway fantasy a lot more doable.

Needless to say, the isles of the East-

OF CHARTERING



Spread: When sailing the Leewards, you won't want to miss a stop at the tiny cluster of isles called Les Iles des Saintes. Inset left: Timeless columns at Antigua's historic Dockyard. Right: On the approach to Montserrat.

ern Caribbean have long been considered year-round sailing destinations — even during hurricane season, as odds are good that the weather will be fine in any given week. But as much as we love to sail there when the anchorages are less crowded, we have to admit that mid-winter in the Caribbean is particularly sweet. In fact, we'd love to have a 'white Christmas' ourselves this year.

— latitude/andy

Hangin' With Bankie: "I don't inhale."

A few years ago former Bay Area sailor Mark Denebeim decided he needed a change of pace from life in the mainstream, so he tried his hand at chartering in the Caribbean. For several years he offered skippered bareboat charters, then last year bought a sweet-sailing Island Spirit cat named Sanctuary. Because Mark prides himself on his love for West Indians and their laid-back way of life, he

promises that his charters will not only be fun, but will give his guests "insights into Caribbean people and their culture."

In the following report, Mark shares a recent encounter with legendary Anguillan reggae pioneer Bankie Banks:

"Let me tell you how I smoke marijuana," he said in all seriousness. "I don't inhale."

I recently spent some time with Bankie Banx, the Eastern Caribbean's most famous reggae star and infamous pot smoker extraordinaire. In addition to spending time with him aboard Sanctuary, I had a great time hanging out and listening to him play at his creative and gastronomic Anguillan compound on Rendezvous Bay.

Known for his original sound and thought-provoking storytelling lyrics (as in *Busted in Barbados*, *Law of the Jungle*, and *The Dreamer*), Bankie has been

producing music since the late 1970's. He is also known for having smoked marijuana every day, all day, since before then.

So it was quite a surprise when one night he told me and his girlfriend Eve that he didn't inhale smoke of any kind. Was he just pulling the infamous Bill Clinton line out of the air? No, he explained, "I suck the smoke only as far as my neck." He took a puff and held his hand just above his breast bone. "Then I blow it out my nose. Smoke is not good for the lungs," he concluded.

We had just been out sailing aboard Sanctuary, before anchoring just off the beach where Dune Preserve, Bankie's combination bar, restaurant and concert venue is located. On the way over from St. Martin, he smoked clove cigarettes and sipped Dewar's 12-year-old scotch while I fixed him a cheese sandwich. An experienced sailor, he's made it an annual tradition to sail to Dominica after his popular mid-March Moonsplash concert. He enjoyed our smooth three-hour sail aboard the cat, and took pleasure in analyzing the unusual north wind into which we were sailing, noting how the Anguillan land mass affected the wind's strength and direction.

We arrived late in the afternoon, and the Dune was busy with guests from the neighboring CuisinArt Resort. (An episode of the TV show *The Bachelor* that aired last February was filmed at CuisinArt and the Dune. In it, Bankie performed *Breaking It Out* and *Hitchin' A Ride*.)

Bankie and Eve strike a pose aboard the 37-ft charter cat 'Sanctuary'. The Eastern Caribbean is full of colorful characters.



WORLD

The Dune is a multi-level compound with driftwood furniture sitting rooms, sand and shell-filled tables for dining by the sea, and a large boat-shaped stage and observation area for concerts. There is also a small stage in the dining area for Bankie's one-man show every Wednesday and Friday night, and Sunday afternoon.

Later we kicked back in his understated — always under construction — house in what can only be described as the Smoking Room. Bankie lit a small fire in the very small fireplace, where several tiny piles of small twigs were lined up near the opening. He then relaxed into his favorite chair and began to roll a joint of what he said was the best Jamaican pot available.

He handed me a large bud with an even larger Bambu rolling paper, then pointed to a little coconut bowl and said, "I don't roll for guys, roll your own joint." As he beckoned me to a driftwood bench in front of the fire, we began our chat about sailing, the upcoming Moonsplash concert, and, of course, smoking pot.

I then asked him, "What about the



COURTESY SANCTUARY

Often called the Anguillian Bob Dylan, Banx has his own distinctive musical style. It's easy to catch his act at The Dune.

many tiny blood vessels in the lungs that help to expedite the THC into the blood stream and thus to the brain?" He waved me off and explained, "The marijuana needs to get to the brain, and the nose and throat are much closer than the lungs. After all," he continued, "look at the American Indians with their peace

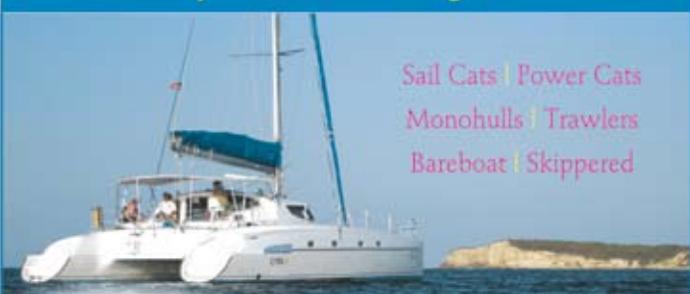
pipe; they didn't inhale, they held it in their mouth and throat and blew it out their nose. Look at the cigar smokers, they don't inhale either."

This was an interesting approach to pot smoking, I said. He responded, "It's not interesting at all, it's just the way it is. No one inhaled until the Indians gave Columbus the base ingredient of what they were smoking, that being tobacco. They also used herbs and other mind-altering ingredients, but only gave Columbus the tobacco. When he brought it back to Europe, they made little cigarettes with it and that required a harder pull on the smoke, and thus people began to inhale. Smokers who used hookahs for centuries never inhaled the smoke into their lungs, and no one got lung cancer. Smoke is not good for the lungs," he emphasized again.

We were interrupted by one of several old friends who was helping to repair and improve the compound in preparation for the 21st annual Moonsplash concert the following week.

"What do you want?" Bankie asked.

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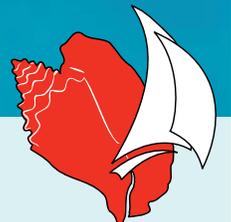


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OF CHARTERING

"Papers," the friend said. So Bankie gave him some. Apparently a joint, a few drinks and a meal at Bankie's restaurant were the daily diet for his loyal comrades while building and painting stages, replacing rotted floorboards, and preparing the tables and chairs for the concert. They also helped bring to fruition Bankie's designs and visions for his multi-dimensional house and compound; staining furniture, fixing windows, and building additional rooms and patios.

Bankie's music focuses on self-awareness and a broad love and respect for those people and things that are integral to a happy, healthy life. He believes that as you journey through your days on earth it is important to recognize and appreciate your past, (themes he addresses in *Know Your Roots* and *Mother Dear*); to care for those in need (*Children to Feed*); and to stand against the oppressors (*The Battle's On, Duty Calls*). Above all, he urges us all to "do what is best and true for yourself, and try to think independently outside of the norm."

The sweet smelling but fairly weak Jamaican weed was starting to take its soothing, mild effect. We each puffed on our individual joints. There is no joint or pipe sharing in Bankie's world — everyone has his own spliff, consistent with the ways of the Rasta.

"So," I asked, "that explains how you can smoke every day?" "I smoke every day, all day" he spat out, "but I also stick to a very strict exercise program and a vegetarian diet; this is what keeps me healthy and allows me to smoke all day."

Slim and trim, the 57-year-old is in very good shape. He demonstrated his strength earlier when we pulled the dinghy up the steep beach together, and remarked: "If you and I can't pull this in by ourselves, we don't deserve to be out on the water sailing."



COURTESY SANCTUARY

Mark, right, and the boys spend some quality time in the Smoke Room of the famous Dune Preserve.

Bankie stood up and put a few more twigs on the little fire. I put out my joint. Unlike Bankie, I don't smoke pot every day and wanted to gauge its effect before I 'inhaled' any more. Billows of smoke began wafting from the fireplace into the small room. I remarked that the fireplace wasn't sucking the smoke out through the chimney. But Bankie suggested it



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WORLD OF CHARTERING

would clear as soon as the green twigs dried out. He mentioned that the smoke helps to keep mosquitoes away and that he has never used canned insect repellent, as it is purported to cause men to become impotent — and Bankie has 10 kids, ages 9 to 40!

Nonetheless, the tiny fire continued to produce clouds of smoke, filling the room with a thick white haze. I stood up and apologized, but I had to leave the house. The smoke was overwhelming, especially for a part-time smoker like me. At the door I turned and told Bankie: "Thanks for your hospitality, but obviously I can't handle as much smoke as you can, so I will see you later tonight!"

Standing outside I turned around and had difficulty finding the house I'd just left, it was completely enveloped in smoke. Soon Eve emerged to say goodbye and thank me for the great sail. I swam



After renting bareboats for months at a time and skipping them for guests, Mark now has his own sweet ride, 'Sanctuary'.

back out to the boat to change for dinner and digest our recent conversation.

When Bankie came out after dinner to perform a sound check on his equipment prior to his Wednesday night performance, we had a good laugh about the smoke. Apparently some really green twigs got into his wood piles, and it just happened to occur while we were hav-

ing our conversation about smoke, a poignant reminder that all smoke should be treated carefully and with respect.

Later that evening, Bankie performed a masterful show combining speed, rhythm and melody on his harp and guitar, with his unmistakably sonorous voice. Truly an exceptional artist, Bankie Banx is also a man for the ages, and not quite the marijuana smoker you

might have thought him to be!
— captain mark denebeim

You'll find more info on Bankie at www.bankiebanx.net. Check out his annual summer tour dates. You can 'friend' Bankie on Facebook, and if you want to book him for your own private concert, email obanks@bankiebanx.net.

For info on Captain Mark's Caribbean sailing and party charters see www.oceanbreezetours.com.



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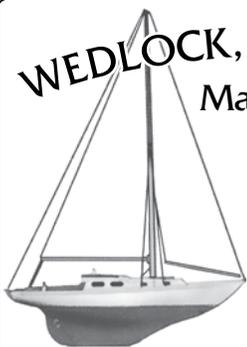
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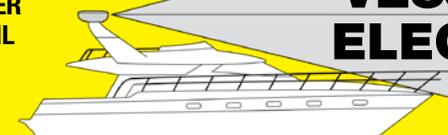
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CHANGES

With reports this month from **Swift Current** on an enlightening first year of cruising; from **Tamara Lee Ann** on a quick trip to Hawaii and back; from **Taiga** on returning to Florida from the Bahamas; from **Witch of Endor** on swapping out masts and dealing with Homeland Security; from **Jet Stream** on preparing for hurricane Irene in the British Virgins; and **Cruise Notes**.

Swift Current — Sabre 452 Howard and Lynn Bradbrooke The U.S. West Coast and Mexico (Vancouver, British Columbia)

My wife and I started our retirement cruise from Vancouver in July of last year, and thought your readers might be interested in our north-of-the-border perspective. I'm the immediate past Commodore of the Royal Vancouver YC, just retired after 40 years in the legal profession, and am a big fan of *Latitude* — particularly the editor's commonsense replies to *Letters*. I can sum up our first year of cruising by saying that our experiences have already altered our outlook on life more than we ever expected.

Lynn and I left a very busy and satisfying life in Vancouver. We have children, grandchildren, and lots of incredible friends, and we left behind all the usual comforts and most of our stuff. As a result, it was not easy to cut the ties. We are now living a life that is a bit edgy.

It was exciting sailing south from the Pacific Northwest, as we had to cope with the non-recreational sailing waters of the gorgeous but challenging coasts of Washington, Oregon and Northern California. We harbor-hopped our way

The Royal Vancouver YC, 'Swift Current's' home port, is at the top center of this photo of downtown Vancouver and Stanley Park.

south through fog and across the bars, and enjoyed all of the coastal communities. We took four weeks to reach the Golden Gate, and we loved every minute of it. Well, almost every minute.

We spent August in San Francisco Bay, then sailed up the Delta to get away from the winter-like weather of the Bay Area. Every day in Northern California brought us different experiences, and we were treated royally by friends at the St. Francis YC.

The weather in Southern California proved to be unseasonably cool — and we found the marina infrastructure to be surprisingly dated. However we were warmly welcomed at many small yacht clubs by hospitable members and casual policies. We also met other cruisers heading to Mexico, and several have become what we're sure will be lifelong friends.

We did not do the Ha-Ha, but only because we're only going around once and therefore are committed to taking our time. We entered Mexico in early November, and started our love affair with this large, diverse and easy-going country. We met polite, hard-working, honest and family-oriented people who made our every day pleasurable. The people of Mexico are justifiably confused and financially devastated by the reputation that their country has gotten. The people of Mexico have done their best, but ultimately have no control over the drug demand problem in the north that has overwhelmed much of their country.

We spent eight months in Mexico, and enjoyed every moment. The fact that it is nearly always sunny should not be discounted, particularly by people used

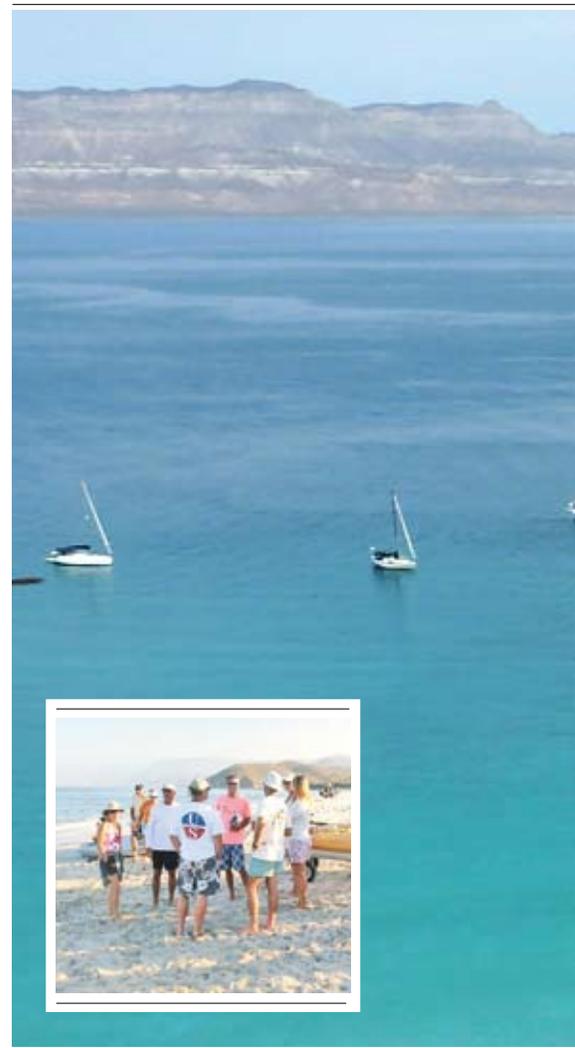
to living in more cloudy and foggy places. It will be hard for us to leave Mexico.

As I mentioned earlier, Lynn and I have been surprised by how quickly cruising has changed our outlook on things. I know it will sound corny, but we believe we now have a better grasp of what's important in life. Change is good, and big change seems to have been very good for us.

SWIFT CURRENT



Cruising one year has changed Howard and Lynn's outlook on life.



Perhaps most importantly, cruising has immersed us in the natural world, and this has affected us deeply. Nature literally takes your breath away! We've floated through parades of whales, pelicans, dolphins, turtles and sea birds. There is so much life living in and off the ocean. We've also found the ocean to be mysterious, wild and constantly exhilarating. The knowledge that it is complicated and fragile makes it even more profound.

The coastline has been a real line for us. As we headed south, the modern world was on our port side, while the natural world rolled by endlessly on our starboard side. Lynn and I enjoyed both in moderation. But we can tell you that there is nothing better than having a sailboat and the time to be casually restless with her.

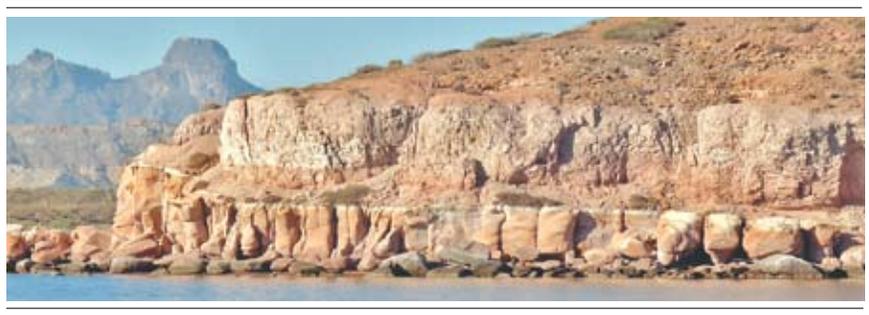
"Are you having fun?" and "What has been your favorite place?" are the two questions we're asked most frequently. The answers aren't as simple as one might think. We've had a lot of fun, but

VANCOUVER SUN



IN LATITUDES

SWIFT CURRENT



Spread; An elevated view of the anchorage at Isla San Francisco. Inset right, a closer view of the geology at the north end of the anchorage. No matter if it's from far away or close in, Nature in the Sea looks great! But the best part of cruising — inset left — is the great people you meet.

fun doesn't begin to describe the depth of the experiences we've enjoyed over the past year. And we have found that *any* place approached from the sea becomes special. Overall, we enjoy a life not easily found in a city.

We are presently in San Carlos, Mexico, and the late summer heat has been unbearable. At this moment it's difficult to face the boat work that must be completed before we can get underway again. I guess there are always dues to be paid, and we know there is no point in whining. Fortunately, we're told that the heat will gradually moderate soon.

This year we're looking forward to cruising mainland Mexico, Central America and Panama. For those with even modest cruising skills, we highly recommend it.

We don't have a fixed agenda, but generally we hope to see a lot of the world from the deck of our sailboat. It would be

wonderful if we can stay fit and healthy and extend our cruise for a decade.

P.S. We haven't seen any 'pirates', nor have we heard of any 'pirates'.

— howard 9/05/11

**Tamara Lee Ann — Celestial 48
Doug Thorne
To Hawaii and
Back
(Alameda)**

Fifteen thousand miles in five weeks is a lot of sailing for anyone, but that's exactly what I did with my boat this summer. Having done the Ha-Ha a couple of times, I got the idea to sail to Hawaii and back while skiing at Mammoth Mountain last winter. Tamara, my wife, just rolls her

eyes when I suggest things so crazy, and assumes that I'll have forgotten all about them when I wake up in the morning. But not this time, as sailing to Hawaii and back still seemed like a good idea when the sun came up. Since I only had four months to get everything ready for the trip, I had to begin preparations immediately.

I recruited a total of six crew, three for the trip over and three for the trip back. I used the Crew Needed lists from *Latitude* and *S.F. Sailing*. I received close to 100 responses, and was surprised to find that almost as many sailors were willing to sail the long leg back to San Francisco as were willing to sail the shorter, mostly downwind sail to Hawaii. I even asked for a financial contribution from each crew to help offset some of the expenses, and nobody objected.

As part of the recruiting process, the potential crewmembers and I did some daysails together. I ended up having to make some tough cuts, but selected Richard, Poul (Danish spelling) and Lorraine to sail with me to Hawaii, and Jason, Dennis and Barbara to join me for the return leg to San Francisco. Each one of them turned out to be fantastic!

We set sail from the St. Francis YC on June 12, and by the time we reached the Lightbucket a nice northwesterly had filled in just aft of the beam. We turned off the engine, set the sails for a course of 230 degrees — and didn't touch the sails again for eight days! It was some of

It's a shame that all of the Hawaiian Islands don't have spectacular anchorages such as Hanalei Bay.



Doug Thorne

TAMARA LEE ANN



HAWAII TOM

CHANGES

the most idyllic sailing I have ever experienced. As the days went on, the wind went farther aft of the beam, but stayed at a consistent 15-20 knots, allowing

us to make an easy 7-8 knots of boat speed. We fished, fixed some magnificent gourmet meals, and stared at a lot of blue water. I now realize that you actually have to sail across the Pacific to appreciate how very

big it is! We did not see another vessel until we were within about 850 miles of the islands, and only saw four ships in all.

The other thing we did to pass the time was fix things. It seemed as if every morning something else on the boat had broken. I replaced the fuel pump for the generator, rebuilt the forward shower sump pump, replaced the refrigeration pump, fixed the roller furler for the headsail to keep it from coming apart — and on and on. Luckily I carry a lot of spare parts and many tools, so I tackled each new repair as another challenge. My crew was great, always pitching in to help, and always having a great attitude.

Our biggest challenge on the way to Hawaii came the final night, when we were only about 60 miles out of Oahu. The steering quadrant parted and we lost steering. The wind was blowing to 30 knots with 15-ft seas running while I went about rigging the emergency tiller. As this was happening, Lorraine got a finger caught in the winch while trying to ease the headsail sheet, and tore a big piece of her finger off. Unbeknownst

Like a true sailor, Lorraine gutted out the injury to her finger until they made port. But the Coast Guard was standing by, ready to help.

to me at the time, another crewmember broke three ribs when he fell against the cockpit coaming.

It seemed cruel to have sailed all that way and gotten so close to our destination only to have such serious medical problems arise. Nonetheless, we managed to sort things out and steer with the emergency tiller. Lorraine was given some codeine from our well-stocked medical bag.

We reported Lorraine's injury to the Coast Guard. They told us they were ready to come to our assistance if we felt Lorraine needed it, and put us on a schedule of checking in every 30 minutes. Lorraine insisted that she could wait until we made it to land before she got further treatment, but it was nice to know the Coast Guard was monitoring our progress and ready to help.

We arrived at Ko Olina Marina, down the coast of Oahu from the Ala Wai and Honolulu, at about 4:30 pm on June 25. As we berthed, I used the emergency tiller to steer from the aft deck, and had a crewmember stationed at the helm to operate the engine under my voice control. Our landing was smooth, and my family was there to meet us with cold drinks and flower leis.

Tamara Lee Ann is no race boat, but I was pleased that she was able to make the crossing in a credible 13 days. We managed to cover more than 170 miles on a few days, and our overall average speed for the 2,300-mile trip was about seven knots.

It would have been nice to be able to spend a couple of months cruising the Hawaiian Islands, but I didn't have the time. So after flying back to the mainland for just 10 days, I returned to Hawaii with my new crew for the trip back. We spent a couple of rushed days provisioning and completing some more minor and not-so-minor repairs, and then set sail for San Francisco on the morning of July 6.

Things quickly went very wrong, as we bashed into huge seas and 30-knot winds. New leaks in the anchor chain locker were discovered, and by the middle of the first night water had flooded the bilge and the pumps couldn't keep up. "We may be sinking!" I advised the rest of the crew.

The only prudent thing was to return to the Ko Olina. Once there, we began the task of sealing up as many of the leaks in the anchor chain locker



as we could. We used foam, insulating strips, silicon, and — of course — duct tape. After doing the best job we could, we set sail again for San Francisco on Friday the 9th.

I hated to leave on a Friday, but I could not see letting superstition get the better of me. Soon after leaving we were bashing into the same 30-knot winds and huge seas, but this time the boat stayed much dryer. Some water did come in below, but we kept up with it using pumps and towels on the cabin sole.

Sailing to weather in 30 knots of wind may not be life-threatening, but it wasn't very comfortable either. I was seasick for our first four days out of Oahu, a new and unpleasant record for me. I actually had started to feel better three days out, but an electrical short filled the engine room with acrid smoke. The combination of the smell and the pitching seas put me down for the count for yet another day. Fortunately, there hadn't been an

TAMARA LEE ANN



Having never smoked a cigar, Lorraine tried one of Richard's — and liked it!

TAMARA LEE ANN



IN LATITUDES



TAMARA LEE ANN

Life was often a banquet on 'Tamara Lee Ann' on the way to Hawaii, with fine meals and great company. Not much sail tweaking, either.

actual fire. Once I identified the location of the short, I clipped the wire and we continued on.

The malfunctioning watermaker was a more troubling problem. It would run for a while, then the circuit-breaker would pop, indicating that it was drawing too much current. We tried taking the watermaker apart, looking for obstructions in the containment vessel, and even replaced the valves in the high pressure pump. All this was done while on a 20-degree heel, with a severe amount of motion down below. None of the fixes worked, so I was forced to declare a water shortage. That meant no more showers, no more washing dishes in fresh water, and no more flushing the toilets with fresh water. Yes, *Tamara Lee Ann* has two electric heads that normally flush using freshwater. With these measures

in place, I was confident that we would make it to San Francisco on the water that remained in our tanks. But it was not going to be very pleasant.

Nine days out of Oahu and on our fourth day of water rationing, we crossed paths with the *Robert C. Seamans*, a 134-ft steel brig that was also sailing to San Francisco. I contacted them on the radio, as any two ships sailing the same route 1,300 miles from land might do, just to chat and find out what they were up to. After chatting for awhile, I mustered up the courage to ask them if they could spare any water. To our great relief, they said they had plenty of water and would be happy to give us as much as we wanted.

In order to transfer the water, the *Seamans* came alongside us as we both motored east at five knots. The crew of the *Seamans*

put their tender in the water and brought us a long garden hose, at which point the transfer began. It took about an hour to fill our 250-gallon water tank. Meanwhile, the *Seamans* engineman came over to look at our watermaker. He was unable to find anything wrong, but inexplicably, it started working again! And it continued to work for the 11 more days it took us to reach San Francisco. I allowed our crew to take showers once again, and we celebrated our good luck at finding fresh water in the middle of the ocean. Thank you, *Robert C. Seamans!*



TAIGA

The 'Robert C Seamans' came to the rescue with water.

The rest of the trip was pretty uneventful, although we endured 48 hours of 27-30 knots of wind on our port beam as we approached San Francisco. Then, of course, the wind shut down as we were nearing the Farallon Islands. With only 50 miles to go, we were going to have to motor. But with only 10 gallons of fuel in the boat's 200-gallon tank, I was pretty sure we didn't have enough fuel to make land.

As I fretted about running dry just short of our destination, the crew was talking up the 'happy hour' we were going to be enjoying late that afternoon. Finally, when we were down to just a few gallons of diesel, I broke down, called Vessel Assist, and had them bring us 10 gallons of diesel to our location 12 miles outside the Gate. It was some of the most expensive diesel I have ever purchased, as I tipped the Vessel Assist crew well.

We made it to the St. Francis YC in ***Poul holds up one of the smaller catches on the way back. Fishing was great both going over and coming home.***



TAMARA LEE ANN

CHANGES

time for happy hour on my birthday (!) 20.5 days out of Oahu. We were met by our families and the outbound crew who had been monitoring our progress via the Spot messenger service. Ron Banzszak, the club's general manager, even brought mai tais down to the dock for us.

I learned a lot about long-distance open ocean sailing during the trip, and I learned about the strengths and weaknesses of my boat. I gained a whole new respect

for the men and women who do this sort of thing for a living! Now I'm looking forward to some coastal cruising and being able to tie up to a dock most nights, although who knows how long that feeling will last — and before Tamara will have to start rolling her eyes again?

— doug 08/15/11

Taiga — Catana 44 Jack and Sherri Hayden Return from the Bahamas (Alaska)

[Editor's note: After 10 years of 'commuter cruising' in the Sea of Cortez aboard their Morgan 382, last year Ha-Ha vets Jack and Sherri bought a used Catana 44 cat in Norfolk, Virginia. This is Part II of their report on cruising the ICW and in the Bahamas.]

We spent January through mid-March in the Exumas chain of the Bahamas, and found that the weather seemed to follow a roughly 7- to 10-day cycle. The winter weather mainly comes from the west, so as the cold fronts pass through,

After cruising the Sea for 10 years, and having now sold their lodge in Alaska, Jack and Sherri are free to cat around the Caribbean.



Taiga

the winds clock from the prevailing 10 to 20-knot east-northeasterlies into the southeast, south, west and on around. Sometimes they even come out of the north for a day or two. Experienced sailors in the area use these predictable wind shifts to sail to new anchorages.

The best anchorages in the Exumas are on the Exumas Bank, or western side of the cays. So as the winds clock around, many sailors abandon the open anchorages on the west side and crowd into either the marinas or the very few anchorages with protection from the west. Every sailor in the Bahamas listens to Chris Parker's morning HF weather forecasts before making plans for the day, and this can lead to a kind of paralysis for some, as it becomes apparent that it won't be long before the wind is back in the west again.

We found that most fronts led to relatively weak and/or short-lived westerlies, with very tolerable conditions in the west-facing anchorages. There was plenty of advance warning when stronger winds were predicted, as the fronts advance from Texas eastward across Florida and the Straits. These fronts were often deflected north by the combination of high pressure to the south of the Bahamas and lows in the North Atlantic.

The waters in the Bahamas are absolutely gin-clear, so the snorkeling is great. The corals are not as good as those we've enjoyed in Saipan when we have visited our son there. However we did see morays, eagle rays, sting rays, manta rays and lots of colorful fish. The water temps were in the low 70s, so snorkeling and lobster hunting required a 2- or 3-mm wetsuit. Daytime temps ran into the high 70s. Nights dropped into the 60s, making for comfortable sleeping. The maximum winds we saw were three days of 25 to 30 knots from the NE. Tides run about 3 to 4 feet, and there are very strong tidal currents through the cays, as the water pours through from Exumas Sound to the east, onto the bank, and then reverses. Timing passages through the cuts can be critical, particularly with wind opposing the current.

The snorkeling in the cuts can be spectacular, and riding the tide through with someone following in the dink to bring you back is a gas. We speared plenty of spiny lobsters, and we caught mahi mahi and tuna while trolling. Big sportfish-



ing boats from Florida are ubiquitous throughout the Bahamas.

The beaches on the eastern side of the cays are garbage dumps of washed-ashore plastic bottles, plastic pipe, plastic everything, lumber, fish nets and shoes. Thousands of shoes! There are literally windrows of washed up garbage on the eastern beaches.

Many of the Exumas Cays are privately owned. From '78 through '82 Carlos Lehder, the notorious head of the Medellin Cartel, owned and lived on six-mile long Norman's Cay, which he used to transship cocaine from Colombia to the States. He is currently in the federal pen in the U.S. If an entire cay is in private hands, the beaches are private property. However, if some of the cay is public land, the beaches are public.

While in Staniel Cay, we were told that while once private cays were owned by millionaires, they are now owned by billionaires. Unfortunately, they generate little income for the locals, because the

IN LATITUDES



JEREMY, RACHEL'S BOYFRIEND

Having stumbled upon a new wreck on the backside of Catalina while hiking with her boyfriend Jeremy, young Rachel Edwards, a vet of five years of cruising the South Pacific, strikes the 'Dancer's Pose' in an ode to lost vessels. Rachel is now back studying Mandarin in Maine.

billionaire owners fly in their entire domestic staff from somewhere else, party for two weeks, then depart, leaving the staff behind to close things up until their next visit. Usually there is a caretaker couple living in their own cabin on the cay, but little work for the locals.

The caretakers we met on Little Pipe Cay were Filipinos. The current owner of Over Yonder Cay has erected seven enormous wind turbines with 100-ft blades and about an acre of solar panels. He's also building three large villas in addition to all the support buildings, docks, and so forth. The locals say the buyers of these cays usually lose interest in coming down after five years or so, and sell out within seven years.

On our return to the States, we crossed the Gulf Stream from Bimini to Palm Beach starting at 3 a.m. We had fair winds and picked up the Stream

about five miles off Bimini. We averaged 10 knots on the 77-mile crossing. A cold front was forecast to arrive on the Florida coast a couple of hours after we expected to arrive, and in this country that means an unstable air mass behind the front. When we were still 15 miles off the coast, the Coast Guard began broadcasting a marine safety alert. A line of thunderstorms moving southeast across central Florida at 35 knots was producing waterspouts with winds to 50 knots and heavy rain. About five miles off the coast of Florida we were still in brilliant sunshine, but we could see a black roll cloud coming, so we struck the sails.

The front hit just as we were approaching the entrance buoy to the Port of Palm Beach. Within minutes, three waterspouts sprang up around us, and we were blinded by blowing

seawater and rain. The wind was howling and there were lightning strikes every few seconds. High-speed sportfishing boats raced for shelter, and we had several close calls with them. We turned our boat to parallel the beach because we didn't want to be blind in the narrow entrance channel. At times we could not see the beach, even though it was less than 100 yards away! Our best references were the depthsounder and the compass. The GPS was erratic because of all the static electricity.



The roll cloud was Jack and Sherri's signal to strike sail.

We kept our depth at a minimum of 75 feet, and ran the engines at about 1,500 rpm to maintain steerage as we jogged into the wind. Even so, the gusts against the bows would blow our cat off downwind. The waves quickly built to about six feet, even though the wind was coming off the nearby beach. The strongest winds and rain lasted about 20 minutes, then it tapered off to steady wind of 15 knots and light rain. At that point we turned around, entered the channel, and dropped the hook in Lake Worth. The rain had washed all the salt off us and our boat.

Taiga is now on the hard 20 miles up the Cooper River from Charleston, South Carolina, resting up for our return.

—jack and sherri 9/05/11

Witch of Endor — Vagabond 47 Steve Cherry New Masts For The New Boat (San Diego)

Just when *Latitude* probably thought

Steve, on the right, smiling because he's got new masts. If we're not mistaken, that's 'Viva!' Bob, his cruising sidekick, on the left.



COURTESY WITCH OF ENDOR

CHANGES

it was safe, here I am again, and with my longtime cruising friend and Ha-Ha '00 vet Bob Willmann aboard *Viva!* in close proximity. In fact, it was Willmann who suggested that I drop you a line to recap my recent trip to Florida, which was for the purpose of swapping out my

wooden masts for new aluminum spars. Here's the recap:

In '07, I traded in my Formosa 41 for a Vagabond 47, which I rechristened *Witch of Endor*. Bob of *Viva!* and I were at Mario's in the Rio Dulce at the time, he camping out there after his *Islander 37*, the original *Viva!* had

Rot drops sticks.

been destroyed by hurricane *Lane* a few months before at Isla Providencia. After I closed the deal for the *Vagabond*, Bob and I flew down to Carriacou to pick her up and take her to Fort Pierce, Florida, for a refit. Then we flew back to the Rio Dulce to deliver the old *Witch* to Annapolis to sell her. Bob then went on his way to find the 'Catamaran of his Dreams', which turned out to be a *Casamance 44* that had been stretched to 47 feet. He rechristened her *Viva!*

After an extended period of time in the yard, during which the new *Witch* was cured of most of the ills she'd gotten from 20+ years in the Caribbean, and during which time I was cured of colon cancer, Willmann and I linked up again and headed south aboard our new-to-us boats to visit the usual places. We spent a protracted time in the Rio Dulce, with Willmann uptown getting new engine(s)

After 'Witch's' rig came down, she sported a rather forlorn look. She's got new sticks now, and is ready for more Caribbean mischief.

and me at Texan Bay just hanging out.

When it was time to consider "trading with the enemy" by sailing to Cuba, I discovered rot in my main mast. This was the second time this had happened, and we had already replaced the most obvious deficiencies. It prompted me to make a deal with Mack Sails of Stuart, Florida, for new main and mizzen masts.

While Willmann and *Viva!* carried on to other islands in the Caribbean, I went down to Isla Providencia, Bocas de Toro, the San Blas Islands, and Cartagena, Colombia, and planned on heading back to Florida in the spring to swap masts. Unfortunately, I waited a little too long. Twelve miles out of Cartagena, the main mast failed at the masthead, broke off at the heel, then fell aft on the centerline, snapping when it smashed into the mizzen traveler between the davit arms. Then the mizzen came down. So I motored back to Cartagena.

With the help of a few of my *amigos*, we stripped the mizzen and chopped it up for the trashman. Then once in the yard, we did the same with the main. Other than to the masts, the only damage was a tweaked jib furler and a scratched table on my 'patio'! The following survived without a scratch: radar, wind generator, GPS antenna, davits and dinghy.

A couple of weeks later, with 100 gallons of extra fuel on deck, we headed out again for the States, this time with 'JB' Nell of *Philani* aboard. About 100 miles out, in that weather system known as "near the coast of Colombia", the steering tiller on the rudder quadrant broke as the result falling off one of the countless 10-ft swells. So we hand-steered back to Cartagena for more repairs.

So after steering repairs in Cartagena, and topping off with fuel again, JB and I headed on out for a third time, diverting to Providencia due to gnarly conditions up near the Windward Passage. We spent a week there, fueled again, and motored up around the west end of Cuba, and on up to Fort Pierce. I pulled into Harbortown Marina, paid just a few bucks more than I'm paying now at the dump known as Club Nautico in Cartagena, and settled in.

Naturally we had to check in with Homeland Security, so we made our way up to the St. Lucie International Airport and rang the buzzer for service. A few seconds later a man wearing



Chief Warrant Officer bars on his collar appeared, and I told him that we'd just pulled in to Fort Pierce and needed to check in. It went kinda like this:

Homeland Security: "Where is your 18- (or maybe it was 23-) digit clearance number?"

Me: "I don't have one. I tried the 800 number and got bounced around, so I just came up here."

Homeland Security: "Don't say another word to me. If you do, it will be a \$10,000 fine. My suggestion to you is to go to the nearest phone — there's one on the wall right outside this office — and call the 800 number. Give them the information they ask for, get the number from them, and then come back here and ring the bell."

I nodded in the affirmative, went out to the phone, answered all of the questions I was asked, and got the many digit clearance number. I returned to the Homeland Security office lobby, rang the bell, and was met by the same guy at the window.

LATITUDE/RICHARD



WITCH OF ENDOR



IN LATITUDES



ALL PHOTOS COURTESY GEJA

buy the old *Witch*, call Homeland Security's 800 number, and gain entry to the United States. I finally did get the sticker removed.

With the entry formalities taken care of, the Parolee and I got down to the business at hand. The Mack Sails guys were waiting, so we did the new install and loaded up on boat parts and other goodies. I spent a couple of weekends with my sister's family in Ocala, then, after the Parolee turned in his slip of paper (at the window, as Homeland Security was open), we headed on back toward Cartagena.



"Colin and the Mack guys did a great job," says Cherry.

We motored down the ICW, during which time I pointed out to JB how some of the folks in Florida are getting by in these tough times. For although real estate is way down in that part of the country, one new development down Lauderdale way was advertising waterfront lots — just the lots — for as little as \$1.25 million. When there was a break in the weather, we motored across the Stream, carried on down the west side of the Bahamas, thru the Old Bahama Channel, turned south at the Windward Passage, and had a glorious sail from there to 50 miles or so north of Cartagena — at which point the wind died completely.

I fired up the engine, but got almost no output from the transmission. It had evidently burned up while we were sailing — in spite of the manufacturer's notation that it's OK to freewheel at trolling speeds. So we limped on down the coast at a knot and a half until five miles from Cartagena, when the tranny

Cherry was amused by this Lauderdale manse listed at \$28.5 mil. "They won't get over 20 in this market, at least not from me."



LAUDERDALE LOUIE

We didn't have enough 'Witch' photos to illustrate Cherry's 'Changes', so how about some shots from Andrew Vik's fourth season in the Med aboard his San Francisco-based Islander 36 'Geja'? More next month, when Vik returns from filming an "intense" reality dating show in Norway.

Homeland Security: "May I help you?"

Me: "Good Morning, I just pulled into Fort Pierce and I have an 18- (or 23-) digit number, and would like to check in.

Homeland Security: "What's the number . . . blah, blah, blah."

Soon after presenting our passports, there was a bunch of cluck-clucking. It turned out that JB had a Brit passport. He'd contacted the State Department about coming to the States and got their approval — but no visa. The catch is that a non-citizen can come into the U.S. on a scheduled airline or steamship, but not aboard a private sailboat. At least according to this branch of Homeland Security. So we were informed that there could be a \$3,500 fine.

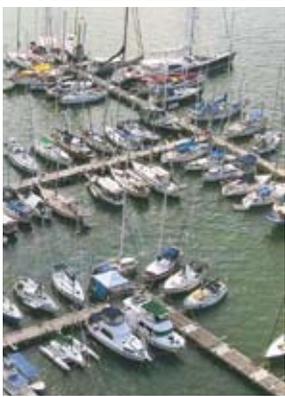
After a couple of hours and a number of Q&A sessions, JB was granted a 30-day "parole" entry. He was also informed that he had to turn in the slip of paper

in his passport on the day he left. Or if the office was closed, he could "just leave it at the restaurant next door". Further, the Homeland Security guy magnanimously told us that they waived a \$35 fee for whatever. I thought it was outstanding, as we completely dodged \$13,535 dollars in fines and fees, and didn't even get waterboarded!

In spite of the almost comical nature of this event, I'll have to say that the Homeland Security guys were professional the whole time. But in view of my previous encounter with them, the reasonable guy has to wonder: When I sold the old *Witch* and wanted to take my name off their database as regards the multiple re-entry stickers, they told me that "the sticker goes with the boat." I suggested that bin Laden — this was before he was killed — could just

CHANGES

finally quit altogether. With the current setting us onto a lee shore, and there being no wind, I launched the dinghy and put the motor on it — try that sometime while underway! — and took the *Witch* in tow at a knot and a half. JB steered the big boat and got through to the Colombian Coast Guard, which relieved me of the towline and brought us the rest



What's left of Club Nautico, the 'Witch's' current home.

of the way in to the anchorage off Club Nautico. These Coast Guard fellows were competent and professional, too. And their services were "gratis"!

So, we're currently at the 'dock' at Club Nautico, the transmission is supposed to go back into the boat on Monday, and after some

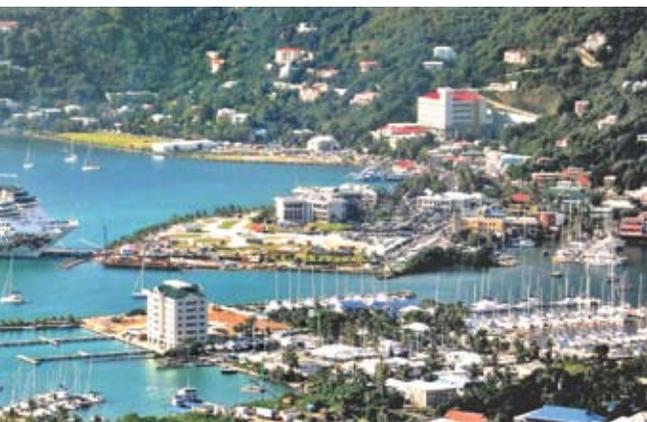
trials in the bay, I'll get underway for the San Blas Island to anchor and chill out. Except for when Willmann and *Viva!* passes through in a couple of months.

— steve 9/05/11

Jet Stream — Leopard 45 Cat Tim and Marcia Schaff Hurricane Irene (Tortola, British Virgins)

The BVIs had lots of warning for what became hurricane *Irene*, although she did come on fast at the end. It took an unexpectedly long time for the tropical wave that was to become *Irene* to develop a closed circulation, which is what it takes before officials will issue hurricane watches and warnings. If the circulation doesn't close, they just keep calling it a 'tropical system'. Those of us who fol-

When a hurricane threatens the big charter center of Tortola, some boatowners make big preparations, while others make none.



TOM OF TORTOLA

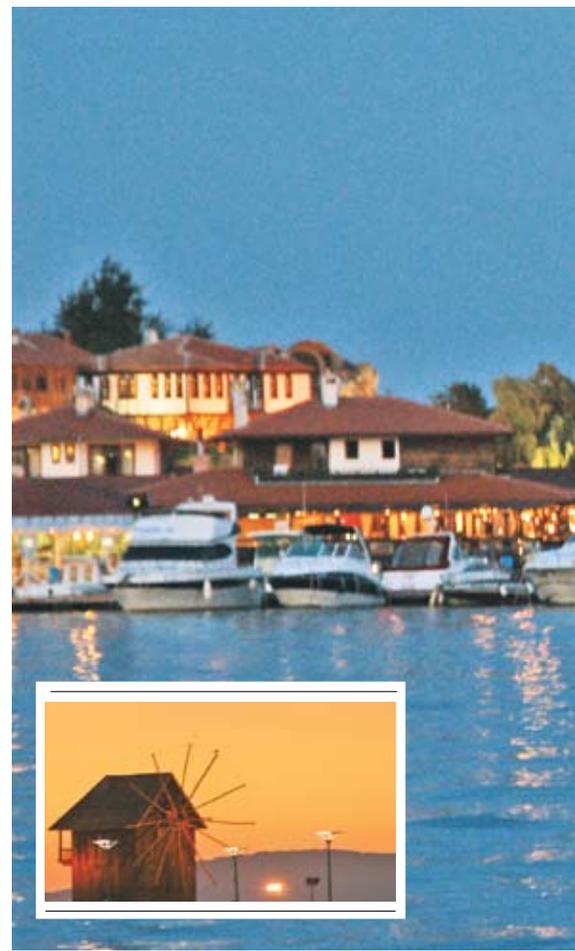
lowed the system knew it was almost closed already, and were not surprised once it hit the Windwards/Leewards, where conditions for development were even more favorable when the circulation closed and the warnings were issued.

The weather looked threatening on Saturday afternoon, and some folks — particularly the management and charter companies — prepared their boats for the worst. On Saturday afternoon we went to the big and boisterous end-of-season party at the Last Resort in Trellis Bay. As we headed home at about midnight, I was amazed at the number of dirt-dwellers who were still headed over to the Last Resort on the little ferry. After all, they would all have to return to Beef Island the same way, and the storm was not far off. I was also incredulous to see a Sunsail flotilla moored in Trellis Bay for the party, as if nothing were on the horizon. After all, the big wind was forecast to start up out of the north-northeast and then clock. Trellis is a pretty safe place, but its open side is to the north. Being part of a flotilla moored on someone else's moorings, very close to other boats, and during a tropical storm, would not have been high on my list of things to do, big party or not.

After we got back to *Jet Stream* at Village Cay, the forecast arrival of the wind and rain had been advanced, so I stayed up until 4 a.m. running the last of 22 docklines and otherwise getting ready for the storm. It was shades of preparing Marina Cabo San Lucas for a hurricane when I worked there, except now I had only our one boat to worry about!

When I woke at 11 a.m., I was very glad I'd finished my preparations the night before, as it was already gusty and rainy. Cats are so stable that I could barely hear the rain or feel rocking in my bunk, but once outside there was no mistaking the approaching storm.

Things were scheduled to get ugly late in the afternoon and last until the next morning. As it turned out, the wind never got that strong, maxing out at 52 knots in Village Cay. But it rained and rained and rained and rained! The wind was down in the teens by the following morning, although punctuated by big gusts. Most of the excitement had been over the occasional unoccupied boat that dragged, a couple of big ferries — one without engines — that had to be moved to better anchor-



ages right when things got rough, and a petroleum barge that went on a reef.

There was also the excitement at Richard Branson's private Necker Island. The lightning strike only caused the Great House to burn, and the many other buildings weren't damaged. So despite the news of a famous actress "saving" somebody's mother, it's not as if the whole place burned down. While they probably had more like 70 to 80 knots of wind, which certainly couldn't have helped, the torrential rain certainly must have helped with the fire fighting.

Hopefully that will be the last of our hurricanes for the year.

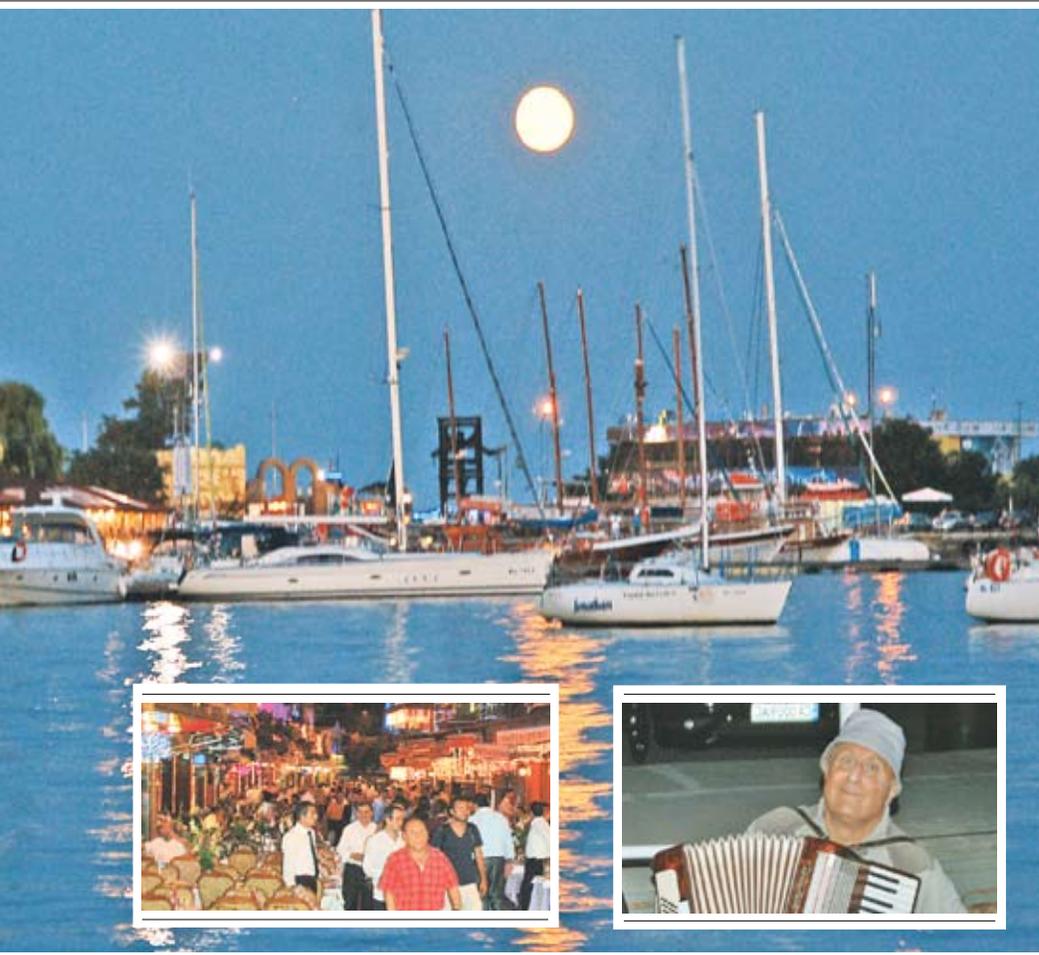
— tim 9/01/11

Cruise Notes:

"I'm in Asia once again!" reports Jack van Ommen of the Gig Harbor-based *Naja 29 Fleetwood*. "On July 30, I arrived in Sulina, Romania, which is on the Black Sea. The coast of the Black Sea turned out to be one of the finest cruising areas I've enjoyed in my 40,000+ miles of cruising. It also had some of the best sailing — much more interesting than the tradewind ocean crossings I've made.

IN LATITUDES

PHOTOS COURTESY FLEETWOOD



Jack van Ommen continues to amaze with his remarkable small boat — and even smaller budget cruise to some of the more unusual cruising destinations in the world. Three of the four photos above are from Romania, while the center bottom is from Istanbul.

I spent a month getting from Sulina to Istanbul, which is where I made my return to Asia after my 2,000-mile west-to-east crossing of Europe. Istanbul is an incredible city! I plan to continue south to my winter moorage near Marmaris early next week. Next April I'll begin to cross the Med, and by late fall will exit the Strait of Gibraltar in anticipation of crossing the Atlantic to South America. But I'm a vagabond, retired and free, so nothing is written in stone. So I might make a right turn into the Rhone River and head north for another year in northwestern Europe. Yes, my roots and my French friends may pull me back for another dance in France and beyond."

Van Ommen, who started his magnificent cruise from San Francisco Bay in '05, would be a member of *Latitude's* Cruising Hall of Fame — if we only had such a thing. He's done — and continues to do — so much unusual cruising with his little boat, and on a budget of about \$750 a month. Brilliant!

French cruiser Christian Colombo,

55, was killed and his body tossed overboard in early September during an altercation with pirates aboard his 56-ft catamaran **Tribal Kat** in the Gulf of Aden. Evelyne, his wife, was rescued after a multinational effort tracked down the seven alleged assailants and overtook their vessel. It was only after boarding the pirate vessel that Evelyne was discovered unharmed. A veteran of the French Navy and a longtime sailor, Colombo had set at least one catamaran speed record. Unlike most cruisers, who have been attacked while traveling westbound toward the Red Sea, the Colombos were heading east, from the Gulf into the Indian Ocean, intending to visit Thailand.

In contrast to the terrible fate of Colombo, we are happy to report that all members of the Johansen family of the Kalundborg, Denmark-based Dynamic 43 **Ing**, were recently released by their Somali cap-

tors. Unconfirmed reports suggest their insurance company paid a ransom that ran into the millions. Jan, his wife Birgit, and three children — sons Rune and Hjalte, and daughter Naja — had been held captive since February 24 of this year. At one point it was reported that pirates proposed to set the family free if they would allow 13-year-old Naja to marry a pirate chief-tain.



Somali pirates aren't fun like film pirates. Too bad.

A California cruiser who came through the same waters at the same time as *Ing* was captured is Roger Hayward of the Long Beach-based Catalina/Morgan 440 **La Palapa**. "I remember the *Ing* incident well," says Hayward, "as we were traveling toward the Red Sea in February when both **Quest** and then *Ing* were taken by pirates. [*Quest is the Marina del Rey-based Davidson 58 whose owners, Scott and Jean Adams, and their Seattle crew, Bob Riggle and Phyllis Macay, were murdered by pirates.*] In fact, *Ing* was less than 100 miles from our mini-convoy of three boats — one of which had lost her propeller — when she was pirated. It's a long story, but it was a very stressful night of sailing in formation with no lights until we finally made our rendezvous with a U.S. destroyer the next morning." The irony is that prior to the pirating of the nearby vessels, *La Palapa* had been enjoying one of her best sails ever. She is now safely in the Med, where Roger has recently discovered that he can catch up with *Latitude* by downloading eBooks from our site. He plans to cross the Atlantic in November with Karli Moulston, his ladyfriend, who went through pirate waters with him.

Karli and Roger aboard Roger's Long Beach-based 'La Palapa'. The two, and their two buddyboats, were close when 'Ing' was seized.

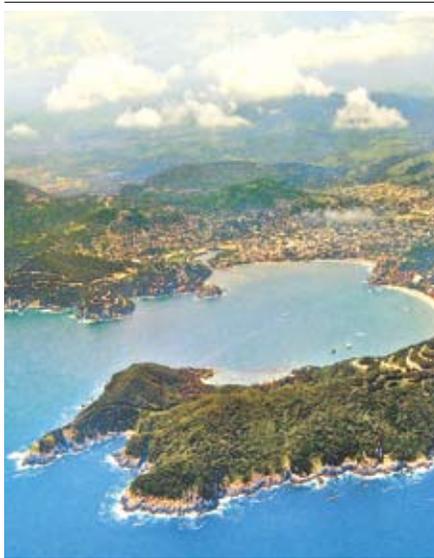


LA PALAPA

CHANGES

If you're looking to have a boat moved in Mexico, Tom Summers suggests **Transportes Takata** of Guadalajara, which specializes in moving oversized loads throughout Mexico and Central America. "Last year I managed a move in which they delivered Challenger 50 sailboat from San Diego to Ensenada, where the boat is now undergoing a refit. The Takata folks were professional." If we're not mistaken, the same company delivered a couple of the big IACC boats from California to both Cabo and Puerto Vallarta.

One of the things that we most admire about **the people of Mexico** is how hard so many of them work — and often without much in the way of tools. For example, John Foy of the Alameda/Punta Mita-based Catalina 42 **Destiny** and Chip Prather of the Dana Point-based Morgan 45 **Miss Teak** told us about a great diver they both used in Zihua last winter. What was unusual about this diver is not that he did a perfect job on their bottoms, but that he did it free diving! If you haven't tried it, you can't appreciate how nearly impossible that



ZIHUA TOURISM

Zihua Bay, which is always popular with cruisers, is also home to a guy who cleans bottoms free-diving. And he does a great job.

is. Foy and Prather report that Zihua felt as safe and fabulous as ever, and that it's becoming more upscale. They also mentioned that officials floated the idea of charging cruisers to anchor in

the bay, an idea cruisers were able to get shot down.

If you enjoy following hurricanes as much as we do, you might be interested in www.stormpulse.com, to which we were recently directed. As we looked at it on September 22, it was tracking Category 1 hurricane **Hilary**, which had formed off the coast of Acapulco. Like a lot of Mexican hurricanes, this one appeared as though it would parallel the coast a couple of hundred miles offshore, then fizzle a couple of hundred miles to the southwest of Cabo. The graphics for the site are terrific.

"I hauled my boat at Baja Naval in Ensenada and was very impressed with their work," reports Roger Waterman of the San Diego-based Baltic 55 **WYSPA** — which he'll be sailing in the Ha-Ha later this month. "Like a lot of others who have had work done in boatyards, I sponsored a BBQ as a way of thanking the staff. By staff, I mean not just the people who physically worked on my boat, but the support staff as well. I addressed the assembled group in my

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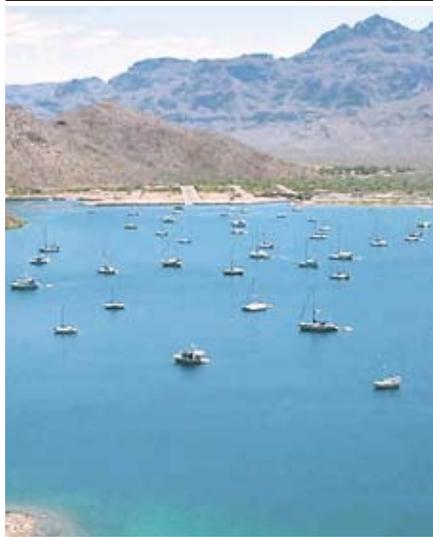
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CHANGES

Nayarit Riviera. Officials report the Nayarit Riviera had 2.6 million visitors last year, among them the then newly-engaged **Kim K.** and **Lady Gaga**, the latter displaying typically aggressive form during two days of surfing lessons.

The less good news in the world of marinas and marina facilities in Mexico is that **Fonatur Operadora Portuaria**, the branch of Mexico's tourist development agency which runs nine marina facilities in the Sea of Cortez and as far south as Mazatlan and San Blas, has decided to dramatically raise prices. "We just got off the phone with Fonatur in Guaymas where we keep our Coos Bay-based Grainger 36 cat **Tigger** in dry storage," write Rick and Sherri Eichmann. "They confirmed that the price will increase about 60% for our 36-footer."

"The new management at Puerto Escondido is doubling and tripling their prices on mooring buoys and haul-outs," complains **Jay Reese**. "Three months ago I priced a haul-out and 30 days on the hard at Puerto Escondido, and it came to a little under \$600 U.S. Last week I was quoted just under \$1,900 U.S. for the exact same thing! When I



LATITUDE/NICK

The Puerto Escondido anchorage back in the day, before the Fonatur marina development, before the strife tore the community apart.

told the management that I wouldn't pay the new prices, I was told that 10 people behind me will. We'll see. We and other cruisers are now spending a lot of time anchored on Isla Carmen and at Loreto. We will no longer be spending time in P.E.

unless we are forced to by the weather. This is sad because Fonatur's high prices will hurt the other businesses in the area who aren't so greedy.

As if on cue, Ray Wyatt of the Puerto Escondido-based **Marinos y Submarinos** — described by others as "a service-oriented firm that could do almost anything you needed, from bottom cleanings, to minor repairs, to running to town every Wednesday to fill propane bottles — wrote a 'quitting business' letter to clients and friends. "With all that is going on here at the marina," he wrote, "the morale is low and everybody is leaving. We will be closing our office on Oct. 31, but continue to watch boats until Dec.31. After that, we will be turning everything over to Dean Hambrecht and Rachel of **Aye Weld**."

The cruising community in Puerto Escondido is trying to recover from not just Fonatur's higher prices, but a civil war of sorts last season that tore the once sanctuarial enclave apart unlike anything we've heard of in our 35 years of covering sailing. The main combatants, if you will, were *gringo* Bill Simpson

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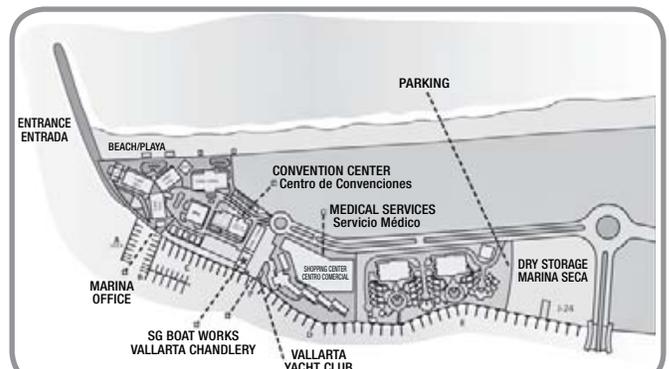
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of the Portland-based motorsailor **Iron Maiden**, and Fonatur's then-manager **Constanza Noreiga**. The Fonatur honchos from Mexico City finally decided to end the troubles by offering Noreiga a manager position at two of their other facilities, and by prohibiting Simpson from working in their boatyard. Simpson, in a widely distributed email, said that made his staying there untenable. Noreiga has returned to her roots in Cuernavaca, while Simpson was most recently seen in San Diego. Fonatur then brought in what some have described as "an extremely young, inexperienced, new manager from the mainland who doesn't have a clue how to deal with the laid-back and easy-going culture of Puerto Escondido."

So in addition to the rates being raised as they were at all Fonatur facilities, the manager instituted "petty new fees for garbage and showers" — which had previously been included for those who paid boat and/or car fees — no longer allowed more than two people to congregate, and prohibited sitting in front of the yacht club or Pedro's *tienda*

to chat and have a beer with a friend. "Our little sanctuary from the real world," wrote one long-time resident, "has been absolutely decimated."

A number of Baja cruisers tell us they've left Escondido and have been anchoring off the **Villa del Palmar Resort** seven miles to the south. The resort has gone overboard putting the welcome mat out for cruisers, going so far as to deliver breakfast to boats in the morning! As for Puerto Escondido, it's where we first cruised Mexico in the late '70s, so we hope it can recover. It's always been an offbeat place with more than its share of characters, but God knows the world needs a few of those. The Grand Poobah has always recommended a dash up to the islands off La Paz and up to Puerto Escondido immediately following the Ha-Ha. This is a very special area in the



Ray Wyatt won the costume award at the Talk Like a Pirate Party at Ensenada Blanca. Alas, he's had his fill of Puerto Escondido.

world of cruising, and if you get there before the Northers start to blow, the water will still be warm and the weather wonderful. Yes, it requires covering quite a few miles rather quickly right after the Ha-Ha, but we've done it, and we think it's worth it.

"I had to beat a hasty retreat from the **Coches Prietos** anchorage at Santa Cruz Island — often described as the most beautiful in Southern California —

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CHANGES

after I dropped the hook there," reports **Anon** from his unnamed Ranger 22. "The reason was globs of pungent tar floating on the surface and sticking to everything — including the white fiberglass hull of my boat. Then one day the tide had covered the entire beach with little black pancakes. I found out that alcohol doesn't dissolve it. Maybe the publisher of *Latitude*, an old surfer from UCSB, knows a proven way to remove it."

You're talking about *bitumen*, which is naturally occurring tar native Americans used to seal the seams in the hulls of their boats. It's still used for things like roofing and paving. The Santa Barbara Channel has the largest natural oil and gas seeps in the Western Hemisphere, which is why the Channel so frequently stinks of petroleum. There are more than 1,200 seeps within three miles of Coal Oil Point just to the west of UCSB. An estimated 10,000 gallons of the stuff leaks to the surface each day in just one six-mile stretch! In other words, about the same amount naturally leaks up annually as did during the famous oil spill of '69. The offshore natural seeps



DAMON HURST

What's there to complain about when going to school in a resort-like setting such as UC Santa Barbara? Globs of beach tar, that's what!

contribute approximately 6,075 tons of reactive organic compounds a year into the air of Santa Barbara County, about a third more than is contributed by all vehicles. We don't know what today's surfers use to clean the stuff off their

chest hair and boards, but in the late '60s everybody living in Isla Vista had an economy-size can of Kingsford lighter fluid on their steps. About one third of it would be used to light briquettes, while the other two-thirds was used to clean the tar off their boards and bodies.

You've undoubtedly noticed elsewhere in the magazine that the 18th annual Baja Ha-Ha rally will begin late this month, and that the fleet has swollen to 165 entries. As we perused the entry list we noted that five boatloads of Ha-Ha entrants all hail from the **Vallejo YC**. While we're not sure if that's a record, it is impressive, and their plans are interesting too.

Heather and Ken de Vries, sailing their Hylas 44 *Island Wind*, plan to take about eight months to make their way to Panama. Once there, they'll use an egalitarian approach in deciding whether to transit the Canal and head to the Caribbean, as Heather hopes, or to do the Puddle Jump to the South Pacific, as Ken wants. "We'll flip a coin," says Heather.

Joel Sorum is planning an open-ended cruise aboard his Tartan 3800

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Compañera. As yet, Roger Smith of the Passport 37 *Seascope* has no firm cruising plans, as he intends to keep his options open. He assumes he'll spend at least six months in Mexico before returning home, but says, "Who knows? I might not like it. If I do, I'll sell my house and go back."

Having spent the past five years living aboard their Rudy Choy-designed C/S/K 40 catamaran *Sailpotion*, while restoring her, Jay and Susan Pence now have an open-ended timetable. They hope to eventually reach Hawaii. The fifth VYC entry is Ray McEaney of the Hunter Legend 45 *OutRAYgeous*, who'll have club members Ralph Hyde and Noble Brown along as crew. Ray's post-rally plans are also open-ended.

Having learned all this we're curious: have any other clubs out there fielded more Ha-Ha entries? If so, drop us a line and tell us about it.

Speaking of the Ha-Ha, all registered entrants are encouraged to attend long-time sponsor Downwind Marine's annual Baja Ha-Ha Welcome Party, all day Saturday October 15, at their Shelter Island

(San Diego) location. They'll offer discount prices, a vendor fair with reps on site from 10 a.m. to 4 p.m. and a "Get Acquainted" potluck party from noon to 4 p.m., with live music. (See www.downwindmarine.com for cruiser seminars throughout the month.)

Once in Mexico, there are always plenty of post-rally events for the fleet to enjoy also. The first is the annual Welcome to La Paz Party, November 17 at Sheila's Restaurant (formerly Papas and Beer), on the beach, just off the Malecon. There'll be great food, and live folkloric and rock 'n' roll music. The first 50 Ha-Ha skippers enter and eat for free.

For South Pacific cruisers heading west, Tonga is an ideal stopover — especially during the second week in September, when the annual **Vava'u Regatta and Festival** takes place. This year's



As regatta entrants found out, the Vava'u group of islands in Tonga is one of the Pacific's most unspoiled cruising grounds.

event drew 72 boats from 13 countries, many of those cruisers jumping off for summer in New Zealand shortly afterwards.

With its emphasis on camaraderie, low-key competitions and cultural exchanges with Tongans, the week-long gathering includes a costumed pub crawl through the tiny town of Neiafu, a kid's day parade with local children, a free-spirited Full Moon Party, a beach

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CHANGES IN LATITUDES

barbecue, three fleet races and more. First run in '09, this uplifting week of fun on and off the water is fast becoming a must-stop on the so-called South Pacific Milk Run. For more info, see www.regattavavau.com.

As regular readers know, we coined the term Pacific Puddle Jump to define the annual westward migration of cruisers from the West Coast of the Americas to French Polynesia. Although we won't announce our own 2012 PPJ activities until next month, a full menu of highly informative **Puddle Jump seminars** has already been scheduled in Banderas Bay — the most popular jumping off point north of Panama. This year, events will be split between the Vallarta YC, at Nuevo Vallarta's Paradise Village, and at the Marina Riviera Nayarit in La Cruz.

The series will begin at VYC February 1 with an intro by Paradise Village Harbormaster Dick Markie, followed by an overview of South Pacific cruising by 35,000-mile veterans Keith and Susan Levy of the Catalina 42 *C'est La Vie*.



The manly men of the Pacific Puddle Jump 'Class of 2002' — seen here at Bora Bora — will reunite at Puerto Vallarta in March.

With additional topics covering a wide range of topics, including rigging, boat systems, first aid, weather forecasting, and provisioning, the series continues through March 27.

For further insights, there'll be plenty of South Pacific vets around Banderas Bay in early March this year, with brains ripe for picking by neophyte cruisers.

Why? Because the **Puddle Jump Class of 2002** has planned a nearly weeklong reunion. During the many years we've been reporting on Puddle Jumpers, we can remember no other group that had greater camaraderie. It didn't hurt that cruiser-turned-La Cruz club owner Philo Hayward was one of their flock. Wherever he'd drop the hook he'd bring his guitar ashore and there would be an instant party. Several other accomplished musicians in the fleet backed him up and sang harmony.

This reminds us that we've been thinking of staging a reunion of all former members of what we loosely refer to as the Ha-Ha Jam Band. Each year during the rally we poll the fleet for musicians and get together at least once to make some noise. Needless to say, some attempts are more successful than others. In any case, if you participated in one of those jams we'd love to hear from you. Email Banjo Andy at andy@latitude38.com.

Otherwise, it's a new cruising season out there, so get ready for fun!

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28-FT O'DAY, 1979. Alameda. \$8,900. Must sell. Got new boat. Refurbished mast, spreaders. New furling 230 jib. Three 210 AmpHr commercial batteries configured for 2 X 12-volts. Spinnaker. Bottom done this year. CG safety approved. (415) 309-3179 or (510) 522-0226 or jamesrose55@comcast.net.



26-FT RANGER, 1971. Berkeley Marina, CA. \$5,000/obo. Gary Mull design. Hauled and refurbished in 4/11. 4-stroke, 9.9 Honda motor, low hours, serviced in 4/11. Boat well maintained. In very good condition. Jiffy reefing, mainsail, working jib and class lapper, depth sounder, VHF and CB radios, miscellaneous accessories. Well balanced, and well suited to S.F. Bay. One-of-a-kind. Ready for immediate use. Contact harmattan8@gmail.com or (510) 334-5200.

25-FT CATALINA, 1980. Alameda, CA. \$5,000. Swing keel, pop-top, Yamaha w/ electric start, new main, 4 headsails new 110, dinette layout, ground tackle, VHF and stereo. Dual batteries. More at <http://picasaweb.google.com/tonylarosa/Boat/mages?authuser=0&authkey=Gv1sRgCJ KpvjvW2d-UFw&feat=dir>. Contact (408) 225-8053 or sslarosa2@comcast.net.



25-FT SANTANA 525, 1977. Folsom, CA. \$6,000/obo. With trailer, new rigging, sails in great shape, new cushions, teak and holly sole, stereo/CD, Honda 2hp outboard, fresh bottom paint. Sleeps 4, all controls at cockpit. (916) 967-7151 or genenrovak@sbcglobal.net.

MACGREGOR 26S, 1990. Auburn CA. \$5,995. Boat is in excellent condition and is clean. Includes mast-raising system, cockpit and interior cushions, pop-top with canvas enclosure for full 6' 1" standing headroom. Swing keel and water ballast system make it extremely light and easy to trailer. Mainsail, jib, 9.9hp 2-cycle outboard and boat trailer are included. Roomy cabin sleeps four with seating area, sink, table and enclosed bathroom with Porta-Potti. Contact (530) 906-0517 or (530) 823-3387 or divedave@pacbell.net.

29 TO 31 FEET



30-FT CATALINA, 1978. Vallejo. \$12,000. Very well-equipped, no leaks, updated interior, carpet, 3-year-old Atomic 4, main, 3 jibs and spinnaker all in very good to excellent condition, new standing and running rigging, 6 winches (2 ST), everything led aft, new Schaefer roller furling, 3-burner propane stove, 2 anchors and rode, Raymarine sailing instruments (wind, speed/direction, speed/depth), Raymarine auto inverter/charger, fresh batteries, updated electrical system, solar panel, LED lights, brand new head w/ holding tank, fresh exterior varnish, new lifelines, VHF and stereo. Ready to race or cruise! Pix at: <http://tinyurl.com/5wrvjlv>. Contact svsilentsun@yahoo.com or (503) 490-3305.

30-FT CATALINA, 1989. Moss Landing. \$32,000. Excellent condition. Universal diesel, 940 hours radar, roller furling, Dutchman flaking system, dodger, davits, chartplotter, autopilot 5000, propane stove/oven, refrigerator. Hot/cold pressure and shower, stereo, VHF, cockpit cushions. Pictures available. Contact (831) 753-2001 or (831) 320-8021 or skipper030@sbcglobal.net.

31-FT MARINER, 1969. Napa Valley Marina. \$25,000. Well equipped cruising ketch. Great liveaboard. Performs well in both light and heavy winds. Full keel, fiberglass, Yanmar engine, diesel heater, electronics, wind vane, solar and wind, water heater, and much more. (415) 754-8214 or Makrock2@gmail.com.



30-FT CUSTOM WILDERNESS. Alameda. \$14,000. *Rascal* has 2 spinnakers; .75 and .5. Tape-Drive mainsail, Dacron mainsail (for the 3 Bridge!). Headsails (Tape-Drive); #3 (new), #2, #1. VHF radio, 2004 4-stroke 2hp Honda outboard. Trailer. (510) 769-4858.



30-FT S-29.2C, 1982. Alameda. \$27,500. Built in Holland, Michigan by Slicker Yachts, 1982, bought new 1983. 29'10" long (9.2 meters); 11-ft beam, 10,000 lb. displacement. 4-ft draft (shoal keel). 6'2" headroom. Center cockpit, aft cabin. Forward double berth, aft queen berth. Head with sit-down shower. Galley: 2-burner CNG stove with oven. Original owner. In SF Bay since purchase. All purchase and repair and maintenance records. Contact (925) 837-9408 or (510) 521-6477 or esterdotter@inbox.com.



30-FT CATALINA, 1984. San Rafael. \$17,500. Very clean, new cushions, dodger, interior refinished, excellent Universal diesel, autopilot, wheel, bottom paint 2010, new depth/speed, tabernacle mast, BBQ, autocharging, handheld radio, new stereo, hidden flatscreen, dripless packing, fridge, sleeps 6+! (206) 755-5280 or ryan_n_morrison@hotmail.com.

30-FT HUNTER, 2002. Hidden Harbor. \$46,000. Excellent condition. Professionally maintained. All lines lead aft. Fun boat. Roomy. Great cruiser. Contact (530) 389-8387 or calvertvet@exwire.com.

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30-FT CATALINA, 1977. Berkeley. \$14,950. Priced to sell! Excellent condition, cruiser/racer. Wheel steering. Universal diesel engine, M3-20B, 2004, 3-cylinder, regularly serviced. Gimballed stove/oven, stereo, Spectra jib sheets 2010, Dacron main, 3 headsails, 2 spinnakers, Barient #27 winches, 2-speed, self-tailing. Harken 40.2 secondary winches, folding prop, fluke anchor, chain and rode, Brooks & Gatehouse network speed/depth. Garhauer traveler and rigid vang. Boom and spinnaker pole new 2010. Bottom job - Nov. 2010. Pictures: <http://picasaweb.google.com/104747550821259652520/STARKITE#>. For more info email laurie@alliancetradingdesk.com.

30-FT TAHITI KETCH, 1949. Sausalito. \$31,500. From NZ. Kauri planking/apitong frames/copper rivets. Shipwright owned for 7 yrs. Garmin GPSmap, radar, EPIRB, depth. Rebuilt Yanmar 3GM diesel. Dickinson Bristol diesel stove/oven/heater. Solar panel/two batteries. Email jody_boyle@yahoo.com.



30-FT CATALINA TALL RIG with bow sprit, 1984. Alameda, CA. \$18,000/obo. 21hp freshwater cooled diesel, recent refit with paint. 6ft headroom, comfortably sleeps six people. Spinnaker set up, good sails. ST2000 autopilot. Worldwide communications on DS430S HF Radio. 24NM Furuno radar. New varnish, new bottom paint, NO blisters, epoxy reinforced deck. VERY clean, fun Bay boat. Lots of perks, owner moved inland, must sell. Fully functional, needs no work. <http://sfbay.craigslist.org/eby/boa/2587787459.html>. (510) 918-2219 or (415) 314-7058 or htatherton@gmail.com.

30-FT CATALINA, 1981. Brisbane Marina (Sierra Point). \$20,000. *Reverie*. Furling 110 jib, 150 Genoa. Lines lead aft to 4 Barient winches. Wheel steering, 2 compasses - binnacle and hand bearing. Magellan GPS w/antenna, VHF radio, DMI nav instr (spd, depth, 360 wind), mast head nav lights, upgraded electric panel, two anchors (fluke), inflatable dinghy. Safety equip: engine alarms (CO, temp, oil press), fire extinguishers - 2 manual, 1 automatic (engine enclosure), flare kit and first aid kit. Engine coolant: sea water w/fresh water flush valve. Equipment manuals and spare parts included. 2010 haul out and survey - bottom painted, standing rigging replaced, exhaust mixer replaced (stainless steel!) and more. (650) 988-1290 or don.holmes@forumrsa.com.

30-FT CATALINA, 1976. Fortman, Alameda. \$15,500. Universal diesel 25 rebuilt 04/11, dodger, roller furling, spinnaker pole, VHF radio, two battery banks, H/C press. water, 2-burner stove/oven, microwave, refrigerator/12v and 120v, custom stern pulpit seats built-in, wheel steering, asymmetric spinnaker (Pineapple Sails), 130 XtraJib backup, dinghy w/9hp outboard. Boat has sailed to San Diego, in multiple Windjammer events, and up the Delta. Much more and a great value. (408) 219-4920 or steve@hulawyers.com.



30-FT BABA, 1980. Berkeley. \$45,000/owner finance. Beautiful, bluewater cruiser. Diesel 70 hours. \$15k 2010 haulout: mast, re-rigged, barrier, furler jib, batteries, Cetol. Teak decks, windlass, autopilot, diesel heater, bristol 6'6" interior. Recent upgrades. More at http://yachtsoffered.com/yachtsoffered.cfm?yachts_listingid=1291697&returntype=3. Contact jchristianlloyd@yahoo.com or (510) 258-4053.



30-FT CORONADO, 1974. Half Moon Bay. \$7,499. Good condition, sail ready, Yanmar starts right up and runs great, many sails, auto tiller, motivated seller! Head, galley, electric water pump, ready to cruise, race, or liveaboard. <http://dickie.shutterstock.com/pictures/206>. Contact turnertim2000@gmail.com or (408) 910-8225.

30-FT CATALINA, 1983. San Diego. \$16,000. Great Bargain! Price generously reduced because the mast is aesthetically in need of paint. Otherwise, boat is in great shape and is sailed almost every weekend. See our site for pics: http://web.me.com/bmw330i/bmw330i/Jacoball_for_sale.html. Call (858) 775-3506.

31-FT BOMBAY CLIPPER, 1979. Alameda. \$13,000. Great Bay day/weekend full-keel cruiser. Pineapple sails, Yanmar diesel, VHF, stereo, Raymarine instruments, galley, full head with shower, roomy forward cabin. Brand new mainsail cover; lots of new lines and extras. More at <http://virtualameda.com/dreamcatcher>. Email dave@virtualameda.com.

32 TO 35 FEET

32-FT WESTSAIL, 1982. Sale or trade. Volvo marine motor. Sale or trade for property. (650) 728-3450.



32-FT RANGER, 1974. Alameda. \$14,500/obo. May 2011 New topside/bottom paint/batteries. Atomic four. Many sails, hot water, internal halyards. Full race gear. Sleeps 5. Moving, must sell. Cash or trade. Contact (813) 966-1334 or holorra@comcast.net or 2nd email: edhomer@hotmail.com.

32-FT WESTSAIL. Pillar Point Harbor, Half Moon Bay. \$40,000. Hull #417. Teak/mahogany interior: center table/fwd locker layout. 3 headsails, 1 staysail, 1 drifter. Perkins 4-108. Needs new mainsail and boom. Contact (650) 303-3901 or pgclausen@gmail.com.



35-FT CHEOY LEE ALDEN 32, 1971. Pelican Harbor, Sausalito, CA. \$19,500. Pilothouse ketch. Long range coastal cruiser. Heated wheelhouse. Heavy Lloyds A-1 glass hull. Lovely husky lines. Sound and cared for, but needs some interior repair. Great boat for San Francisco Bay and anchorages. Pelican Harbor slip 67, Sausalito. See details and video at website, click on sailboats, then *Euxine*. <http://boatvideosales.com>. (415) 465-1656.



34-FT CAL, 1967. Ventura Harbor. \$20,000. Fully renovated classic. Great condition, must see! Great liveaboard with new electric fridge, plumbing, electrical, interior cushion, etc. Super clean inside and outside. Contact for more details. (805) 302-4675 or (604) 848-9533 or philtifo@telus.net.



32-FT ERICSON, 1971. Bruno's Island, Isleton. \$17,500. Not a project boat, ready to go. Classic 70's boat. Interior and exterior very well maintained. Great Bay and Delta boat. Yanmar 2GF diesel, 700 hours service. New batteries, charger, mid-hatch and companion canvas. Restored deck, refinished teak, recent bottom paint. Suite of sails, lines led back, self-tailing winches, LectraSan sanitation, documented. Photos and equipment list available. Contact (510) 207-0111 or don@dondommer.com.



34-FT TIFFANY JANE, 1983. Richmond YC. \$29,000 firm. Beautiful, fast (PHRF132) and responsive. Delightful to sail. In the spirit of the Alerion for 1/3 the price. One owner. Superb condition. <http://sites.google.com/site/tiffanyjaneforsale>. Contact (510) 525-0279 or rpackard@berkeley.edu.

32-FT JEANNEAU ATTALIA, 1984. MDR. \$18,500. Racer/cruiser, all lines lead aft. Yanmar FWC, folding prop, hydraulic backstay, new batteries, new RWC pump, racing sails, new spinnaker, Tuff Luff. New anchor and rode. Tillerpilot. Original Dacron sails. www.flickr.com/photos/windhorze/sets/72157626168401808/. (310) 592-5701.



35-FT CHEOY LEE LION, 1962. Brickyard Cove Marina. \$49,000. Professional restoration during two year refit. Teak hull, copper riveted. New frames and planking. Rebuilt Westerbeke. Brightwork in very good condition. New spruce mast and boom. Previous owner invested much time and resources toward bristol restoration. Master Mariner Classic. In S.F. Bay since commissioned. (510) 778-0094 or taylorlortoga@yahoo.com.

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35-FT YOUNG SUN CUTTER, 1981. San Carlos, Mexico. \$64,800. Similar to Tayana 37, but a lot less \$. Robert Perry design, located in San Carlos, Mexico, ready to sail the world, full cruise equipped. More information on our website. Note our lower price. Email or call. <http://youngsun.squarespace.com/specs>. (970) 259-5102 or mohrmonte@gmail.com.



35-FT 1959/2010 ALAN BUCHANAN sloop in Corten steel, 1959. San Rafael. \$34,900. Major refit 2010, ready for off-shore. 27hp Isuzu, Martec prop, Aries vane, Navco tiller pilot. New Lewmar 1000 electric windlass, 200ft chain, 35 CQR, 6-6 volt, charger, inverter, Link10, radar, lift crane, SSB, new galley, propane, micro, new bunks, new cushions, diesel heat, head, holding, Norseman, Profurl, 5 sails, dinghy, outboard. http://picasaweb.google.com/uscrewlist/Toledo_1?authuser=0&authkey=Gv1sRgCNHi1dTHhKrUPw&feat=direct. (415) 480-4517 or shorts365@gmail.com.

CATALINA 34 MKII. 35th Anniversary Edition, 2005. Marina Bay, Richmond. \$130,000/obo. Impeccably maintained in near new condition w/many upgrades and extras, standard rig, fin keel, Universal M35B diesel w/300 hours, 2008 Quantum 8.3 oz headsail, custom teak bi-fold doors, planking, cockpit table, Pioneer stereo/DVD w/12 CD jukebox, Bose speakers inside and out, 15" LCD monitor, Garmin GPS, Honda 2.5hp outboard, Magma stainless steel grill, Bottomsiders, dishes, cookware, bedding. Photos available by request. (916) 363-3921 or sail-away@sbcglobal.net.



33-FT RANGER, 1978. La Paz, BCS, Mexico. \$28,000 or make offer. Hull 460 of 464, wheel, radar, solar, 15gph watermaker, 8gal water heater, shower, electrasan toilet, Ham SSB, Garman map, wind-speed, direction, Comnavcom speedlog, depth, TV, DVD, VHS, MW, stove/oven, Cold Machine, records, manuals, much more. Health problems. (801) 897-6659 or tequilajimhart@yahoo.com.

ERICSON 35 MKII, 1978. Vallejo. \$24,900. Family owned for 30 years in top condition. Volvo 2030 diesel. New North main w/StackPack. New topside canvas, new running rigging, upgraded mainsheet traveler. New hydrolift exhaust system. New Lewmar 44 ST winches. Radar, GPS, depth, VHF. Furling jib w/100 & 135. Asym spin, storm jib, whisker pole, new upholstery, Lewmar opening ports, water heater, propane stove. This is a tiller boat great for racing and singlehanded. (530) 668-0245 or bktksorum@sbcglobal.net.



32-FT WESTSAIL, 1975. Oyster Cove Marina. \$44,000. Beta Marine (less than 100 hrs). Like-new hard dodger, standing, running rigging, engine, cold-plate refig. TLC to brightwork needed. (650) 219-5838 or statnow1@gmail.com.

32-FT BAYLINER 3288, 1989. Sausalito. \$49,500. This boat is located in Sausalito with transferable slip! Here's your chance to live in Marin affordably! This boat is really clean and very well maintained! For details please contact: (415) 465-0230 or aquatic09@gmail.com.

32-FT KENDALL (WESTSAIL). Blue-water cutter, 1973. Olympia, Washington. \$45,000/obo. In water in Olympia, Washington. Partly finished complete refit. All work done to above Lloyds and AYBC standards. Unable to complete and must sell due to health problem. Email willi.prittie@yahoo.com.

34-FT CAL III, 1978. Brisbane. \$20,000. 2 boat owner. New Beta Marine diesel. New standing rigging with Schaefer 2100 roller furling 2005. Refrigeration, propane stove and heater, electric windlass, radar, autopilot, and much more. More at <http://lolltech.com>. Contact (650) 224-4211 or stan.loll@gmail.com.

32-FT WESTSAIL, 1975. Berkeley. \$35,000. Beta Marine 1505 diesel, <200hrs., SSB, Viking raft, Monitor wind-vane, GPS/radar. <http://xenotropic.net/sinamara.html>. Contact (510) 517-9217 or joe@xenotropic.net.

36 TO 39 FEET

39-FT CUSTOM 3RD-WORLD CRUISER. 1998. Santa Cruz, CA. \$40,000. Don't Let the price fool you. 30,000 singlehanded offshore miles. Click through for detailed photos, specifications and features of this truly amazing yacht. More at http://yachtsoffered.com/yachtsoffered.cfm?Yachts_Listingid=1291760. Contact (831) 239-8078 or steveruss@me.com.

37-FT ERICSON SLOOP, 1974. Alameda Marina Village. Best offer subject to acceptance. Many upgrades. Yanmar diesel. Less than 300 hours. Regularly serviced. Restepped mast. Bottom plate replaced by Svendsen's with space age materials. Standing and running rigging replaced. New roller furling. Life lines replaced. Wheel, wind knot meter and depth meter. All records of purchase and service. Upwind berth. Boat has been sailed as a day sailer. Photos available. Contact (408) 354-6960 or (408) 981-3779 or caparella2345@comcast.net.



36-FT PEARSON, 1985. Sausalito. \$56,800. I've owned her for 15 yrs and am the second owner. Have original purchase receipt, owner's manual, sail plans, etc. Hauled and painted Oct '10 along with new cutlass bearing and new feathering prop (great upgrade should have done it sooner). Roller furling on jib and Dutchman system on main for easy sail handling. Original Yanmar diesel has only 386 hrs. A truly beautiful interior in near-new condition. Love this boat. Only reason I'm selling is I bought a classic woodie. Insurance survey in Feb '11 valued at \$70,000 and is insured for that. Great boat at a very fair price. Located at Schoonmaker Point Marina in Sausalito, she can be viewed there during daytime hours. Contact (925) 286-8738 or Bobgthomas@earthlink.net.



36-FT ISLANDER I-36, 1974. Berkeley, CA. \$27,500. Survey Jan. 2011. Bottom paint, zincs, cutlass bearing - May 2011. New full cockpit enclosure and bronze tint windows, UV protection added to 2 headsails, 2 Harken #46 2-speed winches. Farymann R30 diesel engine, radar, GPS. (503) 481-9769 or cahhiway@aol.com.

CATALINA 36 MK II, 1995. Alameda, CA. \$81,000. Excellent condition, includes windlass, hot/cold pressurized water, inverter, VHF, electronics, low engine hours, 15hp Johnson motor and Zodiac inflatable. Contact (510) 523-4081 or roystark@aol.com.

BENETEAU 36.7 FARR, 2003. \$119,000. 10 bags, ex-Rolex champion, fresh bottom. (707) 291-0891.



36-FT NAUTICAT, 1984. Portland, Oregon. \$75,000. Automobile accident ends my sailing days. Was planning on sailing the world. Most equipment needed is on board, new and used very little - including sailing dinghy. Sea kindly with a cutaway full keel - a blue water boat. A 50/50 boat perfect for foul weather, it can sail or motor all day. Excellent visibility from a large pilothouse. Easy to sail and has been fun for our entire family. An ideal liveaboard with 6' clearance throughout. Sleeps 4 easily and a snug 7. <http://sites.google.com/site/pdxcelebration>. Email pdxcelebration.kniffin@gmail.com.



HANS CHRISTIAN 38 MKII, 1979. Emeryville. \$97,500. Beautiful world cruiser! New 65hp diesel 2003, standing rigging 2007, barrier coat 2009, electric windlass 2010. GPS, AIS, radar, windvane, autopilot, cabin heater, HF/HAM radio, hard dodger, and much, much more. <http://sailsugata.com/forsale>. Email hc38@gabrito.com.



37-FT PACIFIC SEACRAFT. Crealock design, 1980. Moss Landing, CA. \$99,000. World class blue water performance cruiser. 6-foot plus headroom. This boat is cruise ready with GPS, radar, solar panel, wind generator, liferaft, cruising spinnaker, Raymarine wind instruments and more. Very well maintained. Recent haulout included LPU on spars, new standing rigging, bottom paint and thru-hulls. Also new external canvas and internal cushions throughout. Sailboat Hall of Fame inductee for outstanding design, comfort, performance and seaworthiness. (831) 588-8502 or kspiritt90@yahoo.com.

39-FT CAL, 1980. Morro Bay. \$60,000. Cruise equipped. Autopilot, Monitor, radar, SSB, roller furling, extra sails, galley update, 3 anchors, etc. (805) 674-1944.

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39-Ft CAVALIER, 1985. Alamitos Bay. \$79,000. New Zealand built, Robert Salt-house design. Nicest Cavalier on the West Coast (see the boat, you'll agree). Perkins 4-108, heavy ground tackle (Rocna). New interior, new canvas, dodger and bimini in 2009. Furuno electronics, below deck com-nav pilot. Call for details/photos. (310) 529-7509.

39-Ft FREYA, 1977. Napa, CA. Trade. Gannon Yachts factory finished. Veteran Southern Ocean. Completely sound, clean and simple. Ready to personalize for serious worldly commitment. Trade for mountain property/acreage. (707) 357-2299 or coasttrader@yahoo.com.



37-Ft PACIFIC SEACRAFT CREALOCK. 1989. Alameda, California. \$123,000. A well maintained, superb performance, cruising yacht with shallow draft Scheel keel (4'6"), dark blue polyurethane hull, fiberglass deck, Monitor windvane, autopilot, radar, 44hp Yanmar engine, MaxProp 3-blade feathering propeller, new batteries, custom made eco-friendly mattress, extra sails, spinnaker, new refrigeration, bottom job in Oct 2010, 2 anchors, Maxwell windlass, and many other upgrades. For more details and pictures please contact Monika. (925) 639-1185 or boatgandm@gmail.com.

40 TO 50 FEET



45-Ft GARDEN YAWL. One off, double end, 3 years in restoration, 98% completed, cold-molded over original strip planked, new electric motor. \$60K as is, or \$? to finish. (916) 847-9064 or stevebarber046@mac.com.

41-Ft MORGAN CLASSIC MODEL. 1991. San Carlos, Mexico. \$93,000. Cruiser, in primo condition, ready to go. Spacious interior - must see to appreciate. Recent survey. For current photos, complete equipment list, go to: <http://sailboatvagari.blogspot.com>. (520) 825-7551 or stanstreb@gmail.com.



43-Ft NAUTOR SWAN, 1986. \$184,000 Firm. *Infinity*. Ron Holland "Grand Touring" design, called the "The Ideal Two Couple Cruiser". Centerline queen berth. Volvo w/885 hrs, MaxProp, good cruising inventory, liferaft, MOM module, Heart inverter, new cushions. (415) 720-7016 or wolffjames76@yahoo.com.



47-Ft CATALINA 470, 2005. Stockton, CA. \$299,000. 75hp Yanmar turbo diesel, electric primary winches, boom furling main, extra fuel capacity, Autohelm, chartplotter, GPS, radar, 2 staterooms w/full baths, genset, heat and air conditioning, Flexofold prop, leather interior, stereo, flat screen TV, 3,000 watt inverter, electric windlass. Go anywhere in style and comfort. Contact (209) 985-6111 or garrysail@aol.com.



41-Ft BENETEAU OCEANIS 411, 2001. Mediterranean. \$119,000. The perfect couple's cruising boat with offshore capabilities. Two-cabin owner's version. Designed by Groupe Finot and built by Beneteau in France. Well-equipped and meticulously maintained. Never chartered. Stored on the hard at least six months per year since new. No sales tax, personal property tax, or value added tax for USA buyers. USCG Registered. Lying in the Med. Price reduced from \$139k. (415) 269-4901 or sail@voleauvent.com.

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42-FT PETERSON, 1981. Long Beach, CA. \$30,000. Recent bottom paint 1/11. Rebuilt Perkins and drive, PSS 2007 electric head. Some instruments, GPS, VHF, older B/G. 3 Transpacs, numerous Ensenada races. (619) 985-5676 or (619) 847-4426 or nednight3@yahoo.com.



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46-FT MORGAN 462, 1981. Vallejo Marina. \$153,000/obo. Bulletproof center-cockpit cruising ketch, keel-stepped masts, integral ballast, skeg-hung rudder, external chainplates, two cabins/heads, many new systems, immaculate. <http://s766.photobucket.com/albums/xx309/tmesser/Morgan%20462%20Cruising%20Sailboat/?albumview=slideshow&tr>Contact> (707) 334-3670 or baryb@aol.com.



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43-FT TASWELL, 1995. Bainbridge Island, WA. \$299,000. Pristine, center cockpit full enclosure, Leisure Furl main, electric winch, RF genoa, low hours on main and 5kw genset, watermaker, chart plotter, radar, ESPAR heat, much more. <http://nxtues.wordpress.com>. Contact tuesday1995@hotmail.com or (206) 295-1024.



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41-FT LORD NELSON CUTTER, 1982. Tacoma, WA. \$155,000. Salty and sexy, this blue water cruiser is in bristol condition. Almost every system has been upgraded/replaced. Some features include: 3210 Garmin navigational system/radar, 23" MaxProp, Lee main (2011), North genoa 134 (6 years old), Perkins Sabre 65hp diesel (820 hrs), Proline 2.0 Xantrex charger/inverter, Isotemp hot water heater. Owner will email further information/photos. (253) 686-2800 or rcfreeby@qwestoffice.net.



47-FT WAUQUIEZ CENTURION. 1989. Berkeley, San Francisco Bay, CA. \$149,950. Sloop, steel rod rig, the French pride Swan, performance world cruiser, shoal keel, new (furling) genoa 50%, spinnaker and storm sail, 2010, 10'3" Zodiac, 15hp Nissan 4-stroke OB/SS adjustable lifting pulley. Perkins 60hp, low hours. Sleeps 8, full navigation and racing electronics, totally equipped, and more, ready to go. Illness forces sale. Berkeley Marina. A bargain at \$149,950. Call (510) 524-2609 for viewing. (916) 220-7027 owner. Email drmsamaan@gmail.com.



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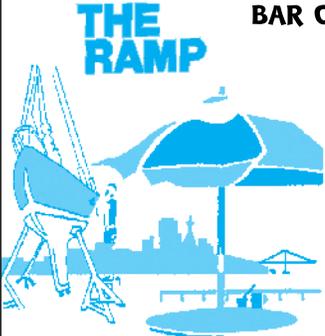
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41-FT NEWPORT 41S, 1977. Cabrillo Marina, San Pedro, CA. \$32,500. This is an offshore capable cruiser, Bay fun boat, or comfortable liveaboard. More new sails than you can wear out. Spinnakers, reachers, drifters. Perkins 4-108, new fridge, AIS/VHF radio, A/P, davits, etc. New Interior: cushions, headliner, propane system, etc. (213) 250-2893 or (213) 300-3446 or raytostado@msn.com.



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43-FT JOHN ALDEN #309N, 1930. Marina. \$85,000. Beautiful staysail schooner. Must sell, not living in Cali anymore. Recent hull, deck, wood spars upgrades. New rigging. 43hp diesel. Hull is cold-molded with Awlgrip paint. Documentation of all work, surveys available. Dry-dock. Email alden309n@gmail.com.



45-FT SPARKMAN & STEPHENS. 1960. Ballena Isle Marina. \$40,000. S&S design #708. Argentina built of local hardwood, copper riveted. 45' LOA; 31' LWL; 10' 8" beam; 6'4" draft. Recent decks and rigging. Aluminum spars. Tiller steering. Autohelm. Master Mariners and Jessica Cup competitor. New full boat covers. New spinnaker. New LPU topsides. 35hp BMW diesel; runs, needs work. <http://picasaweb.google.com/109279823363611668825/Valiant45SparkmanStephensSloop>. Contact jmcnish@earthlink.net or (510) 846-4178.

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34-FT GEMINI 105MC, 2005. Redwood City, California. \$149,500. Great family or race boat. Perfect for San Francisco Bay, coast, Mexico, and beyond. Fast; easy to sail without heeling. Spacious deck and interior. Elegant and comfortable. See website details: <http://loonasea.gibbons.web.stanford.edu>. Contact (650) 380-3343 or brian.j.gibbons@gmail.com.

35-FT CROSS TRIMARAN, 1978. Morro Bay, California. \$22,500 or trade. Cutter rigged. Cold molded. Double diagonally planked. Resin coated. Newer Honda outboard. Full galley and head. Numerous sails. Extra ground tackle. Sleeps 6. Excellent liveaboard. (808) 255-7618 or (805) 801-1083 or oahuspeech@hawaii.rr.com.



42-FT CRUISING CATAMARAN PROJECT. 2008. Paso Robles. \$15,000. 2-Kurt Hughes cylinder molded, west system, okoume plywood hulls. Spruce stringers, sheer timbers and laminated internal keels. Marine ply bulkheads. Includes full plans and details book. New 3-axle RP Trailers boat trailer. (845) 453-4395 or beyertimothy@hotmail.com.



FARRIER F-36 TRIMARAN, 2011. Newark, California. \$65,000. I have decided to sell my Farrier F-36 trimaran. The 3 hulls are complete and the main cabin interior is 95% done. Please email for photos: memmmercorp@hotmail.com or call Howard for info, (925) 895-3369.

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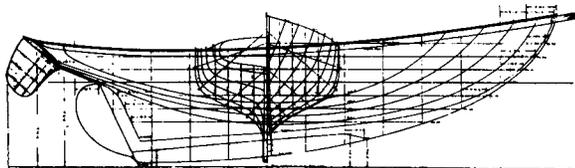
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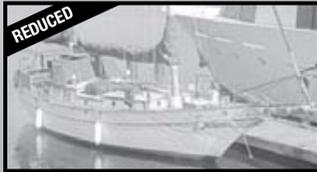
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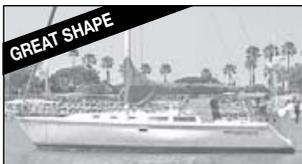
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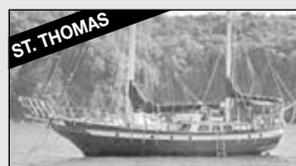
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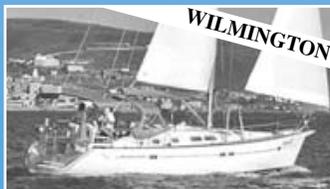
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