

Latitude 38

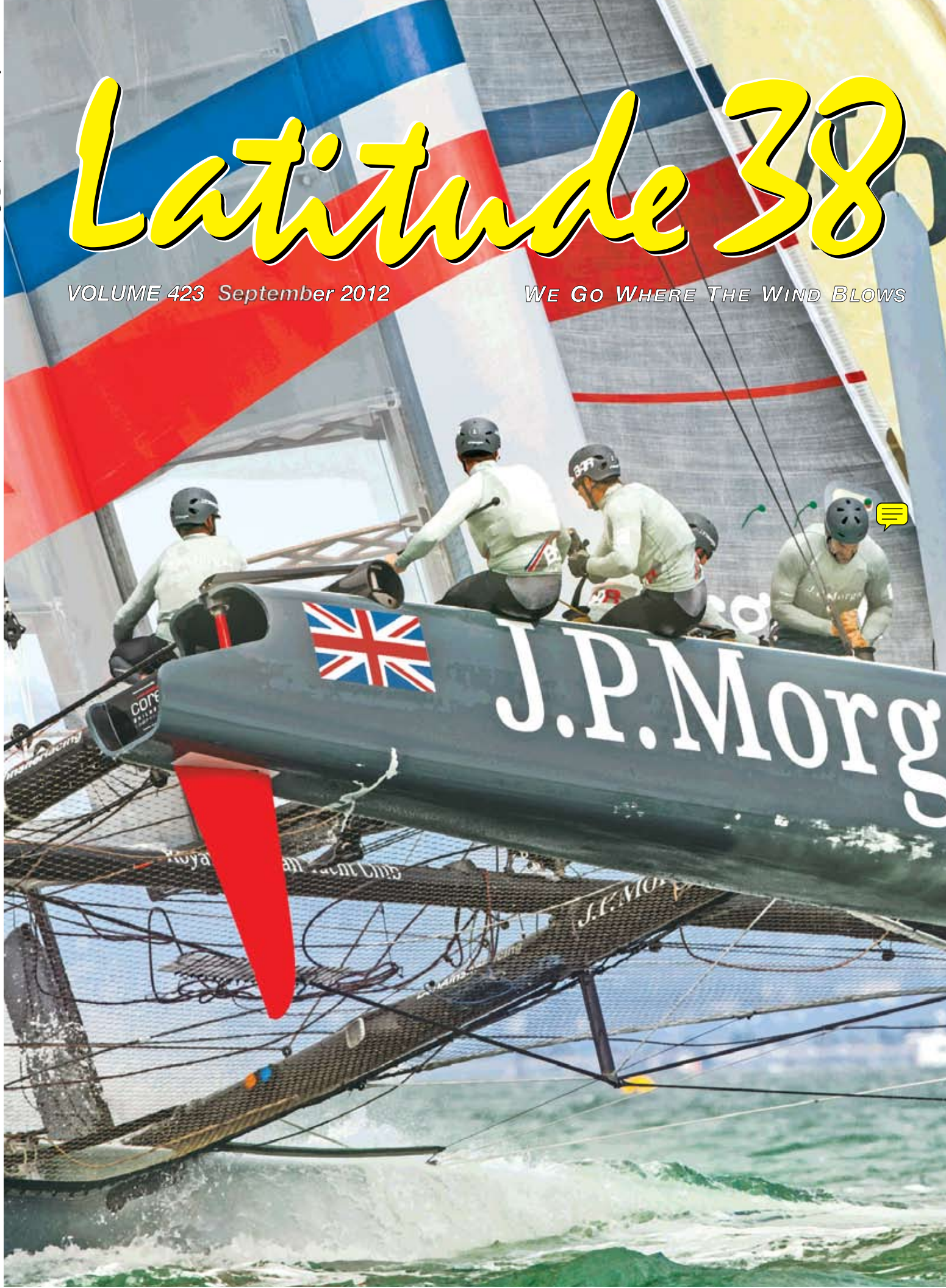
Latitude 38

VOLUME 423 September 2012

WE GO WHERE THE WIND BLOWS

SEPTEMBER 2012

VOLUME 423



AMERICA'S CUP WORLD SERIES —



There were moments of rapture and moments of pandemonium. There was fog and sun, gleaming raceboats lining the Marina, endless Moët, and wind that playfully built to the mid-teens but never took the nuclear option.

Oracle Team USA's two boats came back from multiple penalties — including the highest-speed T-bone we've ever witnessed — to win both match and fleet racing. And over five days most sailors we know had a spring in their step and a shit-eating grin that seemed to get bigger each day.

On Wednesday, August 22, the start gun sounded (yes, they've switched to a gun) for the first match race of the America's Cup World Series 2012-2013

season. By the time winning teams scored medals and silver trays from San Francisco Mayor Ed Lee and drenched each other in champagne on a gloriously sun-filled Sunday, even naysayer non-sailors had to admit: sailboat racing was actually exciting to watch.

Official estimates counted 150,000 spectators ashore over the five days. For the Super Sunday championship racing, 40,000 people turned out, and a 200- to 300-boat spectator fleet was presided over by Larry Ellison's 184-ft Perini Navi flybridge ketch.

Practice racing on Tuesday saw gusts to 26 knots and capsizes left and right, including China Team flipping and sending a sailor in the now-classic punch-

through-the-wing move.

In the end, though, winds rarely exceeded 17 knots for racing, with the City-front's typical tricky current conditions making tough choices for the tacticians. Earlier start times on Sunday featured a pronounced ebb contributing to some dramatic lead changes.

The Series

The AC World Series is an annual multi-city race circuit ramping up to the Louis Vuitton Cup next July and August, and then the America's Cup finals in September.

Eleven boats representing teams from eight countries are competing: China, France, Italy, Korea, New Zealand, Swe-

AUGUST IN SAN FRANCISCO



den, USA, and a new team from Great Britain headed by four-time Olympic gold medal winner Ben Ainslie.

For friends who say it's too complicated, we've started comparing it to football. AC World Series is the regular season. The Louis Vuitton is the playoffs. The America's Cup is the Super Bowl.

The AC World Series format is a combination of one-on-one match racing and fleet racing in one-design 45-foot wingsail catamarans that regularly hit 25 to 30 knots. Crew of five, with a sixth person as guest crew clinging perilously to the narrow aft catwalk.

SF hosts a second AC World Series regatta in October, likely followed by an unspecified third location, and Venice

The AC45 armada does battle on the Bay. For both hardcore racing fans and neophytes it was a show that won't soon be forgotten.

— photo Lynn Ringseis

and Naples in April and May 2013. Rumors swirl about New York in June.

Match Racing

The America's Cup is won or lost based on match racing. *Mano-a-mano*. Some of the teams, most notably Sweden's Artemis and Emirates Team New Zealand, focus primarily on match racing.

The AC World Series San Francisco featured spectator-friendly 15-minute match races and a modified points-based seeding process instead of the more cus-

tomary round-robin eliminations.

The fun opened with match racing qualifiers for six boats that were new or had the fewest points as of June. Those boats faced best-of-three matches to move on to single-match quarterfinal, semifinal, and final rounds.

First up was Italy's Luna Rossa Swordfish, skippered by Max Sirena and helmed by Paul Campbell-James. They handily defeated China Team, skippered by the young Phil Robertson, in a 2-0 contest. Then newbie Artemis Racing Red, skippered by Tornado world champion and Olympic medalist Santiago Lange, was defeated 0-2 by Chris Draper's Luna Rossa Piranha.

The crowd really warmed up when

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Olympic gold medalist Ben Ainslie aboard J.P. Morgan BAR tackled Olympic gold medalist Nathan Outteridge (Team Korea). BAR came from behind in both matches to win by 13 and 29 seconds after a frustrated Outteridge lost early leads with an error in the first race and penalties in the second.

"We seemed to be getting penalties for no apparent reason....," said Outteridge afterwards. "We're a bit confused about what happened, to be honest." The jury denied redress.

Quarterfinals on Thursday saw Swordfish and Piranha lose out to Terry Hutchinson's Artemis Racing White and Oracle Team USA Spithill, respectively. On Friday, Dean Barker on Emirates Team New Zealand shut the door on

Ainslie, and Spithill shut out France's Team Energy, skippered by the talented Yann Guichard.

Oracle Team USA's four-time America's Cup winner Russell Coutts was already seeded into the semifinal, so Coutts and Spithill faced — and prevailed against — their formidable adversaries, Artemis White and New Zealand.

But that put Coutts versus Spithill in a Super Sunday match-race final just as they'd had in Newport in June.

Fleet Racing

Meanwhile, the fleet racing was stunning. Eleven boats screamed across the

start line pushing 28 knots on a beam reach, straight for a turning mark directly in front of the grandstands near the Golden Gate YC. After a couple rounds of windward-leeward gates, the finish was a reach to the end of the Marina jetty.

Ever see a raceboat slam a committee boat at 30 knots? That's what happened Friday when Coutts blasted in at full tilt but could not find room on the line next to Jimmy Spithill. Iain Murray, spying Coutts about 20 seconds prior, announced simply "I think we have a problem." Slam. The YouTube replay from a half dozen camera angles is definitely worth a look.

These sensational pictures tell the story and need no explanation, except the shot at upper right: Pictured are Spithill and the boys driving hard for the starting line, seconds before Coutts' boat found no entry lane and was forced to T-bone the committee boat. Amazingly, damage was minimal.

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AUGUST IN SAN FRANCISCO

Fleet racing gains points that include a weighted final match that makes it possible for any strong boat to take the championship. Two 35-minute fleet races were staged each day from Thursday through Saturday, leading up to a championship fleet race on Super Sunday.

Team USA Takes Super Sunday

Sunday dawned clear as could be, with a freshening breeze to quicken a racer's pulse.

In the Match Racing Championship, Coutts got revenge, forcing Spithill into a poor start. In a race that saw the lead change three times and expand to 200 meters and back, Coutts eked out a one-second victory as both boats flashed

across the finish overlapped at 20-plus knots.

"Maybe the old dog's got some old tricks that still work," said Coutts afterwards. "Or maybe the young dogs don't know the tricks."

Heading into the Fleet Race Championship, Spithill led on points but had to grab at least second place to ensure the championship victory. Yet another slow start and boundary penalties put him way behind.

Spithill steadily clawed his way back through the fleet to get that second place in a nail-biting finish. Spithill rounded the final reach mark in third, led by Draper on Luna Rossa Piranha and Korea's Outteridge. But Spithill pushed Korea into a penalty and sailed through

to leeward. Draper nearly capsized in a gust just feet from the finish, but won by three seconds over Spithill.

Ultimately, Spithill's 2-1-7-1-2-1-2 performance gave him 86 points, just one point ahead of Piranha (3-8-2-5-4-5-1) and 21 points ahead of Korea (7-4-4-2-8-2-3).

Surf and Turf

Beyond the course, in the middle of the spectator fleet, things were a bit hairy at times, as countless Fleet Weeks and fireworks have taught they are wont to be.

Powerboats drifted or cut through prohibited areas and anchor lines, and the stake boat *Good Omen* felt the bad omen of a cabin cruiser taking out her



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AMERICA'S CUP WORLD SERIES

entire bow pulpit. "Prepare to be boarded," hailed the Coasties to the cruiser.

The VHF Channel 20 commentary relay was usually inaudible due to an unspecified transmission problem, and the edge of the course area was a bit far from the main action (viewing might have been best from the windward end of the course).

We talked to several people, though, particularly those with good binoculars, who enjoyed watching from the water.

After the daily morning shows on the Marina Green, crowds filled the sold-out grandstands, the Green, and the shoreline from Crissy Field to Fort Mason.

The VIP tents were, well, VIP. But the Louis Vuitton yellow and navy mark boat *Deception* was ultra ultra. The boat is the first turning mark at the start and last turning mark before the finish. Along with a first-class meal. More Moët, anyone?

If you've wondered about those guest racers, Olympic gold medalist Michael Johnson skillfully showed what it's like to fall overboard. We assure you, navigating that narrow ledge at the stern is



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Jimmy Spithill takes an expensive shower, after a sensational week. He even got to throw out the first pitch at a Giants game!

tricky, and the pounding of your heart can be distracting.

We loved seeing the events that sprang up, and were glad to see our youth sailors demonstrate their sailing skills on America's Cup Youth Day.

The "Red Bull gives you wings" theme was well in evidence, too, with a guy flying around in a crazy water jet pack, plus wing-suited skydivers.

Following racing on Thursday and Friday the world's fastest sailboat, *l'Hydroptere DCNS*, wowed folks (and some lucky riders, including *Latitude's* Richard Spindler and John Arndt) with speeds up to 44.3 knots.

Coming Up

By the time you read this, we expect Oracle Team USA will have launched and perhaps test-sailed the first of their two full size AC72 entries for the America's Cup. When Artemis finishes rebuilding their AC72 wingsail at the end of this month, we expect to see their boat too.

And then, it all starts up again October 2. But alongside Fleet Week.

Murray is planning a 4 p.m. start for racing that Wednesday through Saturday, following the airshows. The Oct. 7 Super Sunday championship is 11:30 a.m. to 1:30 p.m., before the airshow. Keep alert to changing plans, however.

— paul oliva

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PACIFIC CUP 2012 —

All squalls, all the time. It was one of the most arduous Hawaii races in recent memory. If you missed it, you also missed one of the most intensive courses in ocean racing that the Pacific has ever dished up.

Before we get into the blow-by-blow recap though, it's worth taking a look

wouldn't have a Pacific Cup.

The Pac Cup began in 1980 as the Kauai Yacht Race, originally conceived by Hal Nelson and other members of Ballena Bay Yacht Club. The finish was at Nawiliwili, Kauai's port town on the

southeast side of the island. It was a great destination, but logistical constraints at both ends of the course eventually led to the formation of the Pacific Cup Yacht Club in '87 and the relocation of the finish line for the '88 race to Kaneohe Bay, on the windward side of Oahu.

Some of us still miss Kauai, but it's hard to

imagine a better finish-line host than Kaneohe Yacht Club. This club is often described as "the Richmond Yacht Club of Hawaii," probably for its great mix of small and big boat racing programs, emphasis on youth sailing, the relaxed atmosphere and the friendly natives.

One of the big selling points of the Pac Cup over the Transpac, aside from geographic convenience for Bay Area sailors, is that there's a lot less emphasis on the upwind sail inventory. After being swept out the Gate on the ebb (the starts are always on ebb currents) you might only need to make one tack at Pt. Diablo. By Pt. Bonita you can ease sheets and it's all reaching and running from there. Compare this to the Transpac, which usually involves a day or more of light-to-medium-air beating to get past Catalina and then the outer Channel Islands. You can be competitive in Pac

Cup with hardly any upwind sails at all, and this attracts a lot of race programs with more cruisy boats and correspondingly cruisy sail inventories. You don't need those fancy jibs, because once you're outside the Gate it's all off the wind.

At least, that's what the brochure says. This year there were ebb currents and sea breeze for the City-front starts, but the divisions that started on Monday and Tuesday (July 16 and 17) were launched right into an ocean that was flat calm.

The Race to the Wind

Phase one of this race is the Race to the Wind. It doesn't matter so much how far you divert from the great circle course to the finish (which happens to go right through the Farallones). What does matter is getting to the "gradient" or "synoptic" wind ahead of the competition. That's the offshore northerly or northwesterly breeze, not influenced by the shoreline dead spots. Drifting north along the coast to Duxbury or even

When the wind finally did fill in, it was from the north and stayed there for the next thousand miles.

Pt. Reyes sometimes works, and both *Moonshine* (Dylan Benjamin and Rufus Sjoberg's Dog Patch 26) and *Naos 30* (Charles Devanneaux's Beneteau First 30) took that route. They both started on Monday, and both boats won their divisions.

On Rick Elkins' Wylie 39 *Lightspeed*, in Division B with a Tuesday start, we chose to stay in the influence of the ebb tide and the sea breeze as long as possible, keeping the South Tower lined up with Alcatraz as we worked the last of



PAUL KAMEN

Division B winner Rick Elkins drives 'Lightspeed' through a minefield of squalls — practically a daily occurrence for some boats.

at this 32-year-old event's history. The Pacific Cup is often thought of as the "other" Transpac, and here's why: Ever since 1906 there's been a sailboat race from Southern California to Waikiki about every two years (settling on the odd-numbered years in 1947). It's a nearly forgotten footnote of yacht racing history that the very first Transpacific Yacht Race was originally slated to begin in San Francisco. But when the famous earthquake (and fire) of 1906 devastated the city, the starting line was moved to Los Angeles, where it remains 106 years later. A sad fact, perhaps, but if the Transpac started from the Bay, we **if you ever get an urge to study weather systems, crossing a couple thousand miles of open ocean is a fine way to do it.**



TIKI BLUE



Spread: Sebastien de Halleux's Swan 45 'Swazik' claws out the Golden Gate. By the time she reached Oahu, she would claim overall Pac Cup honors in the 44-boat fleet. Inset: The crew's kids joined the jubilant arrival party at the Kaneohe YC.

SQUALLY RIDE TO KANEOHE

the thermal breeze to get as far offshore as we could before the "glass off," international navigator Stan Honey's term for the complete disappearance of wind in coastal waters after the sun goes down — because the water surface turns to glass. It was a very slow first night, drifting past Southeast Farallon leaving it close to starboard.

What the early starters lacked in wind was made up in wildlife. We were treated to a pair of dolphin right on the starting line, as if conjured up by the Pacific Cup's dolphin logo on the flags. Outside the Gate there were whales everywhere. "So many whales swimming so close that it wasn't even cool anymore," remarked one of the B Division skippers. "I just wanted them to get away from my boat."

The whales behaved themselves, but there was one starting line collision when *Split Water*, the Beneteau First 10R with two Corletts and one Paxton onboard, hit Steve Haas' *Tesa*, a Catalina 42. *Split Water* was returning to the line after a premature start and was unable to clear *Tesa*'s stern when they tried to duck. From the

sound of the crunch we thought it might be serious, and *Tesa* felt the need to VHF a memo that there were no injuries on board. But both boats continued to race, *Split Water* did a 720 (even though the Sailing Instructions call for a time penalty instead) and neither *Tesa* nor the race committee thought it was worth taking any further action against them.

When the wind finally did fill in, it was from the north and it stayed there for the next thousand miles.

These days, most Pac Cup boats have SSB with email capability, or a satphone with even better email capability. Most navigators rely on digitally formatted weather maps — GRIB files — that in-

clude the predicted wind field over the course. As any meteorologist will tell you, computer-generated GRIBs are not as good as the weather maps drawn by humans. To make these simulations work, certain features of real-world weather are lost, e.g., sharp kinks in isobars. But what makes the GRIB files necessary is that the digital GRIB files are what routing software can understand. Practically every boat seemed to have some version of routing software, the most popular being Expedition.

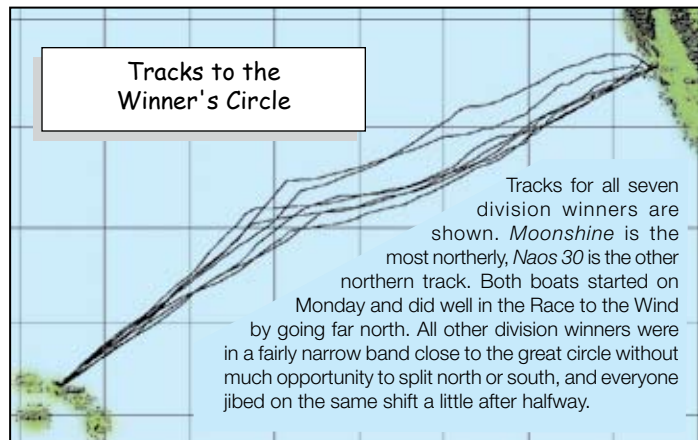
Somehow, Expedition thought the way to win the Pacific Cup this year was to go hard right, hundreds of miles north of the great circle track, then jibe once on the inside of the curving wind streamlines and reach into the finish on a triumphant hot angle, port pole on the headstay.

So there we all were, in a northerly, reaching directly towards Hawaii, with all the artificial intelligence calling for us to head up. Biological intelligence said, "Crack off and set the spinnaker," because "south is safe," and our VMG (velocity made good on course to the finish) would be the same as or better than jib-reaching along the rhumbline.

Some boats took their computer's advice and went high, some boats set early and went low, but no one seemed to stray very far from the great circle. In reaching conditions, we didn't have much of an option to re-position very far north or south.

The Windy Reach

The second part of this race, after the Race to the Wind, is often referred to as the Windy Reach. Sometimes it starts at Point Diablo (as per the brochure). Sometimes it starts at the Farallones, and sometimes it doesn't start 'til after a day or two of drifting, as it did this year for the early starters. But when it does start, it usually gives navigators the first



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PACIFIC CUP 2012 —

major strategic choices of the race: Reach high and stay close to rhumbline, or crack off and go south for stronger trade winds and less chance of light air. The decision is critical. Some navigators call it Boost Phase, as if launching a satellite into orbit. Guess wrong on the launch angle, and you'll need a lot of extra fuel to get into orbit or waste a lot of time sailing to Hawaii.

Except that this year, Expedition insisted we should be going north, not south, and the GRIB files all showed more wind to the north. No one took the south route very far, although on *Lightspeed* we covered the south side of our division. And no one could go too far north, because it was slow trying to close reach.

Another thing about that promotional brochure: it shows clear blue skies. We had overcast. Not just plain overcast, but overcast with invisible squall cells blowing air down from above. They were not very intense, as squalls go, but they covered wide areas and lasted much longer than the usual trade wind squalls. The main effect was to drive sail changes: Chute up, chute down, change to .75 ounce, change back to 1.5 ounce.

The Windy Reach is usually fairly easy on the crew — just hold on and crash ahead on a jib reach while the newbies get over their seasickness. But this was working us all pretty hard right from day two or three, all the way to the halfway point in some divisions.

Slot Cars

Now we get to phase three of a normal

Yum! Umbrella drinks. Doublehanders Charles Devanneaux and Frederick Courouble of 'Naos' toast their D-1 win upon arrival at Kaneohe.



PACIFIC CUP

TIKI BLUE



KOTUKU



Pacific Cup: Slot Cars. Why slot cars? Because you don't have a choice where to go. This usually happens after the wind fades and shifts clockwise at the end of the Windy Reach. The running spinnakers go up, and the boat is lifted up to rhumbline to keep sailing at a fast angle. Things are going great until the wind drops some more and keeps veering to the right, and you have to reach up above rhumbline to maintain speed. Even if you still want to go south, the fastest VMG becomes a fairly hot reach on starboard pole, taking you above the finish line and north to where there's less wind. A jibe to the south would have the boat sailing at right angles to the finish.

But if you play the Windy Reach correctly, the Slot Car phase lifts the boat right to the desired strategic track and not much farther. At

Clockwise from upper left: Smokin' downwind aboard 'Tiki Blue'; sometimes late arrivals like 'Sandpiper' get the best parties; Buzz Blackett shreds a few aboard 'California Condor'; 'Kotuku' hit 19.6 knots shortly before suffering a radical round down (center).

least, that's what happens in a normal year.

This was not a normal year. The wind never faded and never veered the way it usually does. It stayed so far northerly that we had a kind of 'reverse slot car' situation. Most of the fleet had already positioned themselves as far north or as far south of the great circle as they cared to go, and the Windy Reach just turned into Windy Reverse Slot Cars. Going south took us away from the predicted strongest wind and away from the eventual clockwise wind bend that Expedition wanted us to exploit. Going north meant taking down the spinnaker and going slow. So we were on a slot car track, although not for the usual reason.

Meanwhile the squalls became more like the squalls we know and love in the trade winds, with one critical difference: They never stopped. The squalls did not limit themselves to evenings and late nights. We had squalls for lunch and squalls for dinner. We even had squalls at sunrise. The overcast was not as thick

SQUALLY RIDE TO KANEOHE



PAUL KAMMEN



CALIFORNIA CONDOR

had finished with us we were reaching again on port pole, still in squally conditions.

This is also where most of the fleet encountered the biblical rain squalls. "Raindrops so big there were fish swimming inside them," according to one crew. The squalls were also becoming more intense, and starting to look more like the classic towering stacks of clouds that we could track at night only by the stars they covered up.

The wind shift to the south was predicted both by the GRIB files and by the maps drawn by human hands, and just about everyone got to jibe on the inside of the shift, just as Expedition wanted us to do. But the north-south wind speed gradient flattened out and the wind swung even farther to the south than predicted, wiping out most of the benefit from the most northerly positions. Even with our relatively south route, *Lightspeed* ended up jib reaching the last 50 miles.

The Final Approach

The last phase of Pacific Cup strategy is the Final Approach, or setting up for the finish. This is typically the place to worry about how the wind bends and how the isobars curve. But it was too late to do much about it after the wind shifted to the south. For the last two days we observed a wind direction of 110 magnetic, 30 degrees to the south of true east.

As our opening spread caption revealed, Sebastien de Halleux's Swan 45 *Svazik* earned the event's most prestigious award, the Pacific Cup. But before we look at their big boat Division, E, let's work our way up through the lower divisions.

Valis took Division A after a slow start, using its waterline to pull away from the smaller boats that were leading earlier in the race. With a Pearson Vanguard (David Nichols' *Blue Mist*), an Islander 36 (Kit Wiegman's *Cassiopeia*) and a Newport 30 (Scott Schwartz' *Lil Angel*) in the mix, it might have been called the Plastic Classic division. Such boats have always

been welcome in Pac Cup, but they really need to start another day or two ahead of the faster boats. As it is, they usually miss the first day or two of parties at Kaneohe.

Lightspeed finished in just over 12 days for a win in the 9-boat Division B. *Split Water*, rating scratch with *Lightspeed*, was about four hours back. Our departure strategies were similar, but on *Lightspeed* we took more opportunities to dive south when it would give us more

"Raindrops so big there were fish swimming inside them."

speed, and we covered the south side of our division for most of the race.

In the doublehanded divisions, both *Naos* in D1 and *Moonshine* in D2 set up for extreme northerly routes while looking for wind after their Monday starts.

Moonshine, a one-of-a-kind plywood boat, has been described as "a Moore 24 on steroids." If Dylan Benjamin and Rufus Sjoberg were not also on steroids, they kept the pedal down for two weeks as if they were. The squally format for this year's Pac Cup was a perfect match for their gonzo racing style.

Moonshine also took home the *Latitude 38* Performance Trophy, a kind of alternative first overall prize (see sidebar), plus Pac Cup's Navigator Award.

Division C had five boats, mostly middle-of-the-road racer-cruisers or cruiser-racers. Jack Peurach's Express 37 *Elan* took it, repeating her class win

As this 'Hana Ho' crewman illustrates, there are lots of ways to pass the time during the 2,070-mile passage to Oahu.



HANA HO

and we could see the squall clouds now, but still with precious little sun or blue sky between them. And the intensity ramped up a notch, demanding even more crew work around the clock and more skilled driving.

Surprisingly, some boats reported hardly any squall activity throughout the race. Michael Moradzedah, navigator on Paul Elliott's Pacific Seacraft 44 *Valis*, reported blue skies and long rows of squall clouds passing them by on both sides.

The Long Run

The next phase of Pac Cup strategy is the Long Run. This is usually the most pleasant part of the race. Typical wind direction is about 60 degrees magnetic, right down the rhumbline to the finish, and the game is to choose the right jibe, get in phase with the diurnal shifts, and play the squalls right. This is usually where the sun comes out and we start thinking that the brochure was right after all.

Not so this year. We had maybe a day of being able to choose our jibe, then the wind shifted south. On *Lightspeed* we took the unfavored jibe for a few hours to reposition north, to cover the boats behind us, but when the southerly shift

PACIFIC CUP 2012 —

from 2000, but under a new owner.

Division D was the small ultralight division. This year, for the first time, Pac Cup divisions did not follow strict rating breaks. And it was a good thing. The Antrim 27 did not race scratch against the Tayana 48, even though their ratings are almost identical. Grouping the boats by displacement-length ratio as much as by rating produced more compliments than complaints. Although all 14 boats in Divisions B and C were more or less similar, they had to be split apart somehow to keep the division sizes somewhat balanced. This balance was compromised when the two boats with "Tiki" in their names (Scott Dickinson's J/42 *Tiki J* and Gary Troxel's Beneteau 423 *Tiki Blue*) insisted on being in the same division.

David Rasmussen's *Sapphire* won Division D handily. This was his fifth Pac Cup, so he knows the way. *Sapphire*'s innovation this year was sailing with a reefed main and spinnaker. This was apparently much easier to handle in squalls and through jibes, especially considering their new square-top main that could fit



PAUL KAMEN

A bonus for D-2 winners Rufus and Dylan of 'Moonshine' was getting to rub shoulders with the stunning Miss Hawaii, Skyler Kamaka.

under the running masthead backstays only when reefed.

Division E was for the big boats, all of them racing under the more objective ORR measurement rule (Offshore Racing Rule).

Andy Costello's J/125 *Double Trouble* sailed a great strategic race, deviating

from the rhumbline more than any other division winner, and to good effect. They took an early leg to the south, and then added a few more corners to their route than most of their competition.

But *Double Trouble*'s crew made one very serious error: They seem to have forgotten to read the Sailing Instructions, and were penalized 24 hours for accessing the forbidden tracker website at least 12 times.

This knocked them all the way down to fifth place, and, as mentioned earlier, *Swazik*, a very well-sailed Swan 45, became the winner of the division and the Pacific Cup for first in fleet. Mark Dowdy's Santa Cruz 50 *Hana Ho* finished two hours ahead of *Swazik*, but she needed another five hours to win on corrected time, and ended up with a second. Jay Spalding's Santa Cruz 52 *Medusa* was third, only 20 minutes behind *Hana Ho* on corrected time.

Yellowbrick Road

All boats in the 2012 fleet were equipped with Yellowbrick tracking

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SQUALLY RIDE TO KANEOHE

devices. These are little self-contained GPS transponders (they really do look like yellow bricks) that send position and speed data back to the Yellowbrick website. The folks at home can see, in only slightly delayed time, the position, course and speed of every boat in the race.

This can be a huge advantage to any boat that has broadband access at sea, so to level the playing field, the SIs forbid looking at the Yellowbrick site. *Double Trouble* may or may not have gained some advantage from the real-time intel, but the rule is extremely clear and the penalty had to be applied.

The big debate, of course, is what to do going forward. It was not hard to predict that info from a website designed for friends and family at home would find its way out to the fleet, especially now that private email communications to the racers are common. Non-sailing Aunt Martha, who never read the Sailing Instructions, can and did innocently ask in her email to her favorite nephew why all those other boats are going this way

and moving really fast, while your boat is going that way and going slow.

One possible solution is a 24-hour delay on the public tracker website. That way, the most recent info would always be the daily roll call, and there would presumably be no advantage to having access to anything on the tracker site. Under this scheme the RC would still have the real-time data, of course, for roll call corrections and safety purposes.

Another possible solution takes ad-

They seem to have forgotten to read the Sailing Instructions.

vantage of the two-way communication capabilities of those Yellowbrick transponders. Whenever the tracker website is updated, an email blast will go to the fleet via the trackers, containing enough data for onboard software in the chart

table laptop to construct the tracker map. That way everyone gets the same data at the same time, with or without broadband on your boat. It does increase the complexity of the tracker installation: Right now all you do is Velcro the brick to the stern rail. With the two-way scheme, it would probably be necessary to plug in a USB cable. And a 12V power line too, as long as we're stringing wires. Virtually all the tracker failures this year were attributed to weak batteries in the bricks.

The fundamental question, though, is whether or not the racers really want to know the positions of every competitor at all times during the race. Real-time data makes it easier to cover a competitor, but it also removes some strategic elements from the game. Not to mention making the navigator's job even more of a 24/7 gig than it already is.

Best guess from here is that we will go to the two-way real-time tracker system, but with an opt-out option. That way the less cutthroat racers can keep family and friends in on the action in real time, while the more serious racers can go stealth,

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Overall Winner 2012 Singlehanded TransPac

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PACIFIC CUP 2012 —

at least between roll calls.

This still doesn't address the problem of on-shore experts, self-proclaimed or otherwise, watching the real-time po-

LAT 38'S PERFORMANCE TROPHY

As noted earlier, *Moonshine* won *Latitude 38's* Performance Trophy. What is it? As we all know, the problem with using straight corrected times to get a first overall is that different divisions start on different days and find very different weather conditions. This year the big boats in Division E, starting on Thursday, found the usual gradient wind right outside. So naturally the overall standings put the Division E starters in the top spots.

To level this difference, the Performance Trophy compares the margin of victory within the division to the division median, with an adjustment for the distribution of corrected times within the division to account for the variable level of competition. The assumption here is that a tough division will have more closely-bunched times, and an easy division with less serious competition will show a much wider spread.

Moonshine won it handily this year with an impressive 1.7-day margin over the Doublehanded 2 median finish time. So *Moonshine's* crew can claim bragging rights for the geeky version of overall first place.

sitions and offering advice over private email. This kind of communication, unintentional or otherwise, has proven to be really difficult to avoid. If consensus is that outside advice should not be a part of ocean racing, then there may be no other option but to time-delay the public tracking website long enough to make it useless as a strategic tool for the shoreside pundits.

Another relief valve for those who don't want the 24/7 data stream at the chart table might be a Celestial Division. Turn the clock back to about 1950, and allow GPS only for the start and finish (and for safety procedures such as person overboard). Tape over the lat/lon display on the AIS, ban GRIB files and routing software, ban weatherfax and everything else weather-related except the voice-based high seas weather reports. It would be a perfect fit for the Aloha Division, with limited sail inventory



As always, Kaneohe YC's Leis and Trays Committee did a superb job welcoming finishers.

and some cruising amenities required. There are people out there who still think that would be fun.

The bulk of the entries this year seemed to cluster around the 40-ft plus-or-minus size, but within that size range there was a profound difference

in boat types. *Valis*, the Pacific Seacraft, and *California Condor*, the custom Antrim Class 40, are about the same size (if you count the rudders). But they are as different as any two monohulls can be, and as it turned out, the more traditional type was actually the more competitive ride. Add in the Cal 40, the Olson 40, the Catalina 42 and similar cruiser-racers, and you had a retrospective of yacht design over the last 50 years without going up or down more than two feet in LOA.

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SQUALLY RIDE TO KANEOHE

The Bay Area is full of reasonably modern mid-40s Beneteaus and Catalinas and other boats like them, and it's a mystery that we don't see more of them entering this race. Well, okay, time and money. But if the owners would realize that it really is a lot safer and easier to sail to Hawaii than down the coast of Baja – and that the trip back from Hawaii is far more enjoyable than the bash back up from Cabo – we might see the entry roster climb back up to the 80-boat limit.

All About the Crews

Regardless of boat type, this was a race that was won or lost by the crews. With limited options to reposition very far north or south, and because of the almost continuous squally conditions, crew endurance was everything. Boats with lots of good drivers and crew who stuck to the watch schedule seemed to thrive. Boats that had to reconfigure their watches to keep their best drivers on all night were in trouble. As always, the best drivers turned out to be the

ones who could handle a Laser on the Berkeley Circle in 20 knots, even if they had never seen blue water before. That Laser in 20 handles just like a big boat in 35, and the dinghy sailors knew what to do on the helm.

Kame Richards of Pineapple Sails, sailing on *California Condor*, put it this way: "It was a difficult race, but one that we would have been sorry to miss because we learned things that cannot be learned any other way."

— *latitude* /paul

2012 PACIFIC CUP RESULTS

OVERALL — 1) **Swazik**, Swan 45, Sebastien de Halleux; 2) **Hana Ho**, Santa Cruz 50, Mark Dowdy; 3) **Medusa**, Santa Cruz 52, Jay Spalding; 4) **Elan**, Express 37, Jack Peurach; 5) **Kotuku**, Farr 1220, Graeme Esarey. (45 boats)

DOUBLEHANDED 1 — 1) **Naos 30**, Beneteau First 30, Charles Devanneaux/Frederic Courouble; 2) **Nozomi**, Cal 40, Rowena Carlson/Robb Walker; 3) **Plus Sixteen**, Olson 911, Paul Disario/Richard Jensen. (5 boats)

DOUBLEHANDED 2 — 1) **Moonshine**, Dog Patch 26, Dylan Benjamin/Rufus Sjoberg; 2) **Magic**, Express 27, Mike Reed/Jeff Phillips; 3) **Relentless**, Jeanneau SunFast 3200, Doug DuBois/Steve Ernest. (5 boats)

DIVISION A — 1) **Valis**, Pacific Seacraft 44, Paul Elliott; 2) **Cassiopeia**, Islander 36, Kit Wiegman; 3) **Lil Angel**, Newport 30 MkII, Scott Schwartz. (6 boats)

DIVISION B — 1) **Lightspeed**, Wylie 39, Rick Elkins; 2) **Split Water**, Beneteau First 10R, David Britt; 3) **Brainwaves**, J/35c, Jim Brainard. (9 boats)

DIVISION C — 1) **E.T.**, Antrim 27, Jack Peurach; 2) **Kotuku**, Farr 1220, Graeme Esarey; 3) **Andromeda**, Swan 59, Antonio Luttmann. (5 boats)

DIVISION D — 1) **Sapphire**, Synergy 1000, David Rasmussen; 2) **E.T.**, Antrim 27, Tony English; 3) **Spellbound**, Olson 40, Bob Gardiner. (7 boats)

DIVISION E — 1) **Swazik**, Swan 45, Sebastien de Halleux; 2) **Hana Ho**, Santa Cruz 50, Mark Dowdy; 3) **Medusa**, Santa Cruz 52, Jay Spalding. (8 boats)

SPECIAL AWARDS

- Best Prepared Trophy: **Temerity**, Olson 34, David Nabors/Annika Nabors.
- *Latitude 38* Performance Trophy: **Moonshine**.
- Navigator Award: **Moonshine**.
- Fastest Family Trophy: **Andromeda**
- Team Trophy: **RYC, Sapphire, Moonshine, California Condor**, Antrim Class 40, Buzz Blackett.
- Fastest Passage: **Icon**, Perry 66, Kevin Welch.

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LSC FINAL REPORT

At least one other boat sailed in water as shallow as did the Sydney 38 *Low Speed Chase* during the tragic Full Crew Farallones Race of April 14, a race that saw five of the eight *LSC* crew perish as a result of their boat's being hit by a breaking wave just off Southeast Farallon Island. *LSC* was in 28 feet of water when she was hit by a breaking wave estimated to be over 30 feet high. These are some of the more interesting findings in the final report released last month by a special independent US Sailing investigative panel. The complete report can be found at USSailing.org.

The incident was investigated and analyzed by a panel of 10 highly experienced ocean sailors, most of whom have extensive experience sailing in the unique conditions found in the Gulf of the Farallones. In our estimation, the panel, headed by Sally Lindsay Honey, did an outstanding job of compiling a definitive 89-page report that was as illuminating as it was fact-based. Before anyone voices an opinion on what happened, why, and the aftermath, we think they owe it to themselves and everyone else to read the entire report carefully and examine the accompanying graphics. Based on the report, we now have a much greater and more nuanced understanding of what caused the tragedy, as well as how chaotic things were in the immediate aftermath.

The panel's primary conclusion did not come as a surprise. "... [I]t became

The panel concluded that *LSC* was in 28 feet of water when she was hit by the breaking wave, and that by various "accepted calculations" the boat should have been in at least 43 feet of water. (Interestingly enough, Honey's husband, the legendary, all-universe sailor/navigator Stan Honey, uses a formula that would have indicated boats, given the conditions, should have stayed in at least 55 feet of water.)

"Although the course sailed was the direct cause of the capsizing," the panel's synopsis continued, "there were additional safety issues that came to light during the investigation, which may have mitigated the outcome. A secondary issue involved the personal safety gear in use on *LSC* (life jackets and harnesses). Improvement in the personal safety gear might have prevented some of the deaths on *LSC*. There is a third level of consideration involving existing communication difficulties and discipline among the entire fleet, and a fourth concerning race management. These additional issues did not affect the outcome of the event, but

improvement in these areas might save lives or reduce injuries in future accidents. The only prevention [to the *LSC* tragedy] would have been more conservative course selection to avoid shallow water in breaking seas or a lee shore."

Also of interest:

- 60 boats signed up for the race, but some didn't start and others dropped out; 32 finished.

- Alan Cahill, the Person in Charge and helmsman on *LSC* at the time of the capsizing, was the only professional sailor participating in the race.

- Having had a terrible start, the *LSC* crew was not battling for a pickle dish. (In fact, they anchored briefly when the wind died and they found themselves drifting backward with the current.)

- The panel managed to acquire GPS tracks of the island roundings from almost half the fleet. It's possible that more than one boat may have sailed as close to the Farallones and in as shallow



The locations of the boat, those who survived, and those who didn't when last observed.

water as *LSC*.

- Crew lists of boats participating in the race were not accurate. *LSC*, for instance, listed seven crew while they actually had eight.

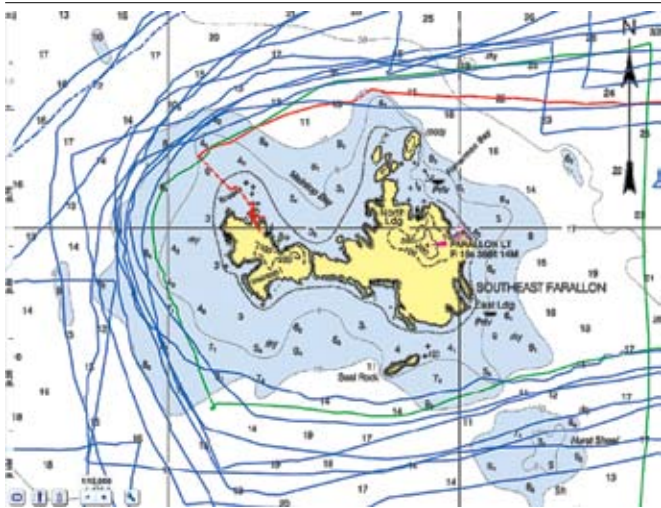
- *LSC* had jacklines, but nobody was tethered to them. *LSC* also had PFDs as required by the regulations — although the panel concluded such PFD requirements are neither clear nor adequate.

- It took only 1.5 minutes for *LSC* to be driven two-tenths of a mile from the point of capsizing to being dismantled, with half the rudder broken off, and stranded on the wave-swept rocks of Main Top Island.

- Despite being thrown up on the rocks, there was relatively little damage to the hull of *LSC*.

- There were an estimated 257 waves an hour at the Farallones that day. Given the forecast, it would be expected that two to three waves would have been over 30 feet high. *LSC* was in 28 feet of water when she was hit. A 30-ft wave would easily break in 28 feet of water, as the rule of thumb is that waves break in water 1.3 times their height.

- The water temperature at the Farallones was 51 degrees, which meant the entire *LSC* crew suffered from 'cold water shock'. CWS is defined as "the body's initial response to sudden cold water immersion. These include reflex gagging, uncontrolled rapid breathing and inability to breath-hold. Stress on the heart can also be profound and life-



As you can see by other tracks, a second boat (green) also sailed in dangerously shallow waters during the Full Crew Farallones Race.

clear that the cause of the capsizing was that *LSC* sailed a course which took them across a shoal area over which breaking waves could be expected to occur several times an hour, and encountered a breaking wave which capsized the boat."

A FAILURE OF SEAMANSHIP

threatening; heart rate and rhythms frequently change, reducing blood supply to the brain, followed by confusion, disorientation and sudden loss of consciousness." The LSC survivors all cited CWS symptoms making it very difficult for them to survive.

- The first Coast Guard helicopter to get a report of a problem at the Farallones was low on fuel and had to return to base. Consequently, it didn't arrive on the scene until almost an hour after LSC had gone on the rocks. This was long after two survivors witnessed two of their shipmates being unable to survive the terrible beating they were taking.

- It was 1 hour and 20 minutes before the Coast Guard was able to talk directly to a member of the LSC crew.

- One competitor witnessed LSC being capsized, and six others saw her on the rocks. All of them felt the conditions made it impossible for them to render assistance. None of them stood by in the area.

- There was radio chaos. One problem is that the Farallones are beyond VHF range from the race deck at the St. Francis YC (the race was actually put on by the San Francisco YC). Because of these and other reasons, the Coast Guard got lots of stepped-on, unintelligible, or partial transmissions. In addition, there was at least one occasion when a sailor's mic got stuck in transmit mode for a lengthy period, wiping out all communications on that channel. The panel called for increased radio "discipline," something we believe is inherently much easier said than done.

- Communications were so bad between the fleet and the Coast Guard that it was 3.5 hours before the Coast Guard realized they weren't looking for the vessel *Temerity*. And they only learned that after *Temerity* called the race committee to report they were nearing the finish line.

- For hours the Coast Guard thought they were in communication with the PRO (Principal Race Officer) of the event, only to learn that the person they were talking to was actually just a personal friend of some of the LSC crew.

- It wasn't clear to what boat LSC's EPIRB was registered.

- Because the EPIRB

didn't have a GPS feature, it originally registered a position four miles from the Farallones. However, this did not inhibit rescue efforts.

- The panel rejected the idea of putting limiting buoys at the Farallones.

- One of the panel's conclusions was that at least two boats sailed into water that was too shallow given the sea conditions that day. "One was lucky," they wrote, "the other wasn't."

The moral of the LSC tragedy is that when it comes to big seas, shallow water and lee shores, you never want luck to be a part of your safety equation. Please be careful out there.

A major outcome of this study is the formation of a new oversight group called the NorCal Ocean Racing Council (NorCal ORC) which will include all yacht clubs and organizations that run offshore races (YRA, OYRA, etc). Its primary mission will be to normalize procedures, communication protocols and safety requirements, as well as implement crew and race committee training and education.

To our thinking, there's not a black and white difference between aggressive sailing and poor seamanship, but rather — to borrow the title of the most popular 'mommy porn' in history — fifty shades of gray.

Several boats got very close to Anacapa during the King Harbor Race last month.

Take, for example, late July's popular Santa Barbara to King Harbor Race. The 81-mile course takes the fleet between Santa Cruz and Anacapa Islands, and the conditions were such this year — as they are most years — that many boats in the fleet shaved the west tip of Anacapa. As always, some shaved much closer than others.

As you can see in the photo below, there are three boats spinnaker reaching — particularly the red boat — about as high as they can. They not only have to clear the visible rocks, but some submerged rocks reported to extend a distance off the point. We were aboard *Profligate* behind them but a little higher, also spinnaker reaching. Everyone must have been doing eight to 10 knots.

Were these boats — and there were probably others before and certainly others later that cut it just about as close — sailing aggressively or engaged in poor seamanship? After all, if any of us had gotten just a bit of a knock and could no longer carry our chutes, there was going to be a brief moment when we'd be facing a nautical box canyon, and there weren't going to be any good outs. The only possibilities would be trying to luff above the rocks, which would have been almost impossible with a collapsed chute, or executing a gybe on a dime which, if not executed perfectly, might have seen a boat driven right onto the rocks at speed. Indeed, if any boat had gotten in deep enough, even a perfectly executed gybe would have seen them driven onto the rocks.



LSC FINAL REPORT

Granted, the zone of extreme danger might have been 200 feet or even less, but during that time, it was "make it or else."

There are some other things to consider. The submerged rock that extends from this point had been the scene of a serious accident in a previous King Harbor Race. According to friends, Fred Preiss's 100-ft sloop *Christine*, while sailing just outside a couple of 70-ft sleds that drew about three feet less, made such solid contact with a rock that the boat stopped suddenly from a speed of about 10 to 12 knots. Crewmen are said to have been thrown all over the boat. Several were injured seriously enough that they were rushed to hospitals.

On the other hand, this wasn't exactly a LSC situation. As the point was in the lee of Santa Cruz Island, there wasn't much of a swell running, and the water temperature wasn't shockingly cold. If any boats had made contact with the rocks, and their crews hadn't suffered serious head injuries, it's almost certain they could have easily swum to the rocks and climbed to safety, or been rescued

by the crews of the 75 or so boats that were hot on their tails.

Mindful of the Farallones tragedy, we sure weren't going to be the boat passing closest to the rocks. We probably passed within 100 to 125 feet of the above-water rocks, and made sure that at least three boats that drew substantially more than *Profligate's* five feet were between us and the rocks. That didn't mean we were absolutely free of risk since the most shallow spot easily could have been an isolated outcropping directly in our path. But we thought the odds were in our favor.

As it was, all the boats we saw it made it around safely. But we ask once again, were we merely sailing aggressively or were we engaged in poor seamanship? And would it have made a difference if the seas had been bigger, the winds stronger, or there hadn't been any other boats in the area?

Mind you, these nuanced distinctions between aggressive sailing and poor seamanship are more common than kinky episodes in Ms. James' bestsellers. For

example, during the first race of this year's St. Barth Bucket, the mighty 218-ft R/P/Dykstra *Hetairos*, with the German owner reportedly urging the helmsman to point ever higher, struck bottom with her massive 36-ft daggerboard while rounding the leeward mark. The spanking new green ketch, which must have cost well north of \$50 million, stopped suddenly and deposited 10 tons of lead from the bottom of her daggerboard onto the coral below.

If you care to respond to our 'aggressive sailing or poor seamanship' question, we'd appreciate it if you'd tell us how much sailing experience you have and whether you race. Email Richard at richard@latitude38.com.

(By the way, we know that had a boat hit the rocks, a few readers would have blamed the yacht clubs hosting the race or the Coast Guard. We say rubbish! Even when we were a couple of hundred yards out, we said to ourselves, if we hit, there will be nobody to blame but the person whose face we see in the mirror each morning.)

— **latitude**/richard

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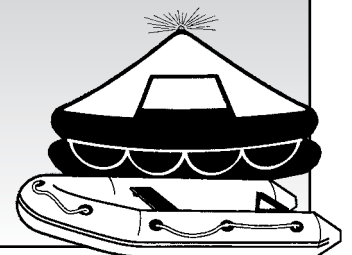
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DELTA DOO DAH FAB 4

With a theme of 'Fab 4', this year's Delta Doo Dah — a weeklong rally for 50 boats from San Francisco Bay to the Delta — had a lot to live up to. It couldn't be just good; it had to blow all three previous Doo Dahs out of the water. Each Doo Dah has had its own flavor and personality, but we think this year's event really lived up to its name.

Doo Dah'ers were eager to get their vacations started, and the great majority of skippers and crew stopped in at Berkeley YC on July 27 for the Kick-Off Party. Once again, Berkeley Marina generously hosted several members of the fleet, and the yacht club invited crewmembers to join their Friday night beer can race. With its loose structure and friendly meet-and-greet nature, the Kick-Off Party really sets the tone for the entire event: Don't expect hand-holding, go out of your way to meet new people and, above all, have a great time.

The event started the next morning, Saturday, with the instruction that the fleet time their arrival at Vallejo YC — that night's host — after 1 p.m. to avoid a traffic jam with the club's Learn to Sail program. As the sailing students were putting away their gear, the first Doo Dah'ers started trickling in — with music from the Beatles blasting over the loudspeaker. With help from club members, the boats were snuggled 'Great Vallejo Race-style' in the fairway between the first two docks, and soon their crews were up at the club enjoying some refreshing beverages and VYC's famed hospitality.

Great food and fun prizes kept everyone in their seats for the skippers' meeting, which included a short presentation by the good-natured James Muller of the San Francisco Estuary Partnership, during which he offered everyone anchored at Potato Slough on Thursday a free holding tank pump-out. Patty Boucher from the Catalina 42 *Neener*³ had the bright idea of quizzing the crowd for their guesses as to the source of the strange sounds near Pt. Pinole. "Chevron belching," said one Doo Dah'er. "A sound barrier for whales," guessed another. "The egos of the America's Cup skippers," joked a third. But it was Dan Baker from the Hunter 35 *Fuzzy Logic* who took home the grand prize of a solar-powered lan-

tern for the most popular theory: "It's the sound of all the people in the Bay Area realizing they're missing the Delta Doo Dah." (The real answer is drag racing at Sears Point.)

With as much planning as it takes to organize a rally such as the Doo Dah, the Doodettes are bound to make an

error or two in judgment. This year's biggest — but certainly not only — 'oops' was the timing of the trip to Bethel Island on Sunday.

In years past, this Doodette would be stationed by Red Rock at Saturday's start to capture the fleet as they passed under the Richmond Bridge. But, as we like to do, we switched things up a bit this year by scheduling the official photo



Akio Omori played like a kid at the Bethel Island Beach Party.

ALEX PEARCE

ALEX PEARCE

ANNIE COOK

ALEX PEARCE

— THE MAGICAL MYSTERY TOUR

op on Sunday to catch boats sailing under the Carquinez Bridge. We thought it would give us a better chance for sun and smiles. And since Dave Riggs and Tracy Venable of the Sugar Barge Resort & Marina, who kindly offered to host the fleet Sunday night as well as Monday, asked that we arrive after 5 p.m., we thought a noon 'start' at the bridge seemed reasonable.

Not so much.

A brisk ebb hampered the fleet's progress and made for a long day of sailing, which was at least made pleasant by warm temps that saw everyone stripping off clothes as they made their way upriver. As it turned out, the first boats didn't start tying up at Sugar Barge till the sun was low in the sky, but the kitched stayed open late to serve hungry

sailors fish and chips.

One thing that never fails to impress us is when sailors go to the aid of their fellows in need. This was driven home on Sunday when one Doo Dah'er fouled his prop at the entrance to False River and his boat ended up on the levee. Barry Foster of the True North 34 *Tinuviel* was able to maneuver his full-keel bluewater cruiser close enough to the stricken boat to drop off a crewmember and secure a tow line. While it wasn't a quick process,



ELLIE SCANDLING



TARA PEARCE



Magical Mystery Tour — (top row, l to r) 'Addiction Too' flies her colors near Pittsburg; 'Aquavit', 'Goose' and others relax in Potato Slough; Dave of 'Sea Squirt' will do anything for his morning cuppa; "Go ahead, make my day!"; Danielle of 'Fuzzy Logic' shows off her princess wave at the Carquinez Bridge; (middle) the groovy costume contestants; idyllic King Island Resort; Elizabeth of 'Autumn Wind' was thrilled with her solar lantern; (bottom) the kids flipped over Peter Yates' beach party; Samantha of 'Top Priority' knows how to have fun; more happy prize winners; the boys are back in town.



ALL PHOTOS LATITUDE / 'DOODETTE' LADONNA UNLESS NOTED

DELTA DOO DAH FAB 4

Tinuviel was able to pull the boat off the rocks and get it anchored securely while the owner waited for Vessel Assist to arrive. Thankfully no one was injured and the boat wasn't severely damaged. The next morning, Mike Kastrop from the Catalina 30 *Goose* cleared the prop and the boat was ready to go. It was a real team effort.

The excitement of fitting nearly 50 boats into a space where just a few are supposed to moor was nothing compared to Monday's annual Beach Party, hosted by Peter Yates and his lovely fiancée Katherine Anderson. "Seeing all those

people having such a great time is what it's all about," says Peter. And have a great time they did. It seemed nearly every Doo Dah'er made their way to Peter's favorite beach — we've never seen it so packed! Revelers enjoyed the delicious libations and snacks served by Katherine and her helpers, stand-up paddle boards provided by Hanna SUP, and a passel of Jet Skis, ski boats and other floating fun-makers provided by Peter and his friends. The night was topped off with the obligatory '60s costume contest, fantastic food and a jam band that couldn't be beat.

New on this year's itinerary was King Island Resort, nestled on Disappointment Slough just off the San Joaquin on the way toward Stockton. Jah Mackey and his crew welcomed the fleet — which all made it with plenty of daylight to spare, thank you very much — with real aloha spirit. "Everyone's a king at King Island!" Jah laughed as he put a paper crown on one Doo Dah kid's head. Indeed, all were welcome to join that night's luau-style

party. "Everyone's a king at King Island!" Jah laughed as he put a paper crown on one Doo Dah kid's head. Indeed, all were welcome to join that night's luau-style



KEN PAINTER



TARA PEARCE



ALEX PEARCE

Kristin Torok won the Owl Harbor costume contest with her chicken hat.



ALEX PEARCE



DAN ZEMPE



ANNIE COOK



ALEX PEARCE

2012 Delta Doo Dah Fab 4 Participants

Addiction Too	Newport 30 Mk II	Amie Thompson	San Francisco
Amazing Grace	Newport 30 Mk III	Greg & Chris Gorbach	Folsom
Andiamo	Islander 36	Eli Myrick & Akio Omori	Oakland
Annie	Sprague Cutter 33	Jeff & Annie Cook	Sacramento
Aquavit	Swan 36	Bruce & Gail Sinclair	Vallejo
Ardea	Tartan 37	Jim & Georgianne Boissier	Fremont
Autumn Wind	Catalina 34	Brian Plautz & Elizabeth Kline	Reno, NV
Because...	Jeanneau 45 DS	Tim Shea & Ian Shea	Napa
Breakaway	FP Athena 38 cat	Brian & Claudia Davis	San Leandro
Calaveras	Explorer 45	David Lyon & Angela Aragon	Santa Cruz
Chimera	Little Harbor 47	Grant & Barb Miller	Newark
Dream Catcher	Venture Newport 23	Greg & Kristin Torok	Redwood City

E.C. Rider
Flibbertigibbet
Full House
Fuzzy Logic
Georgia
Goose
Gypsy Soul
Hotel California
Kydonakis
La Vida
Liberté
Mariah
Miss Conduct
Moondance

Catalina 25
O'Day 34
Gemini 3000 cat
Hunter 35
Van de Stadt 41
Catalina 30
Roberts Offshore 44
Catalina 375
Hunter 33
Catalina 320
Kaufman 47
Gulf PH 32
Columbia 36
CS34

Matthew Loeffler & Brigitte Bowers
Jim & Betty Adams
Jon & Vicky Jones
Dan & Kathy Baker
Ben & Lucie Mewes
Mike & Lorianna Kastrop
Danny & Marilyn Webb
Michael & Linda Stafford
William Robberson
Mike & Joan Mellon
Dave & Julian Rosenberg
Ken & Vinnie Painter
Dan Zempel & Michelle Petroelje
Niels Frommann

Atwater
Discovery Bay
Hillsborough
San Anselmo
Pt. Richmond
Redwood City
Grass Valley
Bodega Bay
San Francisco
Santa Cruz
Los Altos
Bothell, WA
Graeagle
Sunnyvale



Magical Mystery Tour — (top row, l to r) The raft-up at Sugar Barge; Alex from 'Shrimp Louie' takes a flying leap; the folks from Bay Green made everyone's day with free pump-outs; the VYC raft-up; Tim and Ian from 'Because...' took a spin on the dance floor at Owl Harbor; (middle) Grant and Barb from 'Chimera' loosened up with some hot blues; Luke from 'Miss Conduct' planted himself; the potluck at Walnut Grove's public dock; Amber and Danielle get the aloha spirit at King Island's luau; (bottom) Katherine from 'Prime Time' and Danielle ('Fuzzy Logic') took a liking to Dixieland jazz; the 'Sizzle Boys', Brian and Erik, lookin' flossy; he may look sweet and innocent but we have it on good authority that John from 'Top Priority' is one bad dude; Lisa and Katherine kept everyone at the Beach Party hydrated; the 17-dinghy raft-up at Potato Slough was a winner.



ALEX PEARCE

Mystic
Neener3
Pax
Prime Time
Queenie II
Resolute
Sceptre
Sea Squirt
Sea Star
Shrimp Louie
Silverheels II
Sizzle
Solace
Time and a Half

Newport 33
 Catalina 42
 Hunter 30
 MacGregor 26
 Island Packet 44
 Hunter 33
 J/130
 Columbia 10.7
 Cal 39
 Cal 2-29
 Tartan 34
 Glastron Spirit 28
 Jeanneau SO 45.2
 O'Day 35

Paul & Winoka Turin
 Jan Grygier & Patty Boucher
 Ravinder Grewal
 Edward Dietz & Elizabeth Dietz
 Mark & Andrea Ferguson
 Jason Kopps & Eric Kopps
 Bob Musor
 Dave & Ellie Scandling
 Bob Walden & Lori Tewksbury
 Alex & Tara Pearce
 Peter Turner & Carla Garbis
 Erik & Brian Jones
 Spencer & Laura Borg
 Jay & Jeanne MacDonald

Berkeley
 Albany
 El Cerrito
 Merced
 Walnut Creek
 Alameda
 Danville
 Fremont
 Martinez
 Sausalito
 Moraga
 San Francisco
 Danville
 Mariposa

Tinuviel
Top Priority
Wind Mill

True North 34
 Catalina 34
 Catalina 30

Barry Foster & Kathy Crabtree
 Ryan & Julie Floyd
 Doug Jarmer & Jennifer Mengel

Redding
 Menlo Park
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DELTA DOO DAH FAB 4

party — complete with roasted pig — and enjoy the musical stylings of classic rock band Crystal Image.

The second, and thankfully final, mishap of this Doo Dah occurred just as the party was gearing up. A group of teenagers were out playing in a dinghy when a 14-year-old boy fell out and was injured by the prop. Two medical professionals — along with a host of others — helped get the boy stabilized and to a hospital, where he received 20 stitches. It was a sobering reminder that, while playing in dinghies can be a total blast, danger lurks just a few inches below the water. (At last word, the young man was healing nicely.)

With just two free days this year, the fleet wasted no time heading out to do a little exploring. About 25 boats joined this Doodette in Potato Slough's Bedroom Two, while eight boats hightailed it to blissfully bug-free Mildred Island, a handful worked their way up to Walnut Grove, and the rest explored on their



Hot summer days on Potato Slough mean lots of in-the-water activities.

own. Reports of potlucks on docks and insect repellent-free sundowners may have had a few Potato Slough'ers a little envious, but the swimming, sailing and sunset/full moon dinghy raft-up — not to mention the free pump-outs from BayGreen — made up for the minor inconveniences.

All too soon, Friday, August 3, the last day of the Doo Dah, dawned. From all corners of the Delta, boats converged on Owl Harbor Marina, where they were welcomed like old friends. The Mardi Gras costume party that Devery Stockon and her crew put on was, to say the least, outrageous. The killer blues band Big Cat and the Hipnotics rocked the house while Doo Dah'ers pranced around in silly costumes, gorged on a barbecued rib dinner, and shared one last evening with 100 or so new best friends.

The mood was subdued at the following morning's pancake breakfast. The Delta even threw a tantrum — in the form of a thunderstorm — that the Fab 4 was over. But all good things must come to an end, or so they say. What you take with you are 'forever memories' of an event that was, in every sense of the word, fabulous.

— **latitude** /'doodette' ladonna



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PACIFIC PUDDLE JUMP RECAP —

There's a very big patch of ocean between the West Coast of the Americas and French Polynesia. And despite the fact that sailors have been migrating across it for generations, no one can give you an irrefutable plan for crossing it *painlessly*.



ESTRELLA

Carol of the B.C.-based 'Estrella' hoists a beer to celebrate arriving at latitude 00°00' — a joyous benchmark of her long crossing.

Based on nearly 20 years of reporting on this epic passage — which we call the Pacific Puddle Jump — we're convinced that there's no ideal date to jump off and no perfect place to jump off from that's consistent from year to year. As a five-time Puddle Jumper once told us, the best advice is probably "Prepare for the worst, and deal with whatever weather you encounter once you get out there."

When problems arise — as they inevitably will — you simply deal with them. There's no Vessel Assist in the middle of the ocean.



INSPIRATION AT SEA

This is not to say you shouldn't study weather data all the way across. Of course you should. But you still might get unlucky. As one cruiser we met in Tahiti this year put it, "Hey, sometimes you have to go through hell to get to paradise!"

As you might have guessed, many boats reported an abundance of sloppy, confused seas and a paucity of idyllic trade wind sailing. Many, but not all. One group that left Puerto Vallarta, Mexico reported having glorious sailing for days on end, where they barely had to trim a sail, while another group that left from the same port a week or two later faced light air, funky seas and way too many squalls in the mysterious ITCZ (Intertropical Convergence Zone). Speaking of which, as any Shellback (equator crosser) will confirm, strategies about how far west to cross it are sure to spark hot debate in every sailors' bar from San Francisco to Panama.

If you're considering making a Puddle Jump of your own someday — or just want to study this subject from the comfort of your recliner — check out the crossing data on page 112 (plus the data in recaps of other years at www.pacificpuddlejumps.com).

More than 200 boats signed up for our loosely organized Pacific Puddle Jump rally this year, largely so they could associate with others in the fleet and be eligible for the bond exemption, clearance, and duty-free fuel deal we have worked out with a Papeete yacht agent.

After meeting at our PPJ Send-off Parties in Puerto Vallarta or Panama, many boats kept in touch along the way via SSB nets, often relaying weather info, as well as sharing tales and advice.

In June, we caught up with more than 100 fleet members in Tahiti at the Tahiti-Moorea Sailing Rendezvous, and heard about both the highs and lows of their 3,000-mile passages. In addition, we surveyed the fleet to bring you the heartfelt, first-hand insights that follows.

One thing we're always curious about is how expectations about the crossing compared with the actual experience:

Convivia: "We had expected the kid dynamic to be more trying than

it was. As it turns out, the kids love passage-making and fall right into an easy and generally low-key routine."

Water Musick — "With three children we were concerned about lack of access to treatment facilities in the center of the Puddle. In reality we didn't even think

"The SE trades are a mythical beast that we never encountered."

about it out there, and we were more focused on meals, homework and running the boat."

Panta Rhei — "The passage was substantially easier than we expected."

Estrella — "The SE trades are a mythical beast that we never encountered. The ITCZ was often not fully formed and also was often in the Southern Hemisphere."

Ladybug — "We were surprised at how



PANDION

LATITUDE / ANDY

THE PLEASURE & THE PAIN

much difference it made how far east or west one was while crossing the ITCZ. Boats farther west had much better times than when we crossed."

Bright Angel — "The winds were generally lighter than anticipated (both north and especially south of the equator). The ITCZ was not as scary as anticipated, just a pain."

Wondertime — "Coming from the Pacific Northwest, we'd always been leery of . . . encountering high winds on the crossing. But as it turned out we were more worried about not having enough wind. We saw 5-15 knots about 90% of the trip."

C'est la Vie — "I was surprised at the lack of sea life we encountered, as well as how rough it can be waiting out the doldrums. They are not dull — in fact, quite rowdy with the remaining sea

Spread: Fire on the equator — a Galapagos sunrise. Inset, left: Lorca brings lunch aboard 'Pandion'. Right: When you arrive at Fatu Hiva you realize why they call French Polynesia paradise.

movement and no wind."

Gato Go — "The passage seas were rougher than I expected with seas from two to three directions, both north and south of the ITCZ. But the winds were generally in the 15- to 30-knot range."

Slick — "It was much easier than expected. No surprises, except getting caught in a fishing net outside the Galapagos."

Inspiration at Sea — "When I did get the winds, the wind vane took over and the knots we were making were amazing until the halfway point. Then five days of no wind, *nada*. The winds came back, along with confused seas — the second half was uncomfortable."

Evergreen — "I was very worried about how I would be able to handle the inactivity for all those days at sea since I'm a bit of an exercise nut. . . But in reality



WONDERTIME

Equator-crossing party aboard 'Wondertime'. Not all parents would take kids so young across an ocean, but they all adapted well.

I did fine."

Momo — "We saw better trade winds and less swell than expected."

Pandion — "North of the equator we had great wind and made several 200-mile days. . . Unfortunately, the seas were horribly mixed with three different swells at any given time, and despite our waterline we were getting bounced around as if in a washing machine."

Red Sky — "We were surprised how few squalls we actually experienced, and that we had only one lightning storm that caused us any concern — not that we are complaining!"

It's been said that a long passage is often a balance of highs and lows. The highs this year?

Estrella — "High points: re-falling in love with our boat as a passage-maker and a good light-air sailer; the challenge; and the feeling of accomplishment when we finished."

Ladybug — "High points were wildlife sightings including a huge sperm whale and large pods of striped and other dolphin."

Wondertime — "We loved the time about 10 days out when our days became very routine with meals, playtime, naps, radio schedules, blog posting. This was very comforting underway, especially sailing with two young children (3 and 6)."

C'est la Vie — "The PPJ evening cruisers' net was a high! It was great to hear from everyone else and their experiences (highs and lows) for the day."

Gato Go — "The highs far outweighed the lows. There was a real



GAKU

PACIFIC PUDDLE JUMP RECAP —

sense of camaraderie amongst the participants on the nets. Highs included breathtaking sunsets and sunrises; several visits by hundreds of pan-equatorial dolphins surfing, leaping, and playing; the stars; time to reflect; and sailing where few people ever get a chance to see — for a second time!"

Inspiration at Sea: "When becalmed for five days, the colors of the calm glass sea were a painters palette no one would believe to be real. The reflection of the sky on the sea presented colors of the water not ever seen. This is also where we saw the dolphins off my bow (see below)."

Slick — "The highest point was obviously arriving, but the fishing was excellent, and this really gave us something to do."

Evergreen — "The high points were the beautiful star-filled nights and the feelings around finally doing something

that we'd planned and worked so hard for for so long."

Pandion — "There were so many highs: Catching big fish, sunrises and

"We were so excited to make landfall, but found ourselves wanting to stretch out and savor the approach."

sunsets, marine mammals playing with the boat, hearing whales sing through the hull of the boat, and sailing at night is magical."

Red Sky — "Ten days of great sailing

Clockwise from upper left: Halfway antics aboard 'Inspiration At Sea'; 'Land ho' aboard 'Bright Angel'; 'Charisma' crew above Daniel's Bay; mid-Pacific cool-down on 'Red Sky'; dolphin in the doldrums; 'Gaku' crew on a Tuamotu campout; Tucker's awesome tatt; the fleet gathers at Moorea's Opunohu Bay. Center: End of the rainbow in the Marquesas; playful rays on a Moorea reef.

on a broad reach averaging 7 kts and topping out at 10.1. Interrupting the watch schedule each day to spend time together. The night sky is incredible out there."

Sockdolager — "High points were the first 10 days, in which we averaged 100 miles a day — in our Pacific Seacraft Dana 24!"

The lows this year mostly had to do with confused seas, especially south of the equator, but there were others:

Convivia — "Losing our spinnaker on day two, and Tucker coming down with the flu after crossing the equator."



INSPIRATION AT SEA



BRIGHT ANGEL



CHARISMA



CHARISMA



INSPIRATION AT SEA



CHARISMA



LATITUDE/ANDY



GAKU

THE PLEASURE & THE PAIN

Estrella — "So much light wind, not catching many fish, and being becalmed 50 miles from landfall."

Wondertime — "The 200 miles we had north of the equator with zero wind. It was hard to keep morale up during those days."

Gato Go — "Fatigue and getting caught in a very strong microburst that ripped our mainsail at the second reef point with 1,000 miles to go."

Lisa Kay — "Total lack of sea life."

Slick — "It was frustrating when the spinnaker halyard kept chafing through. Although going up the mast in the middle of the ocean while under sail was a great experience."

Evergreen — "The only low point was when our autopilot broke, but we had the parts to fix it, so were back in business."

Red Sky — "Running out of wind, resulting in 11 days of motorsailing and several days of confused seas."

We also like to ask passage-makers if they remember the feeling they had when they first made landfall:

Water Musick — "Excitement, but also sadness the passage was over."

Southern Cross — "Our first glimpse of land came several hours earlier than anticipated, so that was exciting. And the fragrant smell of the vegetation is something I will always remember."

Panta Rhei — "We were pretty awed by *Fatu Hiva*. It is a tropical paradise and stunningly beautiful. Add to that, our friends were there!"

Sulyna — "Getting on land is always good. . . Of course landfall was always much more spectacular before GPS — I miss the old days."

Estrella — "I remember the sun rising over the peaks and the spicy floral smell of the island; the giddy feeling that we had actually sailed our home to the South Pacific."

Wondertime — "We were so excited to make landfall, but found ourselves wanting to stretch out and savor the approach to *Atuona* (*Hiva Oa*). We had light wind from astern, and with our spinnaker up we drifted slowly along watching the island pass by on our starboard, absolutely in awe at its beauty and completely relishing our last hours of the passage."

C'est la Vie — "Elation and exhaustion! I (*Jody*) felt much more confident and capable in my sailing abilities, and that I could now sail anywhere."

Gato Go — "We were really excited to see the blip of land come up on the radar screen. From 20 miles out you can just see the beginnings of form, much like an early ultrasound in a pregnancy."

Libertad — "As we neared *Hiva Oa*, a very large squall moved over the island, completely obscuring it and the entrance to the anchorage. We had a 25-knot breeze moving us at 7.5 knots and we were somewhat concerned to enter and negotiate the anchorage in those conditions. Fortunately the squall moved on, the clouds lifted and the wind slacked just in time for us to comfortably anchor in a very crowded anchorage."

Red Sky — "Mixed emotions. Both



happy and sad feelings, as the dream of doing the crossing had become a reality and now it was over."

Sockdolager — "Relief. It was a much harder passage than we'd expected (37 days), and we were very glad to be able to rest and relax."

Advice is rarely hard to find within the cruising community. But tips from successful passage-makers are worth listening to:

Water Musick — "Enjoy the ride!"

Southern Cross — "Thoroughly familiarize yourself with any newly installed equipment before you jump. But don't put the trip off any longer. It's wonderful out here!"

Stolen Kiss — "Get access to better weather info (use *Sailmail*). This is a must

to keep abreast of weather changes so that passages can be more enjoyable."

Sulyna — "Don't leave too early in the season."

Estrella — "This year the best skill we had under our belt was the ability to move our boat in light air and medium seas without damaging equipment."

Ladybug — "Make sure you have access to weather info (e.g., *GRIB* files) and pay attention to where you turn to cross



RED SKY



INSPIRATION AT SEA



PANDION

Like many SoPac cruisers, the 'Pandion' crew couldn't resist getting tattoos.

PACIFIC PUDDLE JUMP RECAP

the ITCZ. You can cut days off your passage with good weather info and sensible decisions based on it."

Bright Angel — "Go now, go young, and do what is necessary to get the boat safe and seaworthy. But do not get bogged down with the endless project list!"

Wondertime — "Just go! But do stock up on tequila and tortilla chips before you leave Mexico."

C'est la Vie — "Get the latest cruiser's guides, charts and first-hand information from cruisers who have traveled those waters in the last two years. . . Get familiar with the French language and you will enjoy these islands and their people much more!"



WONDERTIME

Who knew that a 26-day ocean crossing would be so much fun for a three- and six-year-old? The 'Wondertime' crew has happy memories.

be and just take it as it comes. It really is a remarkable experience and quite an accomplishment."

Libertad — "We believe that if you aren't a good team before you leave, the passage is not going to make you one. . . Our advice is don't look for romance and team work in the crossing. Like all your other provisions, take it with you."

Evergreen — "Be ready for anything, but do embrace the passage as the bridge to a whole new cruising area that comes with a good chance for smooth sailing and a big sense of peace and accomplishment once completed."

Momo — "After our 12 years cruising, we can say: The South Pacific is a unique place on Earth."

Pandion — "Get the six-month visa before you set sail. It's worth the hassle. French Polynesia is so magical."

Sockdolager — "Don't hesitate to heave-to and get some rest if you need it. Also: if you carry limited fuel, being becalmed is a character-building experience."

Red Sky — "The most important thing you can take with you is a *good attitude*. . . If you do nothing else work hard on your attitude because it is a big ocean, and no matter how large the vessel, after a week in the ocean the space can get pretty small. I once read that the difference between ordeal and adventure is attitude. You alone will determine which your voyage becomes."

Not even one in a hundred sailors will ever make the crossing to French Polynesia. Clearly, such ambitious adventuring is not for everyone. But as you can tell, those who do make voyage often find that the rewards far outweigh the risks, and over time, the unpleasant memories tend to fade, while the joyful ones linger.

— **latitude/andy**

"Just go! But do stock up on tequila and tortilla chips before you leave Mexico."

Gato Go — "There is so much hype about the ITCZ. It is unavoidable, but the winds are seldom above 30 knots and only for a brief time. Don't head south too soon, follow the conventional wisdom of 125°-130° W. Also, try to limit your expectations of what should

2012 PACIFIC PUDDLE JUMP PASSAGE DATA

Although many more sailors did the Puddle Jump this year, those who responded to our questionnaire give a representative sampling of passage data.

Boat Name	Boat Make & Length	Captain & Crew	Boat's Homeport	Departed From & Date	Landfall & Date	Days of Xing	Miles of Xing	Equator X Long.	Engine Hours	Best 24 Hours	Worst 24 Hours	High Wd Speed	# of Fish Caught	Breakage & Breakdowns
Blue Rodeo	Deerfoot 50	M. McClellan & A. MacDonald	McCall, ID	Nayarit 3/31	Hiva Oa 4/24	18	N/A	132 W	0 hrs	212	139	37 k	0	main halyard, preventer snatch block
Bright Angel	Mason 44	Bob & Linda Hargreaves	Olympia, WA	Bandar Bay 4/11	Hiva Oa 5/9	28	2,875	128 W	68 hrs	147	67	38 k	N/A	none
C'est La Vie	Amel Mango 53	Bob Bohn	Anacortes, WA	Bandar Bay 4/4	Hiva Oa 4/30	24	2,800	128 W	40 hrs	168	68	35 k	0	wind vane safety tubes, sail tears
Clover	L-36	Shane Barry	Santa Cruz, CA	La Paz	Hiva Oa	29	2,980	129 W	N/A	150	30	30 k	0	none
Convivia	Cal 43	Tucker & Victoria Bradford	San Francisco, CA	La Cruz 3/20	Hiva Oa 4/12	24	2,971	129 W	0 hrs	179	61	26 k	0	mostly plumbing
Estrellita	Wauquiez Pret 35	Carol & Livia	Victoria, CAN	P. Los Cabos 3/15	Hiva Oa 4/10	26	N/A	128 W	6 hrs	147	52	35 k	3	jib Sunbrella, furler lower bearing
Evergreen	Tashiba 40	Jon & Heather Turgeon	Vermont	Galapagos, 4/21	Hiva Oa 5/12	21	N/A	N/A	N/A	N/A	30	10	10	Autopilot brushes
Gaku	Contest 38	Yoshihisa & Mayumi Miyoshi	Kochi, JPN	N. Vallarta 3/22	Hiva Oa 4/18	27	2,768	125 W	140 hrs	147	67	35 k	2	engine hours gauge
Gato Go	Kennex 445	Craig Wiese & Bruce Merkle	San Diego, CA	PV 4/7	Hiva Oa 4/29	21	2,980	126 W	24 hrs	182	93	41 k	6	macerator failed, spin tear, shackle
Inspiration At Sea	Hans Christian 38	Vicky Plett	Point Roberts, CAN	La Paz 2/1	N/A	12	N/A	89 W	140 hrs	152	85	32 k	1	thruhull broke, reef lines, breaker melt
Ladybug II	Coast 34	Chris Bennett & Rani Kaur	Victoria, CAN	Los Frailes 3/20	Hiva Oa 4/14	25	2,913	131 W	24 hrs	148	84	35 k	0	mainsheet traveler damaged in a squall
Legacy	Catalina 38	Rich & Cyndi West	Los Angeles, CA	Avalon, CA 5/3	Hiva Oa 5/24	22	3,084	135 W	75 hrs	159	98	20 k	2	none
Libertad	Amel Marama 46	Dennis & Virginia Johns	Santa Barbara, CA	Galapagos 4/19	Hiva Oa 5/13	23	3,026	N/A	20 hrs	146	68	30 k	3	watermaker quit; hardware breakages
Lisa Kay	Tayana 55	Larry & Lisa Anderson	San Francisco, CA	Galapagos 5/4	Hiva Oa 5/22	19	3,209	88 W	200 hrs	194	146	30 k	0	autopilot failed
Momo	Reinke 13m	Bruno & Yvonne Wittwer	Basel, SWI	PV 3/15	Hiva Oa 4/9	25	3,010	128 W	147 hrs	143	82	45 k	2	sails' sun covers
Pandion	Chance 68	Rossmann family	Tomales Bay, CA	La Paz 3/10	Hiva Oa 4/27	16	N/A	127 W	80 hrs	221	54	40 k	many	watermaker, blew spinnys
Panta Rhei	Apogee 50	Larry & Karen Nelson	Seattle, WA	Panama City 3/19	Fatu Hiva 5/6	29	4,100	88 W	46 hrs	190	90	48 k	0	watermaker valve, sail tear, genset
Red Sky	Moody 54	John & Leanne Hembrow	Brisbane, AUS	Galapagos 3/27	Hiva Oa 4/17	21	3,042	88 W	252 hrs	176	105	34 k	2	headsail UV strip
Slick	Beneteau 40	Tim Lucas	Boston, MA	Galapagos 4/20	Hiva Oa 5/9	19	3,050	N/A	20 hrs	185	135	37 k	21	autopilot, vang, spin & spin halyard
Sockdolager	Pac Seacraft 24	Jim Heumann & Karen Sullivan	Port Townsend, WA	Cabo 3/13	Fatu Hiva 4/19	37	2,867	129 W	48 hrs	118	-16	45 k	0	none
Sulyna	Tayana 57	Andrew Allan	Phuket, THA	Playita Amador 3/3	Nuka Hiva 4/5	33	4,100	84 W	24 hrs	177	41	28 k	4	none
Stolen Kiss	Hylas 47	Peter & Cheryl Ainsworth	Fremantle, AUS	Galapagos	Hiva Oa	24	3,080	88 W	N/A	170	102	32 k	N/A	none
Southern Cross	Ericson 38-200	Mark & Vicki Reed	Portland, OR	S.J. del Cabo 3/21	Nuka Hiva 4/12	22	2,677	132 W	21 hrs	155	54	25 k	3	genoa halyard snap shackle
Wondertime	Benford 38	Michael & Sara Johnson	Seattle, WA	S.J. del Cabo 3/17	Hiva Oa 4/12	26	2,713	128 W	45 hrs	135	59	25 k	3	whisker pole, saltwater foot pump

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One look at the Ha-Ha XIX entry roster at www.baja-haha.com tells you that boat types in this year's fleet are as varied as ever, and the crews who sail them will be as colorful as in years past.

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

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.

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MEET THE FLEET

Among the important dates to note (on next page) is *Latitude's* annual Mexico-Only Crew List Party and Baja Ha-Ha Reunion on September 5, where hundreds of potential crew mix and mingle with Ha-Ha boat owners who are looking for extra watch-standers. Get a head start on the process at our constantly updated Crew List site at www.latitude38.com. As many Ha-Ha vets will confirm, the best way to prepare for doing the event in your own boat is to crew for someone else first.

IS THE PACIFIC PUDDLE JUMP IN YOUR FUTURE?

For many cruisers, the next logical step after cruising Mexican waters for a season or more is to hang a right and head west into the Pacific.

We call that annual springtime migration the **Pacific Puddle Jump**, and we report on it heavily in the pages of *Latitude 38*. Making that 3,000-mile passage is one of the most thrilling accomplishments in the realm of sailing. Learn more about it at www.pacificpuddlejumps.com.



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IMPORTANT DATES

- Sept. 5** — Mexico Cruising Seminar, Berkeley YC, 4:30-6 pm, free.
 Mexico-Only Crew List Party and Baja Ha-Ha Reunion, Berkeley YC; 6-9 pm, \$7.
- Sept. 10** — Final deadline for all entries.
- Oct. 20** — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.
- Oct. 27** — Pacific Puddle Jump seminar, West Marine, San Diego, 5 pm.
- Oct. 28, 9 am** — Final deadline for all crew and skipper waivers, West Marine, San Diego.
- Oct. 28, 11 am** — Skipper's meeting, West Marine, San Diego. Skippers only please.
- Oct. 28, 1 pm** — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.
- Oct. 29, 11 am** — S.D. Harbor Parade and Start of Leg 1
- Nov. 3, 8 am** — Start of Leg 2
- Nov. 7, 7 am** — Start of Leg 3
- Nov. 9** — Cabo Beach Party
- Nov. 10** — Awards presentations hosted by the Cabo Marina.
- November 20, 4-7 p.m.** - La Paz Beach Party. Mexican folk dancing, live music, food & drinks, door prizes, more.

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PLEASE NOTE: Correspondence relating to the event can be emailed to andy@baja-haha.com. Please don't call *Latitude 38* with questions. The Ha-Ha is a separate operation.



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BAJA HA-HA PROFILES, PT I —

Every year since the founding of the Baja Ha-Ha cruisers' rally 19 years ago, organizers have held a secret meeting in a windowless, dimly lit room at Ha-Ha World Headquarters to decide on the theme for that year's event. Because we signed a blood oath, vowing to keep the decision-making ritual secret, we can't divulge all the details. But we can tell you that the process usually involves hot debate accompanied by loud music, strong beverages, and sometimes the wearing of silly hats.

The theme for this year's San Diego-to-Cabo rally — chosen from the hundreds submitted from around the world — is 'Don't Stop Believin'', inspired by the '80s rock band Journey's signature tune. Although the lyrics have absolutely nothing to do with offshore sailing south of the border, we think the title epitomizes the unfaltering effort made by countless would-be cruisers to keep their voyaging dreams alive, and finally throw off their docklines.

As you'll learn in this first installment of Ha-Ha mini-profiles, this year's fleet is as diverse as ever, with boats big and small, lavish and Spartan, crewed by sailors of all stripes. Here, then, is the Baja Ha-Ha Class of 2012, listed in the order that they signed up. Obviously, none of them stopped believin' in their cruising goals.

Exodus — Lagoon 400

John Lightfoot & Sherry Franklin
San Diego

Occupations: banker; physician

Quote: "This will be the start of our new cruising lifestyle."

Cruise Plans: Sail the Sea of Cortez.

Tamara Lee Ann — Celestial 48

Doug & Tami Thorne
Emeryville

Occupations: financial planner; retail

Noteworthy: This boat was built in mainland China.

Cruise Plans: Baja bash home.

It's been a long wait for the 'Elysium' crew.



Elysium — Catalina 42 Mk II
Dan Ohlemacher, Anacortes, WA
Occupation: software engineer (retired)

Crew: Patty Concannon

Quote: "This is the year! I've been wanting to do this for seven years, ever since I got the boat."

Cruise Plans: Baja bash home.

Day Dream — J/122

Robert Day, San Francisco

Occupation: car dealer

Crew: Ken Fehrstrom, Jeff Kaiser, Jeff Gerlach

Quote: "Jeff Kaiser made so many friends in Turtle Bay (2010) that they demanded his return!"

Cruise Plans: Deliver boat home.

Mandolina — Oceanic 45

Rich Reiner, San Francisco

Occupation: ecologist

Crew: Thomas Baumann

Quote: "It is the journey, not the destination, that counts."

Cruise Plans: Wintering in Mexico.

Milagro — Catalina 42

Michael & Judy Stouffer, Alameda

Occupations: corporate pilot; airline employee (both retired)

Noteworthy: They've crewed on two previous Ha-Has, but this is the first time on their own boat.



The 'Milagro' plan to cruise in two climates.

Cruise Plans: Cruise Mexico until Spring of '14, then to Pacific Northwest via Yacht Path.

Vakasa — Lagoon TPI 42

Tony & Kathy Silver
Victoria, BC

Occupations: engineer; physiotherapist (both retired)

Quote: "This boat has been offshore several times. . . although not with us. We expect her to take good care of us."



Spread: Beach play at Bahia Santa Maria. It's amazing the difference a few degrees of latitude makes. Inset: Robert Day of 'Day Dream' is one of many 'repeat offenders'.

Cruise Plans: "Not coming home!"

Dolfin — Pacific Seacraft 37

Bill & Patty Meanley, San Diego

Occupations: hardware store owners (she is retired)

Noteworthy: "We cruised Dolfin 20,000 miles throughout the South Pacific, and back by way of British Columbia, from 1987 through 1989 with our 7-year-old daughter, Kelly."

Cruise Plans: A season in Mexico.

The 'Dolfin' crew is back for another dose.



DON'T STOP BELIEVIN'



Talos IV — Pacific Seacraft 37
Paul & Janet Baker, Seattle, WA
Occupations: "corporate drone;" registered nurse (both retired)
Crew: Bill and Claudia Thompson, JP Haugen
Quote: "We had a blast in 2009 and are looking forward to another fabulous event and the kick-off of our sailing adventure south of the border."
Cruise Plans: A season in the Sea of Cortez, then. . . ?

Heavy Metal — Blue Water 60
Rigo & Deborah Fuzetto
San Francisco
Occupations: design manager; programmer
Crew: sons Zion 9, and Hunter, 7
Quote: "We'll be traveling, sailing and having fun while meeting new people — and escaping the stress of the rat race."
Cruise Plans: They'll spend a few seasons in Mexico, then "somewhere else."

Elegant'sea — Islander Freeport 36
Chip & Debbie Willis, San Diego
Occupations: IT; office administrator

(both retired)
Quote: "The 2012 Baja Ha Ha is the happy and fun-filled springboard to our cruising life in retirement aboard s/v *Elegant'sea!*"
Cruise Plans: "Cruise the coast of Mexico and Central America — our new home."



Adventures await the 'Talos IV' crew.

Grey Goose — Hunter 36
Alan & Linda Brabon, Marina Bay
Occupations: computer systems engi-

neer (Alan)
Crew: adult son Benjamin
Quote: "I have been looking forward to this for at least 15 years."
Cruise Plans: Sea of Cortez, then bash home.

Ojo Rojo — Columbia 36
Keith & Terry Albrecht
Alamitos Bay
Occupations: assessor; field chemistry manager (both retired)
Crew: daughter Natalie
Quote: "I'm super excited about having this adventure with my wife and daughter!" says Keith. "It's been on my wife's bucket list."
Cruise Plans: Zihua for Christmas, then home.

Defiant — C&C 38
Mike Northup & Nancy Kettles
Vancouver, BC
Occupations: electrician; executive assistant (both retired)
Quote: "Doing this trip is a dream come true — freedom reigns; no more alarm clocks!"
Cruise Plans: "No plans to go home at all, we're gonna keep on keepin' on!"

Rubber Duckies — Coronado 45
Darrell & Nicki Powell-Ford, Alameda
Occupations: software developer; "boat wife"
Crew: sons Curtis, 14, and Marco, 12, plus Darrell's brother Larry
Noteworthy: You can't miss this boat, which the family completely gutted and restored themselves, as she has a 2-foot-tall family of rubber ducks painted on her sides. Also notable is the fact that Nicki's mom met her current husband on a previous Ha-Ha.
Cruise Plans: South to Panama and beyond.

Zoë — Fantasi 44
David & Barbara Rogers
Bainbridge Is, WA
Occupations: advertising and marketing; caregiver (both retired)
Quote: "Having cruised the Caribbean we have found connecting with other cruisers is the best way to establish lasting friendships, create a sense of security, and enjoy the company of adventurous minds."
Cruise Plans: Two years in Mexico, then. . . ?

Shindig — Oyster 485
Rob & Nancy Novak, Sausalito
Occupations: engineering manager; sales executive

BAJA HA-HA PROFILES, PT I —

Crew: Dan Adamis, JD Starling
Quote: "We're looking forward to meeting 600 new best friends on the 2012 Baja HaHa!"

Cruise Plans: A season in Mexico, then



Meet Rob and Nancy of 'Shindig'.

possibly on to the South Pacific.

HighRoad — Hans Christian 38
Bob & Nancy Atwood, Astoria, OR

Occupations: project manager; coun-

selor (both retired)

Crew: Gary and Mary Bare

Quote: "This may be a one-way cruise south with no plans to bring her back north."

Cruise Plans: Cruis south for several years.

Lanikai — Hunter 38
Allan & Leanne Emas, Long Beach

Occupations: mortgage banking and real estate; "domestic engineer"

Crew: daughter Noa, 14, plus Chuck Koesterer

Quote: "Lanikai is our home away from home, and we love an adventure."

Cruise Plans: Baja bash.

Serenity Now — Catalina Mk II 36
Dennis & Sue Nespor, Dana Point

Occupations: real estate broker; stewardess (both retired)

Crew: nephews Greg and Jeff Nespor, plus John Messerli

Quote: "Life is short; let's go sailing!"

Cruise Plans: Slow return cruise, taking time for surfing, fishing and diving.

Oogachaka — Krogen Widebody 42
Ken & Patty Sebby
Coeur d'Alene, ID

Occupations: lawyer; office manager (retired)

Quote: "I can't stop this feeling. . ."

Cruise Plans: Continue traveling.

Scot Free IV — Hylas 42
John Harper &
Deborah Martin del Campo
Vancouver, BC

Occupations: both restaurateurs (she's retired)

Quote: "We've never sailed with 150 boats before, but we're looking forward to it."

Cruise Plans: "We'll take the long way home, beginning our long distance cruising life."

Raireva — Cape Vickers 34
Marek Nowicki & Helen Chien
Green Cove Springs, FL

Occupations: scientist; educator

Crew: son Isaiah, 4

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DON'T STOP BELIEVIN'



Does the Ha-Ha allow powerboats such as 'Oogachaka'? Always has, always will.

South Africa. There are only two like it in the U.S.

Cruise Plans: South to South America via El Salvador and Costa Rica.

**Odyssey — Islander Freeport 41
Ken & Dani Nissen, Rio Vista**

Occupations: transport driver; barista (both retired)

Crew: son Justin, 18

Quote: "We're off to see the world, the wonderful world of Oz (as in Australia)"

Cruise Plans: Pacific Puddle Jump and beyond.

Gypsy Wind — Hunter 40.5

Jim & Liz Lee, Marina del Rey

Occupations: engineers (both retired)

Quote: "This event gets you off your butt and moving toward your dreams."

Cruise Plans: No plans to return.

La Boheme — Hylas 44

**Marian Croyle & Neil Calvert
Alameda**

Occupations: education specialist; marine electronics (both retired)

Quote: "We're anticipating this to be an awesome start to a wonderful adventure that's only partially outlined at this time. And, no, you can't all join us in Panama!"

Cruise Plans: Continuing south, then east.

**Wanuskewin — Catalina 42 Mk II
Michael & Holly Sanderson
San Diego**

Occupations: engineer; lab director

Quote: "Wanuskewin is a Plains aboriginal word that, roughly translated, means 'Seeking Peace of Mind'. We think the Ha-Ha is a great way to start the search!"

Cruise Plans: The Sea of Cortez.

**Krissy 2 — Passport 40
Allen & Kristina Cooper
San Francisco**

Occupations: physician; psychologist (both retired)

Quote: "Doing the Ha-Ha is my best chance for escape," says Allen. "If I don't do this I will keep working until I wear out."

Cruise Plans: Bash north to Canada.

**Patanjali — Catalina 42
Michael Rowe, Marina del Rey
Occupation:** brewery founder and



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BAJA HA-HA PROFILES, PT I

brewmaster

Crew: brother Mateo Bowe

Noteworthy: Patanjali was the yoga sage who wrote the famous sutras about spiritual evolution.

Cruise Plans: Sea of Cortez, Puerto Vallarta and the Pacific Puddle Jump.

Taj — Grainger 48 cat

Peter Brown, Port Townsend, WA

Occupation: boat builder and trial lawyer

Crew: to be announced

Quote: "I built this boat (with some very competent help) from a pile of wet cedar and 11 barrels of West System Epoxy. God ordered me to do it. He/she/it/they have chartered the boat to me ever since as the flood never materialized."

Cruise Plans: None.

Victoria — Hudson Force 50

Alan Young, Catawba, WI

Occupation: fundraising consultant

Crew: Scott Bradshaw

Noteworthy: "Victoria is named for my grandmother, who would give me cookies."

Cruise Plans: "On to Mazatlan, the

coast of Mexico, Costa Rica and Panama."

A Viva — Islander 36

Dave Meyers, San Diego

Occupation: supervising electrician (retired)

Crew: Kurt Weiss

Noteworthy: "Season by season, part

"Before I came to my senses, I'd rebuilt the whole darn boat."

by part; before I came to my senses, I'd rebuilt the whole darn boat."

Cruise Plans: Eventually Baja bash.

Gitane — Island Packet 38

Ken & Nancy Hunting

Seattle, WA

Occupations: USCG officer and WA state ferries risk manager; office administrator (both retired)

Quote: "May the enjoyment we have and the friends we meet on the Baja Ha-Ha lead to many more fulfilling encounters on distant shores."

Cruise Plans: "We hope to go the South Pacific, Mediterranean, Caribbean, or to whatever distant shore that the wind may blow us."

Kindred Spirit — Tayana V42

Jim & Michele Saake, Emeryville

Occupations: real estate; educator (retired)

Crew: Lon Fitton

Quote: "I am looking forward to mingling with other kindred spirits," says Jim.

Cruise Plans: Baja bash home.

We'll take a break in our introductions here. But will pick up where we left off next month with installment two, then a final installment of mini-profiles in November.

In the meantime, there's still time to sign up your boat, or catch a ride with a skipper in need!

— **latitude/andy**

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MAX EBB

"Lee!" I shouted when I looked back at the stern. "What are you doing to my rudder?"

We were under the boat with sanding blocks, giving the bottom a final polish before a big race. I was working on the keel. Lee had assigned herself to the rudder, but she'd gone way too far with the sanding, and the bottom paint was gone from about half the leading edge.

"We gotta make it totally smooth," she answered through her particle mask.

"But my paint job!" I moaned. "How is bare fiberglass going to keep the barnacles away?"

"How is that rough paint going to give you enough lift to steer the boat?" she countered. "I mean, we'll be racing on the Cityfront and, like, this old broach coach needs all the rudder power we can squeeze out of it."

I put down my sanding block and walked back to the rudder, and gave the leading edge a rub with my gloved hand, checking out both the parts that still had anti-fouling paint and the parts that had been sanded bare.

"Feels pretty smooth to me," I said. "Even the paint is smooth enough for laminar flow."

"You'll always have laminar flow right on the very front edge," advised my other crew, another student from the university, majoring in physics, whom Lee had recruited to race with us.

"Take your gloves off and feel it with your bare fingers," Lee instructed.

I did as she suggested and carefully ran my fingers over the painted and unpainted parts of the rudder's front edge. So much for keeping the paint dust off my hands.

"See?" said Lee. "The paint isn't as smooth. And there's no reflection."

She was right, but only slightly, in my opinion. The bare glass did have a little more shine to it, but the paint was so smooth it was hard to imagine it making much difference.

"Lee, we're well within the range of hydraulic smoothness for the Reynolds numbers we're talking about," said the physicist. "Once the surface is smooth beyond a certain size of roughness, there's absolutely no benefit to making it any smoother. Sure, it varies by Reynolds number but, for this application, making a surface ultra-smooth doesn't offer any measurable improvement."

"Naw, that's just for pipe flow," Lee countered. "You can't make the leading edge too smooth."

"I'm not so sure," he argued. "A little roughness on the leading edge is probably good for suppressing stall. Like



L'HYDROPTERE DCNS

those turbulators on airplane wings, bringing high-energy flow back to the surface so the flow is less likely to separate at higher angles of attack. I think a little turbulence on the leading edge is just as likely to delay stall and give the rudder more power when we need it."

"But those turbulators on airplane wings are, like, in a whole different Reynolds number regime," Lee responded.

"Let me show you something," said the physicist. He ran back to his car and parked it under the stern of a large full-keel cruising boat that was in the next space over.

"You should be sponging off your foils every week anyway," Lee tried to reassure me as I surveyed the large areas of missing bottom paint. "Especially on the leading edges. So Max, don't have a cow over the paint being sanded away. You'll need the lift force on the Cityfront with the chute up."

The student was back in a minute with a book, opened to a page that showed a very complicated graph.

"This is for flow along flat surfaces, Lee, not pipes," he said. "It plots local drag coefficient against location along the surface, measured downstream from the leading edge, as a function of local Reynolds number."

"Okay," I interrupted. "If I hear anyone say 'Reynolds number' again I'm going to have the yard do the bottom with a coarse paint roller and that's how we'll race. Now, what the heck is going on?"

"Reynolds number is just speed times length divided by kinematic viscosity," the physicist answered flatly, as if it made perfect sense without any further explanation. "Kinematic viscosity being just regular viscosity divided by density."

"It's a measure of the importance of inertial effects compared to viscous effects," Lee tried to elaborate.

"Right," her friend agreed. "Take the speed of a fluid, times the length of the object it's flowing over, times the density of the fluid. That gives you a measure of the inertial- or momentum-related forces the fluid can exert on the object."

— SMOOTH OPERATOR



Who wants to bet that the Hydroptere's foils and rudder are 'hydraulically smooth'?

"Okay, I'll buy that for now," I said. "Then compare to the viscous forces, represented by the viscosity. Let's see — the units of viscosity are . . ."

"The force required, per area, to produce a unit velocity shear," Lee cut in again. "So we have force per area per speed per length."

Lee unzipped her protective white space suit and reached into an inside pocket to retrieve a piece of yellow chalk, and started to write on my rudder.

"Force equals mass times acceleration. So the units of force are, like, kilogram-meter per second squared. We want force per area, so divide by meters squared, and we have kilogram per meter-second squared. And divide that by velocity gradient, which is meter per second per meter, or one over second, so that's totally the same as multiplying by seconds, and we have kilogram per meter-second. That's just to get the units of viscosity, which goes on the bottom of the fraction."

"Do you have to write all over my rudder?"

"Don't worry Max," said the physicist. "She'll be sanding it all off along with most of your bottom paint."

"On top of the Reynolds number fraction," continued Lee, "we have length times speed times density, or meters per second times kilograms per meters cubed. That simplifies to kilograms per meter-second."

She paused, waiting for us to grasp something important.

"And *voilà!*" She finally had to say. "Same units as viscosity, so we have the non-dimensional coefficient, Reynolds number, describing the forces coming from momentum compared to the forces coming from stickiness of a moving fluid over an object of known size."

"Okay, very neat the way the units cancel out," I said. "But what does this say about smoothness?"

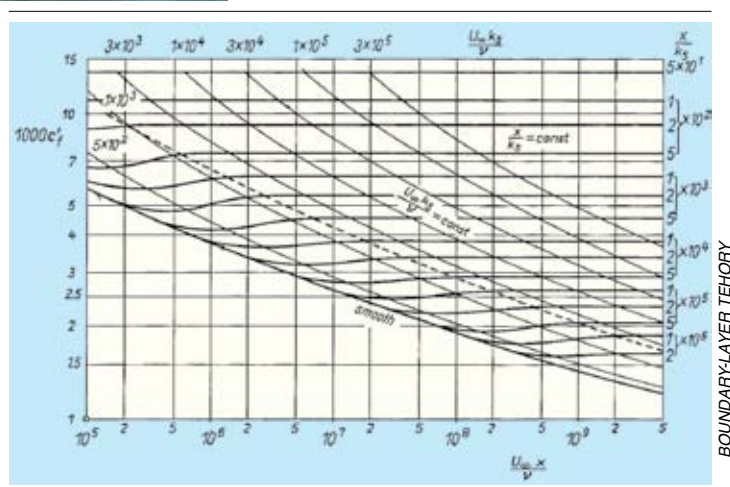
"As the Reynolds number decreases," said my physics student crew, "the water behaves less like a thin liquid and more like molasses, so the surface roughness has less effect in disrupting the flow. The practical effect is that, beneath a certain Reynolds number and roughness threshold, the surface roughness makes no difference in the flow. It's what they call 'hydraulically smooth,' and there's no point in making a surface any smoother than that."

"What sort of numbers are we actually talking about?" I asked. "How fast and how rough?"

Lee had to do some quick calculations, again using my rudder as a blackboard.

"Reynolds number is speed times length times density divided by viscosity. So that's . . . let's see . . . if your rudder has a chord length of three feet, at eight knots the Reynolds number is 3.16 times ten-to-the-sixth. That's, like, right in the range where it matters most."

"But look at the graph!" insisted the physics student. "If x over k is more than 20,000, the surface is hydraulically smooth and there's no advantage at all!"



According to this data, widely accepted for flat plate flow, there is no reduction in drag once the surface is smoother than 'hydraulically smooth'

"But x is the distance back from the leading edge," said Lee, "and it goes to zero right at the front of the rudder. So k , a measure of the size of the roughness, has to go to zero divided by 20,000. That's why you need to polish it to a very high-gloss reflective finish."

"Okay, in the limit at the very tip, maybe," he argued, but that doesn't affect the overall performance of the foil."

"Does."

MAX EBB

"Doesn't!"

"Does does does!"

"Come on, kids," I said. "Let's just get back to sanding the bottom."

"First I have to show you the Bethwaite data on Laser rudders," insisted Lee.

It was her turn to drag out a reference, and after some digging around in her backpack she pulled out a worn copy of a page from a book titled *High Performance Sailing* by Frank Bethwaite. I recalled that I even owned a copy of it — although I'd never actually read the technical chapters.

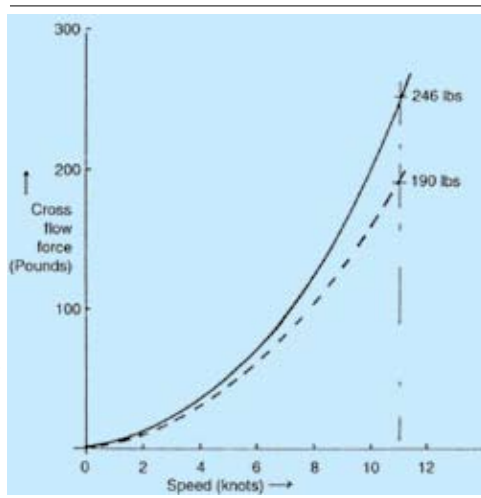
"Here's the evidence," Lee announced as she showed us the graph of the maximum lift force on two identical Laser rudders.

"One rudder was sanded smooth with 1200-grit sandpaper. That's way smoother than what we have here."

"And that rudder outperformed the one that was only sanded with 600?" I asked.

"No way," Lee answered. "The 1200 finish was, like, the rough sample. The smooth rudder was polished to a mirror finish. Both rudders were well

HIGH PERFORMANCE SAILING



The dashed line is for a rudder wet sanded with 1200 sandpaper, the solid was polished for an even smoother surface.

inside of 'hydraulically smooth' by the usual criteria. And look how much better the smooth rudder worked before it stalled: Almost 30% more lift force at 11 knots."

"Let me see that graph," insisted the physics major. "I'd like to know exactly how this experiment was performed."

"Bethwaite doesn't really give a complete description of his test protocol," Lee admitted. "But there's other data that's as old as the hills showing the same thing. Just Google 'NACA Technical Note 3241'. It's from 1954 and shows that leading edge smoothness has a small effect on maximum lift at Reynolds number of around one million, has a huge effect at six million, and back to zero effect at 20 million."

The physics student felt compelled to pull out his smart phone and pull up the reference.

"Interesting . . ." he mumbled. "Only within a narrow range of Reynolds numbers." He showed me the screen, displaying another graph comparing maximum lift for foils with smooth and rough leading edges.

"What speeds does this correspond to for my boat?" I asked.

"Rudder chord length in feet times speed in knots times 0.132 will give you the Reynolds number in millions," explained Lee. "At 15 knots, for a rudder that's three feet from leading edge

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— SMOOTH OPERATOR

to trailing edge, you get 5.9 times ten-to-the-sixth or 5.9 million for Reynolds number. That's a little high for your boat, but you can see that the effect starts to kick in at Reynolds numbers above only one million, and that's, like, only a two-foot chord length at 3.8 knots."

"If this is for real," admitted the physics student, "then just about any sailboat on a downwind leg in broaching conditions is going to be right in the Reynolds number range where this effect is important."

"Okay, I'll let you sand the paint off my leading edge," I conceded. "That is, assuming you brought all the 1200 sandpaper and the polish and you can put in the time to get the rudder that smooth. Anything that gives me another 30% of rudder lift before stall is also worth a little extra diver time to maintain."

"Cool," said Lee as she handed me a piece of ultra-fine sandpaper. "But we can't use the sanding blocks around the leading edge; you need a flexible pad of sandpaper. Here's the right way to fold it."

Lee proceeded to take another sheet

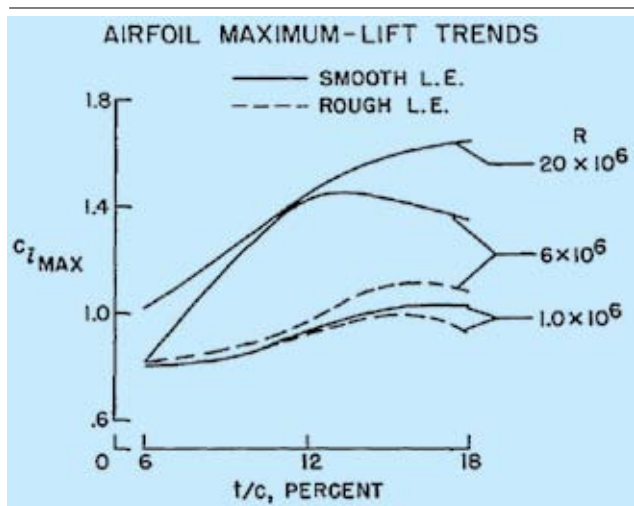
and fold it in half. Then she unfolded it and folded it in half the other way, then unfolded it. I did the same with my sheet, so we both were holding sandpaper with open folds dividing it into four quadrants.

"Now tear from the middle of the long edge half-way across to the middle," she instructed, carefully making the tear in her sheet. "Finally, fold the paper in on itself so you have a 1/4 size pad to hold. Note that none of the rough surfaces bear against each other, if you fold it right, so the unused quadrants don't get dulled by rubbing against each other."

"Nice," I said. "Now back to sanding."

"Okay, but I'm getting a fresh pair of gloves and a new particle mask."

"Me too," said the physics student as



NACA TECHNICAL REPORT

The effect of leading edge smoothness is most pronounced for Reynolds numbers of about 6 million, corresponding to a large boat's rudder at high speed.

he put his cellphone, now covered with bottom paint dust, back in his pocket. "This stuff is toxic, and I don't need any more cancer points."

"Kids these days," I sighed.

— max ebb

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THE RACING

The AC 45s weren't the only boats tearing it up last month. The kids killed it in the **US Sailing Jr Champs** while the ladies took the helm for the **Gracie & George**. **Melges Race Week & Summer Keelboat** combined for double the fun, but the **Aldo Alessio** saw only one fleet start. YRA's **Second Half Opener** enjoyed brisk conditions while the **Flying Dutchman NAs** didn't. We also have reports from the **Kauai Channel Race** and the **Olympics**, plus **Race Notes**.

Melges Race Week & Summer Keelboat Regatta

The docks and open air decks of San Francisco YC were filled with some of the best sailors in the Bay Area — short of the AC action just across the way — August 18-19 for the newly combined Melges Race Week and Summer Keelboat Regatta. Strong fleets of J/105s, J/120s and Express 37s, along with world-class teams sailing Melges 24s and 20s, meant this was where the action was for local keelboat sailing.

San Francisco J/105 sailor Bruce Stone began his push for another season's championship with a new set of sails and his 'A team' aboard *Arbitrage*. "We're second in the season's points behind Scooter Simmons's *Blackhawk*," said Stone, "so we really need to finish as high as possible from here on out if we expect to win the season championship." His team scored three firsts and a second to win their division.

Stephen Madeira's J/120 *Mr. Magoo* returned to the top step of the podium for the first time in quite a while with a clutch performance, winning the fifth and final race to beat David Hallwill's Corinthian YC-based *Peregrine* by a single point.

Bartz Schneider's Express 37 *Expeditious* slipped by Bill Bridge and Kame Richards' *Golden Moon* on a tie-breaker by winning the final three races in their five-boat fleet.

In the Melges 24 fleet, Seattle sailor Warwick Rooklyn, with Ian Williams calling tactics on *Bandit*, kept to the

the October issue) as they scored a 2-1-1 in the only three races they sailed.

The budding Melges 20 fleet was dominated by San Franciscan John Kilroy and his professional crew aboard *Samba Pa Ti*.

— dave wilhite

MELGES RACE WEEK & SUMMER KEELBOAT REGATTA (8/18-19)

MELGES 24 — 1) **Bandit**, Warwick Rooklyn, 9 points; 2) **Mikey**, Ian Sloan, 14; 3) **Monsoon**, Bruce Ayres, 15. (10 boats)

MELGES 20 — 1) **Samba Pa Ti**, John Kilroy, 8 points; 2) **Section 16**, Richard Davies, 12; 3) **Blast!**, Roland Vandermeer, 15. (9 boats)

EXPRESS 37 — 1) **Expeditious**, Bartz Schneider, 9 points; 2) **Golden Moon**, Kame Richards, 9; 3) **Stewball**, Bob Harford, 12. (4 boats)

J/120 — 1) **Mr. Magoo**, Stephen Madeira, 11 points; 2) **Peregrine**, David Halliwill, 12; 3) **Desdemona**, John Wimer, 16. (7 boats)

J/105 — 1) **Arbitrage**, Bruce Stone, 13 points; 2) **Risk**, Jason Woodley/Scott Whitney, 15; 3) **Godot**, Phillip Laby, 22. (17 boats)

Full results at www.sfyc.org

Gracie and George

Encinal YC's Gracie and George is a doublehanded race featuring a female skipper and male crew. The race was started by Shirley Temming in the '80s at a time when few women skippered boats.

This year's race on August 5 followed the usual course, with a start off Alameda Point, a leg over to San Francisco's South Beach, and a spinnaker run down the Estuary to finish at the EYC docks. Overall winners were the daughter/father team of Kristen and Andy Hall on *Life Is Good*, a Wyliecat 30. Kristen had taken an 18-year break from sailing after learning the ropes in the EYC junior program. She made quite a splash for her debut return, also winning PHRF 121 and Above.

Long-time participants Linda Farabee and Mike Mannix on *Harp*, a Catalina 38, took first in PHRF Under 121, correcting out over Kathryn Kade and Greg Nelsen, who took line honors on *Outsider*, the *Azzura* 310.

Regatta chair Susan Jacquelin said it was an easy-going race in 10- to 15-knot



winds, but the boats had to contend with a strong current at the start and such hazards as a gaggle of junior Optis swarming past the finish line. See results at www.encinal.org.

— margaret fago

Chubb US Sailing Junior Champs

"If you can sail well on San Francisco Bay, you can sail anywhere," said Emily Schneider, a 420 crewmember from Canton, Ohio. When her friends noted that wasn't an original quote, the vivacious teen sailor, known as Mermaid, responded, "Well, it's still true!"

Over 100 of America's best youth sailors from virtually every major sailing area in the nation descended upon San Francisco Bay to sail in the Chubb US Sailing Junior Championships, hosted by San Francisco, St. Francis and Tiburon YCs August 6-10. The regatta was sailed on two different venues: just off Tiburon YC and the Berkeley Circle. The young women and men stayed in the area with host families, which was no small feat according to organizers.

Brendon Bottom of Corpus Christi, Texas, sailed Club 420s with Hamrick Morgan of Dallas. The two young men met years ago in a regional Opti Regatta



Linda Farabee and Mike Mannix, aka 'Gracie & George', of 'Harp'.

front of the pack to handily defeat fellow Puget Sound (Anacortes) sailor Ian Sloan on *Mikey*. But *Bandit* was totally schooled by Flavio Favini on Sunday. Favini's Italy-based *Blue Moon* was one of the favorites in the following week's Melges 24 NAs (we'll have that report in



JEFF ZARWELL / REGATTAPRO

Some of the Bay Area's best sailors turned out for Melges Race Week & Summer Keelboat.

and have been friends ever since. "When we manage to finish, we do fairly well but it's been tough to keep from stuffing the boat into the short waves on the Circle and filling it up with water," said Bottom. "We even capsized on purpose trying to empty the boat but it didn't work very well."

In the Byte fleet, Dana Rohde of Richmond Hill, Georgia, managed a late start to her school year. "I was supposed to start six days ago," she said. Dana had hoped to do better in the regatta but her 110 lbs simply weren't enough to keep what she called "a very tippy Byte" flat and fast in the big winds.

The Sears Cup, contested in J/22s, was won by the San Francisco YC team of Sammy Shea, Corey Lynch, Sam Barton and Jack Barton, while Christopher Ford of Richmond YC and Daniel Ron of SFYC scored six bullets to earn the Bemis Trophy in 420s. Addison Hackstaff of St. Petersburg, Florida, who had never sailed a Byte before the regatta, didn't need his throwout to win the Smythe Trophy, which means either Bytes are really easy to master or this young man has a bright future in US Sailing.

This regatta was filled with intelligent and wonderful teenagers, truly a great cross section of what our country has to offer. As long as we continue to support our children, there is no doubt the future of competitive sailing is full of possibility.

You can find full results at <http://championships.ussailing.org/Youth/ChubbJrChampionships.htm>.

— dave wilhite

Flying Dutchman NAs

The Flying Dutchmans held their North American Championship at Santa Cruz YC on August 3-5. The Nationals in May had featured so much wind that several competitors dropped out. By contrast, the first three races enjoyed sunny weather with 6-10 knots of breeze and insignificant waves. The nine-

boat fleet broke into three speed ranges: Philippe Kahn and his crew, FD '92 Olympic Silver Medalist Steve Bourdow, who were consistently fast and relatively error-free; a second group of three fighting for

the next positions; and a third wave with lesser speed/pointing range.

Day 2's light air and big shifts challenged the race committee, who coped with a postponement and shortened courses. On the last day, a more typical wind finally showed up — the last race got 12-15 knots of wind with a mild swell. After one hour, six miles, and seven lead changes, the finish was amazingly close, and the results shifted in the second, third, and fourth spots. Kahn/Bourdow continued on to win while being bested in four out of the last five races by Tim Sayles/Matthias Kennerknecht, who took second place in the regatta. Third went to Zhenya Kirueshkin-Stepanoff/Chris Wrenn. Find full results at www.scyc.org.

SCYC has used the first two FD events to prepare for the Worlds on September 23-30, with a potential for 65-70 boats.

— latitude / chris

YRA Second Half Opener

Though the YRA's Second Half Opener on the weekend of July 28-29 had 135 boats from the "Party Handicap Racing Fleet" registered, just 76 in 14 divisions lined up for Saturday's destination race to Encinal YC, deep in the Oakland-Alameda Estuary.

The race started on a late ebb that had many tacticians and their tide crib sheets guess wrong off the start line. "Our tactician, Ted Wilson, threw his fancy tide sheet down in the cockpit and with an air of resignation belatedly ordered the crew to tack," said Dominic Marchal of Tony Pohl and Mike DeVries' Farr 40, *Twisted*.

Over on the right side of the course, Bill Colombo sent Frank Morrow's San Francisco based IMX38 *Hawkeye* and his team away from the Cityfront and to-

Foreground to background: Tim Sayles, Zhenya Kirueshkin-Stepanoff, Philippe Kahn and Buzz Ballenger close in on the last finish together after six miles of racing during the FD NAs.



BEAU VROLYK

THE RACING



ALL PHOTOS FRED FAGO

Late July's YRA Second Half Opener provided some fine sailing for the fleet — (clockwise from top) Following the leader to the Estuary; "Hey, dude, you're in our way"; back to the grind; duck and cover for the horn; running down the Estuary; "I got this!"; a round of applause for the happy crew of 'Encore'; 'Nowhere Fast' speeding toward somewhere; (center) I to r, 'Arcadia', 'Truant' and 'Azyxxi' snuggle close; 'Yellow Jack' is off the hook.

ward Alcatraz on the way out the Golden Gate, and in the first five minutes gained a lead and valuable leverage that all but assured first place in Division A.

It's interesting to note that Colombo, the owner of Doyle San Francisco, rarely, if ever, consults tide books much anymore. "I usually go out there, look at the water and decide which is the best way to go," he said.

The usual suspects — Ian Klitza's *Rocket 88*, Daniel Alvarez' *Jet Stream*, Kame Richards and Bill Bridge's *Golden Moon*, Gordie Nash's *Arcadia* and Richard vonEhrenkrook's *Can O' Whoopass* — all aced for the day.

Just 40 boats made it to the start for Sunday's buoy race, designed to scatter the fleet at the end of the weekend.

— dave wilhite

YRA SECOND HALF OPENER 1 (7/28)

MULTIHULLS — 1) **Rocket 88**, D-Class cat, Ian Klitza; 2) **Origami**, Corsair F-24, Ross Stein; 3) **Lanikai**, Seawind 1160, John Brady. (4 boats)

PHRF 1 (≤ 69) — 1) **Hawkeye**, IMX38, Frank Morrow; 2) **Tupelo Honey**, Elan 40, Gerard Sheridan; 3) **Twisted**, Farr 40, Mike DeVries/Tony Pohl. (8 boats)

PHRF 2 (72-96) — 1) **Red Cloud**, Farr 36, Don Ahrens; 2) **Mintaka 4**, Farr 38, Gerry Brown; 3) **Jarlen**, J/35, Robert Bloom. (6 boats)

PHRF 3 (99-117) — 1) **Baleineau**, Olson 34, Charles Brochard; 2) **Gig**, Humboldt 30, Gilbert Sloan; 3) **Azure**, Cal 40, Rodney Pimentel. (4 boats)

SPORTBOAT — 1) **JetStream**, JS9000, Daniel Alvarez; 2) **Ragtime**, J/90, Trig Liljestrand; 3) **Frequent Flyer**, Mumm/Farr 30, Stan Phillips. (9 boats)

EXPRESS 37 — 1) **Golden Moon**, Bill Bridge/Kame Richards; 2) **Expeditious**, Bartz Schneider; 3) **Stewball**, Bob Harford. (5 boats)

PHRF 4 (120-147) — 1) **Arcadia**, Custom Nash 28.5, Gordie Nash; 2) **Life is Good**, Wyliecat 30, Andy Hall; 3) **Sea Spirit**, Catalina 34, Larry Baskin. (7 boats)

PHRF 5 (≥ 150) — 1) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook; 2) **Gypsy Lady**, Cal 34-1, Val Clayton; 3) **Shut Up & Drive**, J/24, Valentin Lulevich/Zane Starke. (6 boats)

EXPRESS 27 — 1) **Desperado**, Michael Bruzzone; 2) **Wile E Coyote**, Dan Pruzan; 3) **Magic Bus**, Marc Belloli. (12 boats)

ISLANDER 36 — 1) **Freedom Won**, John Melton; 2) **Kapai**, Rick & Kathy Egan. (2 boats)

SF 30 — 1) **Elusive**, Olson 911S, Charles Pick/Eben Marsh; 2) **Shameless**, Schumacher 30, George Ellison; 3) **Heart of Gold**, Olson 911S, Joan Byrne. (6 boats)

SHORTHANDED — 1) **Oreo**, Santana 22, Garth Copenhaver; 2) **Pegasus**, J/35, Marc Sykes; 3) **Yellow Jack**, Santa Cruz 27, Mike Farrell. (3



boats)
NON-SPIN — 1) **Jack Aubrey**, Cal 27-2, Lori Dennis. (1 boat)

SF 180 — 1) **Lelo Too**, Tartan 30, Emile Carles; 2) **Harry**, Newport 30 MkII, Richard Aronoff; 3) **Zeehond**, Newport 30 Mk II, Donn Guay. (3 boats)

YRA SECOND HALF OPENER 2 (7/29)

MULTIHULLS — 1) **Nowhere Fast**, Corsair F-24, Richard Allen. (1 boat)

PHRF 1 (≤ 69) — 1) **Hawkeye**; 2) **Tupelo Honey**; 3) **Twisted**. (6 boats)

PHRF 2 (72-96) — 1) **Red Cloud**; 2) **Mintaka 4**; 3) **Jarlen**. (4 boats)

PHRF 3 (99-117) — 1) **Baleineau**; 2) **Warpath**, Olson 30, Andrew Zimmerman. (2 boats)

SPORTBOAT — 1) **For Pete's Sake**, Ultimate 24, Peter Cook; 2) **Frequent Flyer**; 3) **Ragtime**. (6 boats)

PHRF 4 (120-147) — 1) **Arcadia**; 2) **Sea Spirit**; 3) **Truant**, Swan 38, Laurie Bolard/Hilary Lowe. (4 boats)

PHRF 5 (≥ 150) — 1) **Can O'Whoopass**; 2) **Shut Up & Drive**; 3) **Gypsy Lady**. (3 boats)

EXPRESS 27 — 1) **Strega**, Larry Levit; 2) **Li-bra**, Marcia Schnapp/Sergey Lubarsky. (2 boats)

ISLANDER 36 — 1) **Windwalker**, Richard Shoenhair/Greg Gilliom; 2) **Kapai**; 3) **Zingara**, Steve & Jocelyn Swanson. (4 boats)

SF 30 — 1) **Shameless**; 2) **Ahi**, Santana 35, Andy Newell; 3) **Breakout**, Santana 35, Lloyd Ritchey. (3 boats)

SHORTHANDED — 1) **Pegasus**; 2) **Yellow Jack**. (2 boats)

NON-SPIN — 1) **Jack Aubrey**, Cal 27-2, Lori Dennis. (1 boat)

SF 180 — 1) **Zeehond**; 2) **Lelo Too**. (2 boats)

Full results at www.yra.org

Kauai Channel Race

After being cancelled in 2011 due to low participation, the Kauai Channel Race came back with a vengeance in 2012. With 18 boats signed up for the August 10 sprint from Kaneohe Bay, Oahu, to Nawiliwili, Kauai, this was one of the largest and most competitive fleets in years. Hosted by Nawiliwili and Kaneohe YCs, the race began with a 15-mile

reach along the beautiful north shore of Oahu. Starting with genoas, the bulk of the fleet peeled to reaching spinnakers and eventually runners before clearing Kahuku Point and pointing their bows for Kauai.

After rounding Kahuku Point, the fleet made a noticeable split, with many of the bigger and asymmetrical-flying boats taking a more northerly route while the bulk of the fleet stayed south and rhumblined it for Nawiliwili. The northern boats would be sailing hotter angles at higher speeds, while the southerly boats were sailing lower and straight for the mark.

And then the shift came. The easterly trades went forward between 20 and 40 degrees across the course, and built in strength to a solid 20+ northeasterly. This let the northerly boats ride a hot, fast angle into Nawiliwili while the southerly boats struggled to carry spinnakers into Kauai on a tight, pole-on-the-head-stay reach.

THE RACING

In PHRF A, it was the fixed-bowsprit Andrews 45 *Locomotion*, enjoying the reaching conditions, that took line honors over the turboed Santa Cruz 50 *Chasch Mer* and two fast 45-footers, while the ultralight Kaufman 39 *Trois Amis* corrected out to the class win. In PHRF B, the Antrim 27 *Intuition* followed in the big boats' wakes and stayed lit up across the entire course to finish within half an hour of the big boats and take a resounding class win with the Tartan 3700 *Ikaika* claiming second place. This writer's Moore 24 *US 101* came back from a late start to round out the podium with a slew of Olson 30s and the Sonoma 30 *Cowabunga* — which later sank on the return delivery to Oahu (see *Sightings*) — correcting out just minutes behind.

With finishers getting lei'd and mai tai'd at the finish, the race truly has a 'mini TransPac' feel to it. The Nawiliwili YC rolled out the red carpet on Saturday night with a huge buffet, rockin' live band and festive awards ceremony. Carrying momentum from a strong, competitive fleet and full-on epic sailing



LING ONG

Before heading home after this summer's Pacific Cup, Tom Agerter's Olson 30 'Weatherly' joined the Kauai Channel Race, taking fourth just behind Ronnie Simpson's Moore 24 'US 101'.

conditions, the club hopes to attract more West Coast boats to compete in this annual classic before hitting Hanalei Bay en route on their return deliveries home from the Transpac, Pacific Cup and Singlehanded TransPac.

Find full results at www.nawiliwiliyachtclub.org.

— ronnie simpson

London 2012 Olympic Games

The 30th Olympiad wrapped up on August 12. The sailing competition proved to be a disappointment for the North American teams, none of which won any medals. However, spectators at Nothe Gardens must have been thrilled by their proximity to the racing. Women's Match Racing had a particularly exciting medal race, in which Tamara Eche-goyen's Spanish team upset the favorite, Australia's Olivia Price, who had won all but one race up to that point. "What demonstrates a deep field more than three world champions being knocked out in the quarter-final round and the seventh ranked team taking the Gold?" pondered Bay Area sailor Liz Baylis, executive director of the Women's International Match Racing Association.

WMR is slated to be replaced by the women's 49erFX in the 2016 Olympics. "It was quite shortsighted of ISAF to vote

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out an event that met all of its stated criteria (media and spectator friendly, great for TV, short races, easy to understand, the winner is the winner, adaptable to any condition and course area, athleticism) before it had a chance to shine," observed Baylis. The ISAF Match Racing Committee has filed a submission with ISAF asking them to reconsider their decision.

— latitude / chris

XXX OLYMPIAD, LONDON, UK, 7/29-8/11

FINN — Gold) **Ben Ainslie**, GBR, 46 points; Silver) **Jonas Høgh-Christensen**, DEN, 46; Bronze) **Jonathan Lobert**, FRA, 49; 12) **Zach Railey**, USA, 97. (24 boats)

LASER — Gold) **Tom Slingsby**, AUS, 43 points; Silver) **Pavlos Kontides**, CYP, 59; Bronze) **Rasmus Myrgren**, SWE, 72, 29) **Rob Crane**, USA, 236. (49 boats)

LASER RADIAL — Gold) **Lijia Xu**, CHN, 35 points; Silver) **Marit Bouwmeester**, NED, 37; Bronze) **Evi Van Acker**, BEL, 40, 8) **Paige Raley**, USA, 104. (41 boats)

STAR — Gold) **Fredrik Loof/Max Salminen**, SWE, 32 points; Silver) **Iain Percy/Andrew Simpson**, GBR, 34; Bronze) **Robert Scheidt/Bruno Prada**, BRA, 40; 7) **Mark Mendelblatt/**

Brian Fatih, USA, 71. (16 boats)
ELLIOTT 6m WOMEN'S MATCH RACING — Gold) **Tamara Echevoyen/Sofia Toro/Angela Pumariega**, ESP; Silver) **Olivia Price/Nina Curtis/Lucinda Whitty**, AUS; Bronze) **Silja Lehtinen/Silja Kanerva/Mikaela Wulff**, FIN; 5) **Anna Tunnicliffe/Deborah Capozzi/Molly Vandemoer**, USA. (12 boats)

470 MEN — Gold) **Mathew Belcher/Malcolm Page**, AUS, 22 points; Silver) **Luke Patience/Stuart Bithell**, GBR, 30; Bronze) **Lucas Calabrese/Juan de la Fuente**, ARG, 63; 14) **Stuart McNay/Graham Biehl**, USA, 108. (27 boats)

470 WOMEN — Gold) **Jo Aleh/Olivia Powrie**, NZL, 35 points; Silver) **Hannah Mills/Saskia Clark**, GBR, 51; Bronze) **Lisa Westerhof/Lobke Berkhout**, NED, 64; 9) **Amanda Clark/Sarah Lihan**, USA, 98. (20 boats)

49er — Gold) **Nathan Outteridge/Iain Jensen**, AUS, 56 points; Silver) **Peter Burling/Blair Tuke**, NZL, 80; Bronze) **Allan Norregaard/Peter Lang**, DEN, 114; 15) **Erik Storck/Trevor Moore**, USA, 157. (20 boats)

RS:X MEN — Gold) **Dorian Van Rijsselberge**,



The ladies of Spain — Tamara Echevoyen, Sofia Toro, and Angela Pumariega — celebrated their victory in Women's Match Racing after defeating the Australian team in the Olympics.

NED, 15 points; Silver) **Nick Dempsey**, GBR, 41; Bronze) **Przemyslaw Miarczynski**, POL, 60; 22) **Robert Willis**, USA, 179. (38 boards)

RS:X WOMEN — Gold) **Marina Alabau**, ESP, 26 points; Silver) **Tuuli Petäjä**, FIN, 46; Bronze) **Zofia Noceti-Klepcka**, POL, 47; 20) **Farrak Hall**, USA, 173. (25 boards)

Complete results at www.sailing.org

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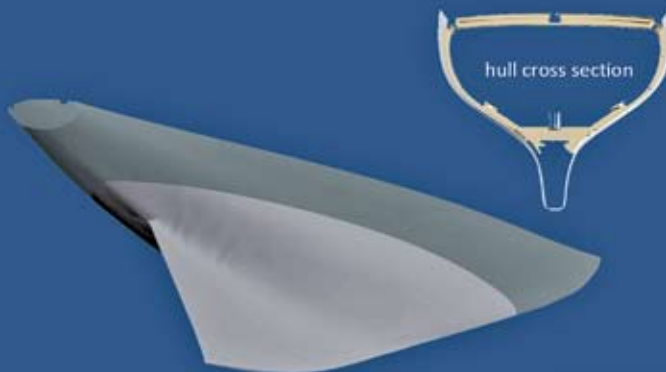
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THE RACING

out on the Pacific Cup, mid-season boatyard work and overlapping with the YRA's Second Half Opener — reduced St. Francis YC's Aldo Alessio Regatta, held July 28-29, to just one fleet, the J/105s. Heavy fog and light southerlies forced a one-hour postponement of the first of Saturday's three races, but a light westerly finally filled in to the mid-teens for the rest of the day. "After the first test rewarding good starts, boat-to-boat tactics and clean mark roundings, it was *Arbitrage*, *Godot*, *Donkey Jack* and *Mojo* all separated by a single point," said PRO David Wiard.

Sunday saw the same early conditions as on the previous day, once again forcing a delay. The RC scratched the short first race of the day, instead moving on to the 14-mile Bay tour. "While *Arbitrage* took the bullet for the day," said Wiard, "the remaining top spots for Sunday saw strong finishes from *Blackhawk*, *Alchemy* and *Walloping Swede*, but it was *Godot* and *Donkey Jack* that rounded out the podium."

See full results at www.stfyc.com.

— latitude / ladonna



CHRIS RAY

'Mojo' and 'Alchemy' spar in the Aldo Alessio.

Race Notes

Santa Barbara's Deneen Demourkas sailed *Groovederci* to her second consecutive **Farr 30 World Championship** in Båstad, Sweden, on August 2-5. Nineteen boats competed in the 11-race series. "The Farr 30 is one of the best

values in racing," enthused Demourkas, who is also the class president. "The boats are tougher than any other grand prix boat, they stay stiff and fast, and they are faster and more versatile than many of the most modern designs." Bay Area sailor Dana Riley was among *Groovederci's* crew.

This was a repeat for Demourkas. In last year's Farr 30 Worlds at the Rolex Big Boat Series, she topped a 12-boat fleet, including her own husband John! See www.farr30.org.

The 15-boat **Santana 22 Nationals** were held at Santa Cruz YC on July 27-29. The title was up for grabs and the competition was tight, with first and last place finishes just a few minutes apart on the short courses.

Saturday started out with 10-12 knots of steady breeze. "We got our long race started," said Fleet 9 captain Mary Larkin, "but the Santa Cruz gyre filled in, and just as the last boats rounded the weather mark at Natural Bridges, the wind backed and dropped to 6-8 knots. Luckily for those caught in the

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transition, there was a light current out of the northwest and some leftover fetch from the earlier winds. The second race of the day got even lighter. The PRO, Mike Gross, put us out of our misery and canceled the third race."

In 15-18 knots of northwest wind, the first race on Sunday took only 40 minutes. "With the wind steadily building, we easily got in two more races," said Larkin. "Amazingly, in the blustery conditions, no damage or injuries were reported." Bob Comstock on *Rick's Place* won the regatta. Bridget Binko on *Gypsy* took second and Mark Langer's *Hot Tuna* came in third. The Senior Skipper Trophy went to 83-year-old Vic Carder of *Tickle*, from Monterey. See www.scyc.org.

Richmond YC hosted the **Laser Masters North Americans** the same weekend. Scott Ferguson of Sail Newport (RI) bested the 17 standard rig sailors, and Allan Clark of Royal Vancouver YC topped the 20 Radials. For complete results, go to www.richmondyc.org.

Put on by Anacortes YC, the **Lido 14 National Class Championships** were

held on Washington's Fidalgo Bay on July 23-27. Twenty-eight teams competed, including crews traveling from all over the West Coast and as far away as Ohio and Georgia.

Jerry Thompson and Mandi Smith of Long Beach finished two points ahead of Mark and Kathy Sandifer of Portland, OR, and four points ahead of Steve and Anne Schupak of Costa Mesa in the Gold Flight.

Ron and Nicole Runyan of Portland finished with a formidable lead in the Silver Flight, 10 points ahead of Tony and Catherine Billera of Anacortes, WA, who were tied at 17 points with the father-daughter team of Matt and Maggie Nolan of Mill Creek, WA, and closely followed by Butch Michel and Michelle Wong of Modesto with 19 points.

The Women's Nationals were held on July 27, a day of perfect wind and weather. "The six teams found themselves in a fast and furious battle for the top three podium positions," reported



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Greg Nelsen won the slow, foggy Singlehanded Farallones Race on August 4 with his Azzura 310 'Outsider'. "It was gray, it was grayer, then it blacked out - at 4 p.m.!" he said. "After that it was scary and dark with lots of ships." See www.sfbaysss.org.

Tony Billera. "Fidalgo Bay produced its classic westerly, with winds steady at 10 knots." A shootout between Mandy Smith/Amanda Wayne and Terry Johnson/Stephanie Carroll ensued for four races. Going into the fifth and final race, Smith and Wayne grabbed the lead early and never let it go. See www.lido14.com.

- latitude / chris



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WORLD

With a special report this month on **Accessing America's Cup Events Via the Bay's Charter Fleet**, plus an update on the newly arrived **Sunsail 40s**.

How Will You Watch the Show When the AC Action Returns?

As we go to press, we've just witnessed a week of spectacular racing in the America's Cup World Series. Crewed by many of the world's best sailors, the 11-boat fleet of lightning-fast AC45 cats put on an action-packed show that was truly exhilarating to watch.

If you missed it, no worries. We're happy to tell you the ACWS will be back on San Francisco Bay again in October (2-7). And, of course, the main events of the 34th America's Cup competition — to be raced in 72-ft cats with 131-ft wing masts — will take place next summer: the Louis Vuitton challenger series July 4 to September 1, and the America's Cup finals September 7 to 22.

We suggest that you not only mark your calendar, but also plan your strategy for watching the action. We intend to take a multi-pronged approach to soaking in the fun.

The AC village, set up on San Francisco's Marina Green, is the central hub of spectator activity, giving access to live race commentary on a huge battery of loudspeakers, giant video screens with informational graphics superimposed over real-time racing video, meet-and-greet sessions with the crews, souvenir vendors, concession stands, and more. It's definitely fun to hang a while in the

On crewed charter yachts like 'Freda B' passengers of all ages are usually encouraged to take part in the sailing chores — even steering.



LATITUDE / ANDY

Village, then watch the races from the adjacent spit where both the Golden Gate and St. Francis YCs are located.

But being a sailor, you'll undoubtedly want to watch the action from out on the water too — at least one day. Whenever big events occur on the Bay, such as the Fleet Week Blue Angels show, Fourth of July fireworks, or special racing events like the ACWS, it's only natural that those of us lucky enough to have our own boats are inclined to jump aboard and head out to the venue.

Trouble is, during busy events like the AC, boat owners tend to spend most of their time trying to hold their position for a good viewing angle, while avoiding getting clobbered by daydreaming boaters, who may have had a few too many cocktails. The solution? Watch the action from the deck of a charter yacht and leave the driving — and worrying — to its crew. Trust us, you'll have a lot more fun, much lower blood pressure, and you'll be able to concentrate 100% of your attention on the event at hand.

We did just that one day during the ACWS by joining a group of race aficionados aboard the Sausalito-based schooner *Freda B*. At 69 feet on deck and 78 feet overall, she's a big, stable platform for watching and photographing the AC action, whether anchored or underway.

I noticed that the swarming masses of small sailboats and runabouts tended to steer clear of the big schooner, most likely due to her imposing size. The bonus was that her decks are high enough that if an occasional marauder did get between us and the racing box, we could usually see over the top of it.

Another cool thing about taking in the action from the decks of a big charter boat like this is that you don't have to worry about provisioning. Aboard such vessels, drinks and lunch (or at least snacks) are typically included in the price. On *Freda B* that day, while Captain Paul kept us in great viewing positions, his partner Marina made sure our stomachs were happy with a gourmet lunch, wine, beer and soft drinks.

As great a job as Paul and Marina do, it's only fair to point out that *Freda B* isn't the only S.F. Bay-based charter boat worth your consider-



LATITUDE / ANDY

ation (see below). Because competition is tough within the industry, all the boats that survive year-to-year tend to offer a high level of service and safety. And for large group events they sometimes work

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Bay Wolf: 50-ft sloop
30 passengers; www.sfbaysail.com

Cat Ballou: 42-ft cat
12 passengers; www.sanfranciscosailing.com

Eros: 103-ft stays'l schooner
12 passengers; www.schoonereros.com

Derek M. Baylis: 65-ft cat ketch
49 passengers; www.sealifeconservation.org.

Freda B: 78-ft gaff schooner
46 passengers; www.sfbayadventures.com

OF CHARTERING

WOODY SKORIAK



may not offer as stable a viewing platform as a beefy schooner, they present different possibilities for taking in AC action. Suppose, for example, you and your group are mildly interested in catching some of the AC45 action, but your ideal charter daysail would also include zipping around the Central Bay, Angel Island, and perhaps down to AT&T Park. That's doable on a full-day sail, and in this scenario you would only need to find a half-dozen friends to pitch in on the charter fee.

Like their larger cousins, so-called "six-pack" boats usually offer food and drinks also. In the case of a bareboat chartered with a skipper, all such arrangements would be customized based on your specific needs.

Whichever style of excursion suits your group and your budget, we'd urge you not to procrastinate in firming up your plans. The great success — and media buzz — of the just-completed World Series will undoubtedly spur even greater spectator enthusiasm for the October events — especially since they've been designed to coincide with Fleet Week. We're not sure how they're going to pull it off, but the word is there'll be AC45 racing and Blue Angel air shows on the same action-packed weekend. Needless to say, it will be a fun-for-the-whole-family affair that you won't want to miss.

Although the annual air shows have been an October institution for as long as we can remember, it's worth noting — for those readers who are relatively new to

together and sail in tandem.

This brings us to our next point. As much as we enjoyed meeting the boatload of strangers that were aboard *Freda B* during our daysail, we couldn't

The high decks of larger charter vessels provide great vantage points for viewing and photographing the fast-paced AC action.

help thinking how cool it would be to assemble our own entourage of close friends and family members for such an occasion, and charter an entire vessel or two. (As you can see, passenger capacities within the fleet range from 12 to 99.)

If you like that idea, we suggest you waste no time in polling your friends and making reservations — not only for the October ACWS events, but for the Louis Vuitton and AC finals. We're told many popular charter boats already have reservations on their books for 2013.

As noted in our annual Bay Area chartering overview (every April), there are also nearly two dozen six-passenger boats chartering on the Bay, plus roughly 200 bareboats, almost all of which can be chartered with a captain (and crew if desired). While these smaller boats

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Yukon Jack: 50-ft sloop
25 passengers; www.rendezvous-charters.com

* See complete listings at: www.latitude38.com

WOODY SKORIAK

WORLD

the sport of sailing — that San Francisco's top sailors have been trying to bring the America's Cup here for decades. In fact, until Larry Ellison's success with BMW Oracle, it almost seemed like an impossible dream. But now that the eyes of the international sailing world are sharply focused on San Francisco Bay, yours should be too. Trust us, you really don't want to miss the fun. So make a plan, book a boat, and we'll see you out there.

latitude/andy

Sunsail on the Bay Update: Fully Rigged and Ready for Action

Since we announced the imminent arrival of a new Sunsail charter fleet a few months ago, local staffers of the Florida-based international firm have been busy commissioning their eight



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We helped put the Sunsail 40s through their paces recently and came away smiling. Despite the competition, they'll find their niche.

identical Beneteau 40 sloops, and securing a permanent base for them at Sausalito Yacht Harbor.

We and a small cadre of other sailing journalists had a chance to test-drive these brand new sloops recently, and were favorably impressed. While they may not be quite as comfy for overnight charters as some other boats in the Sunsail line, they were designed to maximize performance, with racing potential in

allows racing.

We don't know if any of the 40s have been chartered to compete in this month's Rolex Big Boat Series, but we could certainly imagine the whole fleet being booked for next year's BBS (which will come sometime around the America's Cup finals). In fact, we wouldn't be surprised if they wangled their own one design start (thereby racing without handicaps).

With 200 bareboats already on the Bay, why would Sunsail make such an investment? Well, the company already



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OF CHARTERING

has bases in many of the world's prime sailing destinations, and while San Francisco Bay isn't known for shimmering coco palms, white sand beaches or coral reefs to snorkel on, it is unquestionably one of the world's greatest sailing venues.

In addition to race charters, sailing lessons and overnight charters, the company hopes to tap into the local market for corporate team building programs — although several local competitors have been pursuing that biz for decades. Ironically, at least one of those firms would consider renting Sunsail boats for their own clients to race on. Why? "Because their boats are set up for it, and they're insured for it!"

While there is undoubtedly a little grumbling going on at some long-established rental outfits about new competition in a tough economy, we think Sunsail will find its own niche, and will eventually bring hundreds, perhaps thousands, of sailors here who might not have come otherwise. Because they've built a solid reputation in Eu-

rope for quality and service over several decades, we think an ideal niche market for these boats would be what we like to call 'surf-and-turf' charters. That is, marketing packages (especially to European and East Coast sailors) that combine several days of accommodations at San Francisco hotels or Napa Valley B&Bs — taking in the sights and playing tourist — with several days sailing the Bay on a high-performance Beneteau 40 — overnighing at places like Angel Island, Sausalito, Treasure Island's Clipper Cove, South Beach Yacht Harbor for a ball game, or Jack London Square to take in some world-class jazz at Yoshi's.

Sounds like a winning combo to us. After all, what European or East Coaster doesn't have San Francisco on his or her must-see list?



LATITUDE / ANDY

The boats are rigged and sailing the Bay, and the new docks are nearly ready for Sunsail's San Francisco Bay fleet.

Docks have been reconfigured for the fleet at Sausalito Yacht Harbor, a prime location that lies just minutes from the traditional wind line of the Central Bay. The company's new clubhouse will occupy the northern portion of the Spinnaker Restaurant, a glass-walled Sausalito landmark perched right along the entrance channel. With all that effort, it looks like Sunsail is here to stay. So we say, "Welcome to the Bay, mates!"

— latitude / andy

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CHANGES

With reports this month from **Fleetwood** near Marseille and headed for Paris; from **Orcinius** on a near-fatal diving incident at Fakarava; from **Patience** on the 'clipper route' back to California from Mexico; from **the Wanderer** on great summer weather in Southern California; from **Sockdolager** on a surprising peek at the megayacht cruising lifestyle; from **Tortue** on life in Puerto Escondido; and **Cruise Notes**.

Fleetwood — Naja 30 Jack van Ommen North Across Europe (Gig Harbor, WA)

I arrived in Marseille yesterday, and my next port, St. Louis de Rhone, will be my last in the Med. That's because I will be unstepping the mast in order to

transit the Rhone River and French canals to Paris, after which I'll go to Amsterdam via the Moselle and Rhine rivers.

The lure of returning to Amsterdam overrode my plans to sail farther west in the Med. After all, my family roots

are in Amsterdam, and my oldest granddaughter will be finishing her degree at the University of Amsterdam. I plan to spend the winter aboard *Fleetwood* at the YC de Schinkel in Amsterdam, just as I did two winters ago.

Since I put *Fleetwood* back in the water on the Greek island of Chios at the end of April, I have sailed roughly 2,500 nautical miles. I visited 20 islands in Greece, Croatia, Italy and Malta, and visited a total of seven countries. I started at latitude 38N, went down to Crete at latitude 35N, back up to 43N at Split, Croatia, then back down to Malta at latitude 35N. I'm now at 43N again.

As *Latitude* readers will recall, I had **This is what 75 looks like when you've cruised a 29-ft boat to 40+ countries over the last seven years on a small budget.**

previously taken *Fleetwood* west to east across the European continent via various waterways, ultimately ending up in Istanbul. It was an incredible trip, but was probably much more difficult than my trip through France will be, as the latter has a much more developed canal infrastructure. I'm very excited about the trip, as I start in the Rhone Delta, home of the swamps, wild horses, cows and pink flamingoes of the Camargue, after which I'll stop at Arles, where van Gogh did much of his painting.

France is going to be a nice change because it will be the first country in the last five — except for Malta — where I'll be totally conversant in the language.

My plans for next summer are to sail the Baltic Sea, including Poland, then visit St. Petersburg, Russia, and the Swedish archipelago. After that I'll sail to Woodbridge on the river Deben in England in order to meet up with some of the other Naja owners. I imported *Fleetwood* as a kit from the Whisstocks Boatyard back in '79, later sailed her in the '82 Singlehanded TransPac, then put her in storage for decades before my current adventures.

At the end of '14, I'll sail south to the Canary Islands, then cross the Atlantic and Caribbean to base out of Colombia for inland explorations of South America. I do have a 'Plan B'. That's to enter the Blondie Hassler Singlehanded Race across the Atlantic for boats 30 feet or less. It starts in Falmouth, U.K. and ends in Newport, Rhode Island. My plans remain as loose as those of a true *vagabundo del mar*.

— jack 08/01/12

Readers — Humble Jack van Ommen is one of *Latitude's* all-time heroes. A "millionaire" and married to his third wife in '95, he was left single and filing for bankruptcy in '00 by business reversals. He spent two years fixing his homebuilt boat, which he hadn't used in 18 years, and in '02, at age 65, departed Alameda for the Marquesas. He had nothing to his name but his boat, his provisions, and the promise of a monthly \$1,750 Social Security check. See this month's Cruise



'Fleetwood' in the Med.



Notes to learn how he's not only afforded it, but been able to sock away a lot of money each month.

During our *Latitude* interviews with Jack in May and June of '10, he was the picture of health, and reported he'd already singlehanded 35,000 miles and to 30 countries. He has subsequently sailed to many more countries. At age 75, Jack van Ommen continues to be a true American inspiration, and 'richer' than he's ever been.

Orcinius — Lagoon 440 Cat John LeDoux and Lisa Danger Near-Death Dive in the Tuamotus (Vancouver, WA)

On June 17, we did the first dive of the day — a supposedly 'no-current dive' — in the North Pass of Fakarava in the Tuamotus. There were three paying customers, two dive masters, and the skipper of the dive boat. Lisa and I were



FLEETWOOD

FLEETWOOD

IN LATITUDES



LATITUDE / ANDY

Spread; 'Orcinius' cruising French Polynesia during happy times. Inset left; A French Polynesian dive partner.

picked up from our catamaran, and off we went on a 20-minute run to the North Pass.

Once at the site, we all did the back roll into the water on the count of three. After we all gave the 'all clear' signal, we started to drop below the surface. As usual, Lisa had trouble clearing her ears, so the head dive master had his assistant stay with Lisa for a much slower descent. The head dive master seemed to be in a bit of a hurry, and coaxed me down to his deeper level. I couldn't seem to make him understand that I wanted to stay with Lisa, so I finally joined him on the bottom, 70 feet below the surface. The other dive master stayed with Lisa at around 20 feet.

The head dive master and his other paying customer, with me trailing be-

hind, started swimming into a current of about .4 of a knot. As we progressed, I started to fall farther behind. The dive master signaled for me to catch up, but I'm no longer a young buck, so I was having trouble. The dive master would grab some coral and wait for me, then take off again as soon as I had caught up.

I soon realized that I was going through my air faster than normal. In just 10 minutes I had sucked off 800 lbs. Even worse, my breathing had become labored. I made a concerted effort to prevent a slide into hyperventilation by slowing my breathing with deep, slow breaths. But I soon began to cough up sputum. I couldn't tell

what color it was, and needed to remove my regulator to spit it out. But it told me that I wasn't getting enough oxygen into my bloodstream.

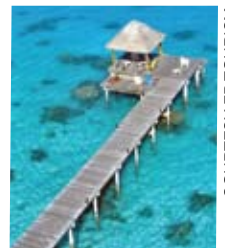
When I gave the dive master the wobbly hand motion to indicate that I was having trouble, he gave me the big 'x' sign, indicating that we should terminate the dive immediately. But instead of trying to figure out what was wrong with me, he passed me off to his assistant.

My ascent didn't go well. New to the trade, the other dive master didn't understand that I periodically had to remove my regulator to spit out what I was coughing up. So he would try to shove the regulator back into my mouth. Soon I was both fighting with the dive master and refusing to stop at the safety stops. I knew I was ascending too fast, but hacking and coughing much worse than before, I needed to get to the surface immediately.

When we got to the surface, the dive master did what he was taught — which was to inflate my buoyancy control device (BCD). Unfortunately, in my condition the pressure of the BCD made it impossible for me to breathe, so I grabbed my inflator from him and deflated the BCD. He then grabbed the inflator out of my hand, but before he could get the BCD re-inflated, I'd slipped out of it. It took some time for me to explain to him that I didn't think I was having a heart attack, I just couldn't get enough oxygen.

The next challenge was to get me into the dive boat, which was bouncing around uncontrollably in the chop. Then

This is what John and Lisa look like when they are both getting plenty of oxygen. During the dive, John wasn't getting enough.



COURTESY FP TOURISM

Fakarava is the second largest of the Tuamotus.



ORCINIUS

CHANGES

I began to experience a very sharp pain in my left hip joint. Although we hadn't been at depth long enough to require a decompression stop, I may have developed a nitrogen embolism in the hip. The

dive master, the boat captain, and Lisa had to drag me into the boat without much help from me.

So there I was in the boat, with a terrible pain in my hip, and still unable to stabilize my breathing. They started administering oxygen, but it didn't provide immediate relief. I really didn't know what

was happening to me, as I was breathing air but still not getting enough oxygen, and therefore my neurosystems told me I needed more air. Meanwhile, I continued to cough and hack up.

Lisa convinced the boat captain to leave the dive master and his customer in the water in order to rush me back to the dive shop. It was a grueling 20-minute ride at 25 knots in 2-3 foot choppy seas. I lay on the sole of the boat — still unable to get enough oxygen, and screaming from the excruciating pain in my hip — and got beaten to a pulp. During the ride back to the dive shop, my skin apparently changed colors like a chameleon against a slate rock. I'm told it changed from a pinkish grey to a slate-white grey. It looked to Lisa as though I might not survive the ordeal, and I picked up on her anxiety.

We were met at the dive shop by the manager and a nurse, who threw me

John and Lisa. The couple were entry #1 in last year's Ha-Ha, and did this spring's Pacific Puddle Jump.

into the manager's car, and rushed me to the nearest clinic. The paramedic at the clinic didn't speak very much English, but we managed with the help of a fluent Frenchman. Once I was placed on a work bed, things started to settle down a little — although my hip was still very painful and the oxygen level in my blood was much too low. While this was going on, the paramedic was in constant contact with a doctor in Tahiti.

Pin prick blood tests were conducted, and my blood oxygen content was measured. The blood test indicated a possible diabetic interdiction. After a couple of hours on oxygen, I was breathing a little more easily, the pain in my hip started to subside, and my blood oxygen content was back up to around 97%. But when I was taken off oxygen, my blood oxygen level dropped too low again. I was put back on oxygen.

Four hours into my ordeal, I was told that if I couldn't get my blood oxygen level to above 97%, I would have to be flown to Tahiti for emergency treatment. Fortunately, I got it back up to acceptable levels — but it wasn't easy. I concentrated on taking in deep breaths, but it was hard because everything I did required a tremendous effort. I was exhausted!

Thankfully, after the additional 20 minutes of oxygen, the paramedic pronounced me healthy and good enough to leave the clinic. He instructed me to have my blood glucose level checked when I got to Papeete. The manager of the dive shop picked us up and took us back to the dive shop, where all our dive gear was left. When we got to the cat I was so tired that I crawled into bed and slept for three hours.

We returned to the dive shop later that afternoon to retrieve our equipment. I thanked the manager for all his help, but also informed him that I thought the thing that triggered the episode was his head dive master urging me on to the point where I was exhausted.

I have since come to understand that my symptoms are called Immersion Pulmonary Edema or (IPE). This is an abnormal leakage of fluid from the bloodstream into the alveoli, which are the microscopic air sacs in the lungs. It is most often the result of heart failure or other cardiac problems.



John's BCD temporarily proved not to be his friend.



Sometimes, however, pulmonary edema is observed in swimmers and divers when no underlying medical cause is apparent. IPE presents as a rapid onset of shortness of breath, a cough, and sometimes blood-tinged, frothy sputum. Because the fluid builds up in the air-containing spaces of the lungs and interrupts gas exchange, IPE resembles drowning. The important difference is that the obstructing fluid comes from within the body rather than from inhalation of surrounding water. (I share this information with the permission of author Brian Harper and *Alert Diver*, the magazine of Diver's Alert Network.)

It happens to some divers and competitive swimmers, more often in cold, but also in warm, water. The event is often triggered by a heavy exertion when submerged in water. The fact the body is submerged in water causes the blood in the extremities to be moved more into the heart and lungs. Under this pressure, the lungs emit a fluid that causes coughing or hacking and to some degree



ORCINIUS

IN LATITUDES



FRENCH POLYNESIA TOURISM

The Tuamotus — this is Rangiroa — are great for diving, but a long way from sophisticated medical help should there be a problem.

makes you feel as if you are drowning without ingesting any water. The fluid fills the air sacs and thus makes it difficult to transfer oxygen to the blood and causes the body to think it needs more air in the lungs. It most often resolves itself with the administration of oxygen. In all cases a doctor should be consulted and the person should be checked for any type of coronary defects or damage. It manifests a similar sensation as heart and lung failure. The fact that it happens to swimmers indicates it doesn't require the body to be submerged very deep as in diving, but the negative effects at depth escalate the need for immediate attention. Those of you who are cruisers need to be aware that this could happen to you while snorkeling or free diving.

Although the French doctors and dive centers here in French Polynesia won't certify me to dive again after the incident, the cardiologist I first saw told me I could

keep diving, as long as I didn't go deeper than 35 feet for a couple of months.

We're now on our way to the Cooks and then Tonga.

—john 07/31/12

Patience — Westsail 32 Lee Perry The Clipper Route (Brookings, Oregon)

It was time to put up or shut up. I'd been contemplating bringing my Westsail 32 *Patience* north to California via the offshore or clipper route, which is basically sailing as far as you need to go on starboard tack in order to flop back on port and lay wherever you want on the Pacific Coast, from San Diego to Seattle. My goal was San Diego.

When discussing the idea of doing the offshore route with other sailors, I mostly received one of two kinds of blank stares. The first was from people who didn't know

how hard it was; the second from people who knew how hard it was and thought that I was crazy.

Last summer I talked the idea over with Dave 'Westsail 32 Superman' King of Portland while in Brookings Harbor, Oregon. He rubbed his chin, and then with a glint in his eye said, "It could be done." Thanks to reading old issues of *Windbag*, the Westsail newsletter, I knew another sailor had done it in the '70s with a 32.

After careful study of my pilot charts for wind strengths, wind direction, and currents at different times of year, I picked November as the best month to make a run at it. This would put hurricanes at a minimum risk, yet provide the possibility of a winter southerly that would bless me with at least a few hours of following winds.

I'd kept *Patience* at Marina Seca in Guaymas, Sonora, for the summer, and returned to her in mid-October to get her ready for the trip north. Boatyards are full of sailing experts, people who not only know so much, but who are all too happy to share their knowledge at your expense. One expert came by to inquire about my plans.

"Doing the Baja Bash, are you? Take plenty of fuel."

"No," I explained, "I will be making an offshore passage under sail, not a motor bash up the coast."

Since the gentleman was knowledgeable about such things, he informed me that not only would I not make it, but **Being told that he and his Westsail 32 couldn't do an offshore trip back to California from Mexico made Lee even more determined.**



The well-traveled Westsail 'Patience'.

JOHN FOCHA



JOHN FOCHA

CHANGES

that my boat couldn't make it. We Westsailors are used to skeptics who have never been aboard a Westsail, let alone sailed on one. So rather than bothering me, the man's comments made me more determined.

I have owned *Patience* for 19 years, and have made two trips to Hawaii and back, two trips to Mexico and back, and numerous trips up and down the Pacific Coast. So I felt I had a little better idea of what my boat was capable of than did the boatyard expert. But I quietly went ahead preparing my boat, knowing that it was going to be a difficult passage, and therefore everything on my boat needed to be right.

Patience went back into the water on November 10, and we rode a nice norther down to Espiritu Santo Island and later La Paz. While there, I enjoyed a very nice family-style dinner provided by Steve and LuLu Yoder of the Westsail 28 *Siempre Sabado*. The next morning I headed over to the fuel dock at Marina Costa Baja. It was decision time with respect to how much fuel I would take. Since I still had another 150 miles of fickle Sea of Cortez winds before getting to the Cape, I filled the main tank, which holds 38 gallons, and filled two 5-gallon jugs to get me to Cabo. As it turned out, I only needed the two small jugs of fuel to get to the Cape, so I just waved *adios* to the tourist resort as I made my way to Cabo Falso and the open Pacific.

Cabo Falso was my moment of truth, as it's where the BS stops and reality sets in. As I came out from behind the point, a 25-knot northwesterly laid us over on the beam. I rolled up the jib, put a reef in the main, and sheeted in the staysail. Thanks to reduced sail, *Patience* stood upright and took off. I set the self-steering wind vane at 60 degrees to the wind, which would be my course

'Profligate' sails south toward windswept Cabo Falso. For northbound boats, it's the "moment of truth", when everything suddenly changes.

until I could flop back on to port to lay San Diego. I fully expected to lose some miles to the south before I could make any progress to the north. As it turned out, I only lost about 18 miles.

The second day found me in the middle of a 'freighter freeway'. Four of the behemoths passed close by between 3 a.m. and 8 a.m. Swallowing my pride, I started the engine and burned a few gallons to scurry across the shipping lane.

A small transistor radio provided me with offshore weather reports from the late Don Anderson and from High Seas weather. I soon got a report that hurricane *Kenneth*, with winds to 150 knots, was 500 miles from me but headed in my general direction. A hurricane in November?! 150 knots?! Holy crap! It was all the incentive I needed to get into cooler waters as quickly as possible.

My course had been just north of true west, and I would hold that as long as it took to gain some latitude. The difference in longitude between Cabo and San Diego is significant, so I wanted to go west until the wind veered a little.

For the next week *Patience* stayed hard on the wind, with the little staysail pulling like a locomotive. Indeed, my staysail would remain up the entire trip, as I would adjust the main and jib to keep *Patience* balanced.

My boat and I continuously battled into the elements, gaining a little here and there. One day we made 118 miles to windward. When sailing downwind, you can easily do 140-150 mile days with a Westsail 32. But when beating, anything over 100 miles is pretty darn good.

After 10 days at sea, there was a forecast of a strong gale hitting Southern California. Great. The last thing I needed was a gale from the north. At that point I was 180 miles southwest of Guadaloupe Island, which was my spot for making my one and only tack back on to port.

We were hit by the gale a few hours after tacking. We went down to a double-reefed main and staysail, and slogged into it. We always headed north, refusing to give up any hard-won northerly miles.

The seas built up after two days of strong winds, so *Patience* had to climb the faces of waves, after which she would slam down on the other side. At



one point she failed to make the crest before the sea broke, and she was slapped off the wave like a surfer might be. She dropped into the trough with a shudder. It was at that point that a Westsail owner such as myself most appreciates the fact that the hull of his boat is solid one-inch-thick fiberglass beneath the waterline.

After two days of gale-force winds — during which time parts of Southern California were hit by winds to 90 mph — the wind went light, then died completely. As I was only 12 motoring hours away from San Diego, I fired up the engine.

We sailed a total of 1,208 miles to cover a straight line distance of about 750 miles. We did it in 12 days and six hours, which means we averaged about 100 miles a day. We burned 12 gallons of diesel. When I say 'we', I refer to my boat and me, as I was singlehandedly.

It's my belief that if we sailboat owners are going to 'talk the talk', we should also 'walk the walk' by taking our boats



IN LATITUDES



ALL PHOTOS COURTESY PURA VIDA

Kurt, of the San Diego-based Catalina 32 'Pura Vida', on a summertime roll at Catalina. Above, standing on the bottom of his boat in Avalon Harbor. No easy trick. From top at left: One of Kurt's grouper buddies, who hangs out just off the casino. Bottom; No camouflage for this fish.

to as many places as possible — under sail. As such, I would encourage anyone with a sound and properly rigged boat to sweep the fuel jugs off the decks, hoist the sails, and bugger off out there.

Would I do the 1,000 miles to windward again. Absolutely. But only in my Westsail.

— Lee 06/30/12

Summer In Southern California After All These Years

It may have taken until the 4th of July, but folks in Southern California report that this has been the best summer weather in at least the last four years. We spent July through mid-August between San Diego, Santa Barbara and Catalina, and hardly saw any traces of fog. In the previous four years, we'd hardly seen the sun and it had been coooooold.

As for the 81-mile Santa Barbara

to King Harbor Race, which everybody ought to do at least five times in their life, conditions couldn't have been more ideal. Lots of sunshine, lots of surfing, and most boats finishing earlier than they ever had before. Heck, even the all-girl band at the Santa Barbara YC the night before was killer.

The Southern California water temperature has been nicer this year, too, with lots of folks reporting swimming in 70° to 75° temps at Catalina. While that's absolutely freezing by tropical cruising standards, it's the best it's been in Southern California in some time.

Kurt Roll of the San Diego-based Catalina 32 *Pura Vida* loves diving in the warm, clear waters of Fiji, having spent a lot

of time there crewing aboard Dietmar Petutschnig and Suzanne DeBose's Las Vegas-based Lagoon 440 cat *Carinthia*. But Kurt's South Pacific tropical cyclone season alternative to Fiji is Catalina. True, the water is cooler and not as clear as vodka, but hey, this summer it's been good. In fact, Kurt used the fine diving conditions to 'stand' on the bottom of his Catalina 32. Having done that, he dove at the fish reserve just off the casino, where a couple of grouper swam past.



KURT ROLL

Fiji, not Catalina.

"One had to be six feet long, the other four to five feet long," he reported. Long may they live. And long may summers return to Southern California.

— latitude/rs 08/15/12

Sockdolager — Dana 24 Karen Sullivan and Jim Heumann Megayacht Surprise (Port Townsend, WA)

Just when we thought our brief stay at Cook's Bay in Moorea — 7,000 miles and not quite a year after leaving Port Townsend in our unusually small cruising boat — couldn't get any better, it did. One evening we went to dinner at a waterfront restaurant where a Scottish singer/sailor and autoharp/harmonica player named Ron was getting ready to entertain with oldies and folk tunes. Arlene, a smiling woman at the front desk, handed us menus and said we'd really enjoy the food and music — which made us assume she worked there. We liked Arlene and Ron right away, and soon discovered that she didn't work at **Spectacularly beautiful Cook's Bay, Moorea. If you're not careful, magical things can happen in places such as this.**



FRENCH POLYNESIA TOURISM

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the restaurant, but was rather from the 171-ft ketch *Tamsen* anchored in the bay. It also quickly became obvious that she and Ron were madly in love. Ah-ha, the plot thickens!

The magic was in the air for everyone that night. Ron and Arlene joined

us at our table for a few minutes of delightful talk, and the next thing we knew, I, Karen, was on stage with Ron belting out *Summertime*. Sometimes a song just slides out of you, almost singing itself. The audience — including about 40 of the

60 people aboard *Tamsen* — loved it, so I got up several more times to sing and harmonize with Ron. When I returned to our table, I learned that Bob Firestone, the owner of *Tamsen*, had invited us aboard the big yacht for a visit the next day.

If you've been following our previous posts, you know that we've been rather critical of the some of the megayachts we've encountered along the way. Most of the people on them have been snooty, and some behaved badly. This story will prove that every assumption has an exception — and what an exception!

The next day we got into our tiny dinghy and motored up to the massive *Tamsen*, which has a freeboard of about 10 feet. We figured we'd need to explain to the crew that "Bob" had invited us aboard, and then we'd have to wait like three gnats at the waterline until it had been fact-checked. Well, we were in for a surprise. There weren't any crew in

If we're not mistaken, this is the 74-ft schooner 'Vltava' that Steve Firestone and a bunch of other teens sailed around the world.

sight on *Tamsen*, just family and friends. And Bob, his son Steve, and half a dozen other family members were waiting for us and waving!

We'd seen 200-foot motoryachts that had 17 crew waiting hand and foot on just a couple of people, but we'd never heard of a yacht this size being run almost entirely by a happy, noisy horde of 60 extended family members and friends — including mobs of kids.

The first thing that astonished us was not the magnificence of the yacht, but the warmth and genuine pleasure every person aboard *Tamsen* expressed at our visit. We were made to feel as welcome as family members. Bob and Steve, along with several other family members, gave us a tour of the yacht, which was great fun. The yacht was so jaw-droppingly astonishing that I nearly needed a head-sling.

Bob told us the story of how, back in the '70s, he got a dozen families to partner up and buy *Vltava*, a 74-foot wooden staysail schooner, and let their 11 teenaged children sail her around the world. By themselves! It was Bob's idea for forging stronger bonds of trust and confidence, in kids who otherwise might have taken a different track in life. He says it was successful beyond all expectation. Even though his son Steve was just 16 at the time, and not the oldest on *Vltava*, he was elected captain. Thanks to that experience, and having supervised the construction of *Tamsen* in Italy — he knows every inch of the boat — he's the captain of *Tamsen*, too.

The kids made a documentary of their 17-month circumnavigation called *Voyage to Understanding*. Many of the family hadn't seen it in a while, so about a dozen of them gathered with us to watch it on the yacht's big screen. Those kids — and now their extended families — have remained close friends. In fact, many of them were aboard that day.

To give you an idea of how such a boisterous crowd is organized to run a yacht that is about as complicated as a small city, Steve posts a daily Deck Watch List. There are five watches of 10-12 people each, with duties covering everything from a 24-hour anchor watch to cooking, cleaning, manning the swim platform, and



running the tenders. Despite being a very responsible group, but *Tamsen* gang are fun-loving, too.

"We're not what you'd call a sedate yacht," Bob confessed to me. "When we pull into harbor, the folks on other megayachts groan, 'Oh no, not them again!'"

Things are different, of course, on major ocean passages. Instead of 60 people, there are just a few sailing-savvy friends and family aboard, along with the half-dozen permanent paid crew, several of whom have been lifelong employees.

Although *Tamsen* is a big yacht, she doesn't have enough cabins to give privacy to every married couple in the group of 60, so they set aside a nice dark room nicknamed the 'Consummation Cabin'. It's near the laundry room, and the adults book time in it. Seriously. There was much hilarity when one of the women opened the door to show me the cabin — and a young couple inside had to dive for cover.

"Good grief!" I said, "isn't there a lock on the door?"

SOCKOLAGER



Karen Sullivan.

PHOTO FILES



IN LATITUDES



PHOTOS COURTESY PERINI NAVI



Italy's Perini Navi is by far the dominant manufacturer of large sailboats, meaning those over 150 feet. Our not wanting to intrude on the privacy of 'Tamsen', these are publicity shots of other large Perini Navis, which hopefully will give you an idea of the size, style and accommodations.

Everything on *Tamsen* is massive, from the tender wells in the foredeck that could probably accommodate our 24-footer, to the galley where meals could be prepared for 60, to the 1,000-pound mainsail, to the diameter of the genoa sheets, to the size of the engine and engine room. We had to take a photo of the latter for Lyn and Larry Pardey, famous advocates of not having an engine on a cruising boat. Proving once again that it's a small world, Steve told us that he had towed the Pardeys up the Suez Canal with *Vltava*.

Our visit to *Tamsen* wasn't our only unusual adventure in French Polynesia. Crossing an active airport runway is always exciting, and it's even more exciting when you're crossing the approach on a slow-moving sailboat. The short runway at Faa Airport ends abruptly at the edge of a narrow boat channel. Here's how you cross it:

"Papeete Port Authority, this is the sailing vessel *Sockdolager*, requesting permission to cross the runway." (Good God, did I just ask to cross an international airport runway in a sailboat?)

"Sock . . . Sock . . . what is your boat's name, please?" (Asked in a heavy French accent.)

"This is *Sockdolager* (I gave it a French spin, saying something that sounds like "*Suckdolo-GHEARH*." It works.)

"Ah, *Suckdolo-GHEARH*, yes. You may cross now, zhere are no planes landing for zhe next few meenoots. Please call me back when you have crossed zhe runway."

"Roger, sir, we will call you when we have crossed." If we don't get sucked into a 747 en-

gine, that is.

Then there were the Tahitian *roulottes*, which everyone must try if they ever get the chance. Although they are nicknamed 'roach coaches' or 'maggot wagons', about a dozen of these large, self-contained food vans roll into a Papeete waterfront park each evening. But they are clean, and the smells coming out of them make your mouth water. You can find Chinese cuisine six ways to Sunday, plus crepes



'Roulette' food is delicious, and the ambience is great.

wagons, pizza-mobiles, and one van that offers a whole roasted mammal — either goat or veal — spread-eagled on a rack. You walk up to the carcass, order your cut, and they whack off a Neanderthal-sized chunk onto your plate. Whew! I passed on that one, culinary wuss that I am. But we loved the "Hong Kong" *roulotte's* excellent Chinese food, and nearly died of ecstasy sharing a Nutella crepe at another *roulotte*. Nutella crepes — it what's for dessert for us from now on.

French Polynesia was mighty good to us, and we'll always want to come back. But now we're at sea on our way from Bora Bora to the Cook Islands, and the trades are booming!

— karen 06/18/12

Tortue — S&S 44 Mike and Melissa Wilson Lovin' Puerto Escondido (Matzalan)

We're happy to report that the port and starboard entry lights for Puerto

The quiet and the cool of the early morning at Puerto Escondido are ideal for reflections. Both the natural and personal kind.



LATITUDE/RICHARD

CHANGES

Escondido are working again for the first time in three years, providing navigation assistance to anyone going around in the fog — LOL — trying to gain access to the safe harbor. How long the lights will continue to work is a good question.



The fishing is good at Escondido. Very good.

Despite that uncertainty, there is still a group of very happy people here in Puerto Escondido and at the Hidden Port YC. The latter continues to host cruiser breakfasts, brunches, and howling-at-the-moon parties.

Connie 'Sunlover' keeps the DVD library stocked with more titles than you can imagine. Ray Wyatt of *Adios* does a sterling job of keeping locals and visitors apprised of the weather outlook, much of which he gets from Geary Ritchie who does the big forecast from El Burro Cove in Concepcion Bay. (If anyone is worried about the threat of *chubascos* in the Sea, they tune in to Geary every morning on the Sonrisa net (3968 LSB at 07.45 MST).

We have two local vendors who supply us with just about all we need. Pedro Lopez, who sells everything from toothpicks to 8D batteries, has expanded his operation, which is located right in the marina. If he doesn't have what you need, he'll get it for you. When it comes to food, Fernando and Lorena of Tripui Modelrama, which is just up the street, have all you need from beer to sushi fixings. They'll even give you a ride back to your boat with your purchases. Elvin at PEMS (Puerto Escondido Marine Services) seems to work too hard at making **Backed by tall peaks, Puerto Escondido is the big cruising center for the central Sea of Cortez, and is also a popular hurricane hole.**

people happy, and there are fair prices on haulouts. Diesel and gas are available at the new fuel dock.

The only *palapa* on the bay is The Clam Shack, just north of Juancalito. Just anchor a quarter of a mile offshore, take your dinghy in for a calm surf landing, and treat yourself to a dozen raw chocolate clams and a few ice-cold Coronas. If you prefer stuffed or baked clams, or a full fish dinner, they've got that, too.

The big city around here, of course, is Loreto, about 20 miles to the north. Thanks to the influx of younger Mexicans, the quantity and quality of restaurants has been improving. Combine all this with great scenery and fishing, and life is just fine down here in the Puerto Escondido area!

— mike 08/15/12

Cruise Notes:

We're not sure if it's in celebration of next year's 99th anniversary of the **SS Ancon** — with a load of cement — becoming the first ship to pass through the **Panama Canal**, but the Panama Canal Commission has decided to raise the transit fees on small boats starting on October 1. If your boat is less than 50 feet, the increase will be from \$500 to \$800. For boats 51 to 80 feet, the fee will go up from \$750 to \$1,350. If your boat is over 80 feet, you're no doubt the kind of person who doesn't need to ask how much it costs. While it's true that the increases are significant on a percentage basis, it's also true they are the first increase in 14 years. And no matter what the cost, we think you'll agree that taking your boat through the Canal is an experience well worth the price.

In other news from Panama, in late July members of their Naval Air Service confiscated 46 kilos — about 100 pounds — of **cocaine** from a European-flagged sailboat in the Palmilla River near Colon.

There's some good news and some bad news on **the narco front in Mexico**. The good is that for the first six months of this year, narco homicides were down nearly 13% from the year before. That's a start. The bad news is that local, state and tourist police, as well as the *federales*, reportedly got into three shootouts one day in August with members of some narco gang in and around Bucerias,



which is an older mid-level tourist destination between Puerto Vallarta and La Cruz. While no tourists were hurt — and narcos have never targeted tourists — the establishment of a narco presence in the Vallarta area would be terrible for Mexico's critical tourism industry.

Last month Mexicans elected **Enrique Peña Nieto** of the PRI party to be their president for a single six-year term that starts in December. Curiously, nobody, not even his closest friends, claims to know exactly what the president-elect stands for. We were most impressed, however, when during his victory speech **Peña Nieto** announced that he would not only cease the war on drug cartels, but he would assign exclusive territories to each of the major groups. He would then provide them with armed escorts to the border, to make sure they could deliver all the drugs we Americans so desperately need — without thousands of Mexicans having to get killed in the process. "No more Mexicans should



IN LATITUDES



LATITUDE/RICHARD

It will soon cost a couple hundred dollars more for a Canal transit, but it's still a bargain. Here a ship passes the Gaillard Cut, where terracing is employed to try to keep the canal from filling in. The Miraflores Locks are to the upper right, the skyscrapers of Panama City to the upper left.

die just so Americans can get high," he said.

All right, he didn't say anything of the sort. We just think that's what he should have said. Maybe we're dreaming, but we have hopes that the narco violence will tumble in Mexico. After all, it's plummeted in Los Angeles and most of the United States, and it's fallen drastically in Colombia, too. So there is some reason for optimism.

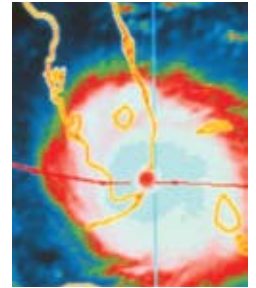
"My wife Charlotte and I love the people of the Sea of Cortez and cruising in the Sea of Cortez," writes Steve Baker of the Santa Rosa-based Catalina 27 **Willful Simplicity**. "And that's even though we have one of the smallest cruising boats of all full-time cruisers in the area. San Evaristo, the popular anchorage 55 miles north of La Paz, has been our home base for the last couple of years, but we do a lot of cruising out of

there to recharge our personal batteries. It's been very interesting for us to become totally immersed in the fishing village, as the people have been very friendly and have wholeheartedly accepted us. We have tried to reciprocate. For example, Charlotte teaches English to the kids and adults who want to learn — and lots do. And she and other cruisers have taught additional classes. Mexicans, even in the more rural areas, are really starting to realize the importance of an education. And last week I built the first phase of a house, using donated materials, for a woman and her four children. When we get back to Evaristo — who the hell would build a house in the heat of July? — we're going to add on *palapas*."

Readers may remember that Steve and Charlotte got into cruising as a result of drinking

wine in the hot tub behind their Santa Rosa home, and coming to the realization that they were working hard and paying a lot of money for a lifestyle they didn't find particularly rewarding. They have since learned that it's the not things, but giving and great experiences, that are the most rewarding things in life.

September and October are the big months for **tropical storms and hurricanes** in Mexico, while October and November are the big months in the Atlantic/Caribbean. So if you have a boat



Look out for these.

in either of those areas, please make sure she is prepared for the possibility of a big storm. So far the hurricane season has been pretty mellow in both areas, but now is not the time to become complacent. After all, we're getting overdue. Melaque on Mexico's Pacific Coast took a pasting two years ago, but otherwise small boat interests in Mexico have pretty much been untouched for some time. The Caribbean has had a couple of minor hits and several near misses, but nothing major in several years. As for the United States, this is the longest time in recorded hurricane history that the continental United States hasn't been hit by a *major* hurricane.

"I'm prompted to write by the liferaft piece that appeared in the May issue of *Latitude*," reports Robert Rowland of Reston, Virginia, who circumnavigated in the early '90s with the Bodega 30 **Kiana**. "I've berthed *Kiana* in Key West since I completed my circumnavigation in June of '94. And she still had the liferaft I'd gone around with, a Zodiac MPUS-6. Knowing the liferaft was too old to rely on **These folks might look a little shady, but it's just Robert Rowland and some kids from the Key West Sailing Club sitting under a tree.**



COURTESY ROBERT ROWLAND

CHANGES

or give away, I took it over to the Key West Sailing Club, where they were having a class for young sailors. The class and I put the liferaft in the pool and pulled the cord. Despite having been manufactured 29 years before, and been last certified in Darwin, Australia, 20 years ago, the Zodiac inflated just as it was supposed to! And it stayed inflated until the following day, when it was thrown in a dumpster. By the way, I'm in no way encouraging people to rely on ancient liferafts, particularly ones that haven't been re-certified in many years. Did I mention that *Kiana* is for sale — she does need a liferaft — and that I can be reached at rowland1@live.com?"

The other day we stopped by both **Whole Paycheck Markets** in Mill Valley, where we noticed they were having a three-day special on "wild, previously frozen, Magdalena Bay, diver-caught scallops". That's a mouthful, and we're not just talking about the shellfish. But we passed, as it's not too long until the start of the Ha-Ha, when we'll be able to get "never been frozen" Mag Bay scallops. At a much lower price, too. Yum.

"It looks as though this will not be the



LATITUDE/RICHARD

If you cruise to Mexico, you can be the diver who catches Mag Bay scallops. And you don't have to freeze them before you eat them.

year for us to make it to French Polynesia," report Marc and Lorraine Cohen of the Olympia-WA-based Union 36 **Gant Man**. "Both boat and health problems forced us to put the boat on the hard at

Kona on the Big Island. But I'd like other cruisers to know that Hilo, which never had a reputation for being particularly user-friendly, has become even less so. When you get to Radio Bay, you need to Med-tie, then climb a ladder to the top of the quay. And in order to get to town, you then have to call the security people at the main gate of the port, who have to walk about an eighth of a mile over to the gate, unlock it, then escort you to the main gate. Upon your return, you need to show your ID, after which the whole process is reversed. Until very recently, cruisers had the option of taking their dinghy over to the local paddling club, leaving it on the beach, and walking to the main road. But the construction of a fence and gate mean you can now do that only during daylight hours. The only good thing about all this is that the security folks are great people who have been happy to try to help make our stay as tolerable as possible."

In this month's *Letters*, there is a letter from Jim and Ann Cate, who sailed to Australia about 20 years ago aboard their Standfast 36 **Insatiable**, and who



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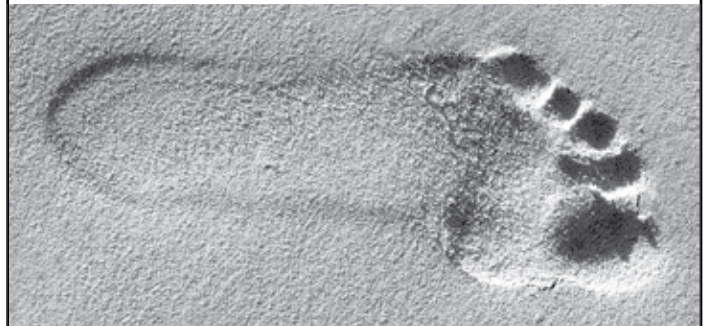
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have never returned. While in Oz, they moved up to a Sayer 46, **Insatiable II**. We asked them about their history and what keeps them in Oz.

"We first left the Bay Area in October of '86, spent six months in Mexico, then got as far as French Polynesia before the money ran out. Bugger! So we sailed back home, lived aboard in Marina Village, got married, and worked until early '89. I then sort of retired from the Lawrence Lab, and Ann retired from her job as a substance abuse counselor in the Richmond ghetto. We took off for a second time in March of '89 — 23 years ago — and have been caught in the South Pacific Eddy ever since. It's kinda hard for us to pin down the attraction of Oz, but two things come to mind. First, we've always felt at home here, and second, there is good access to some very nice island nations — such as New Caledonia, Vanuatu and Fiji. Furthermore, going to Tasmania is a superb way to escape the tropical cyclone season.

"Eight years ago we managed to get 'retiree visas', which are no longer available," the couple continue. "These

gave us temporary resident status, allowing us to come and go as we pleased. This saves us from an enormous lot of red tape, and means we don't have to worry about scheduling departures for governmental reasons. New Zealand, a place we also liked very much, does not have a comparable visa, and is not interested in having folks as old as us coming to live as residents. The cost of living in Australia has escalated greatly in recent years. The very strong Aussie dollar, coupled with some inflation — which the government denies — has roughly doubled our out-of-pocket expenses. But by nature we are happy living pretty frugally, so we can still afford our time here. Yes, we do go in the Aussie waters, but only at some places and only some of the time. The 'jellies' seem to arrive



Tasmania's gorgeous Wineglass Bay, the perfect alternative to hunkering down and waiting out tropical cyclones in Queensland.

pretty soon after the water temps get to where we old farts can enjoy swimming, and that is a problem. The use of a 'stinger suit' is usually enough to deal with that hazard, and has the second benefit of disguising our no longer perfect physiques."

"We'll be doing our third Ha-Ha in the last four years," report Bill and Patty

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Meanley of the San Diego-based Pacific Seacraft 37 **Dolfin**, "but this time we get to stay for the season. Yahoo! But we do need to fly home for about three weeks during Christmas and New Year's, and hope to leave *Dolfin* in a safe marina in the Puerto Vallarta area. Since *Latitude* knows the area so well, could you give us your thoughts on the marina choices? We're leaning to toward Riviera Marina in La Cruz or Paradise Village in Nuevo Vallarta, but could use some local knowledge. Also, do we need to make reservations, and how far in advance?"

You're leaning in the right direction, for unless you need to be in the bustling airport-downtown area, **Marina Vallarta's** lack of maintenance and stagnant air are two big negatives, and the **Nuevo Vallarta Marina** is still a work in progress, although a possibility. We have spent a lot of time in both **Paradise Marina** in Nuevo Vallarta and the **Marina Riviera Nayarit** in La Cruz. Both are terrific and safe, and have similar pricing, yet are as different as night and day. Paradise Marina is in the middle of a big, busy — but very clean and very



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well run — family resort, with multiple pools and countless activities, as well as a shopping center, a Starbucks, a brand new hospital and other services right there. It's also home of the Vallarta YC.


The Marina Riviera Nayarit is located in the authentic Mexican village of La Cruz, where there are many more inexpensive restaurant and nightlife options, which is why it's popular with so many seasonal anchor-outs. While Riviera Nayarit is about 20 minutes farther from the airport and downtown than Paradise Marina, the buses are cheap and leave every 10 minutes or so. With 400 slips, the Marina Riviera Nayarit is almost twice as big as Paradise, so they'll be able to accommodate you. Paradise harbor-master Dick Markie will be at both the Ha-Ha Crew Party at the Berkeley YC in September and the Ha-Ha Kick-Off Party in San Diego on October 27, so you can discuss the need for reservations with him. Both marinas are outstanding, have unique added attractions, and offer great access to beautiful Banderas Bay. You just have to decide which suits your needs the best.

The good news for anyone trying to decide between the two marinas is that various groups in the state of Nayarit are combining to throw a **Welcome To Nayarit Riviera Sailor's Splash** on De-



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ember 11. Details are still being worked on, but we understand that participants will visit both Paradise and Riviera Nayarit Marinas and be taken from one to the other on **Profligate**, **Humu-Humu**, and other big catamarans, and that lots of restaurants and other businesses will be participating. This takes place a day before the start of the **Banderas Bay Blast**, a Ha-Ha-style, 'nothing-serious' three-race series that sees the fleet visit La Cruz, Punta Mita, and Nuevo Vallarta, as well as join in on the annual reopening of the Punta Mita Yacht & Surf Club. Cruiser 'racing' doesn't get any more fun than this, as everyone is friends and the flat water sailing conditions are nearly always ultra mellow. We hope to see you there!

"Based on seven years of intensive cruising to more than 40 countries, the thing I would like to pass along to potential cruisers is that my kind of adventure doesn't have to cost a lot of money," writes Jack van Ommen of the Gig Harbor, WA-based Naja 29 **Fleetwood** — who contributed the first *Changes* this month. "I sold my truck and trailer af-

ter I hauled *Fleetwood* down to Alameda from Gig Harbor in April of '05. After provisioning my boat for what would be my 28-day non-stop passage to the Marquesas, I only had \$150 left to my name. From then on I've had to survive entirely on my \$1,750/month Social Security check, as my only possessions were/are my boat and my folding bike. Yet I have lived well visiting First and Third World countries, and I've usually managed to sock away \$1,000 a month of my social security check. I'm not the only one who has been able to adventure on a very small budget, as I met a Polish couple doing it on \$500 a month. What keeps me cruising at age 75? Curiosity as to what I'll find in the next anchorage or country. The curiosity manages to still the voice of fear that is still there when I



For the last seven years Jack van Ommen has been proving that a little boat and a little money can take you anywhere in the world.

set out for another unknown. For those who might be interested in what I'm doing, I keep a blog at www.cometosea.us."

"Hey now from southern Costa Rica," writes Stephen Ries of the Banderas Bay-based Triton **Mintaka**. Readers may recall his *Changes* from last month, in which he described having part of the jaw of a needlefish fly in through the front of his thigh and out the back — while he

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was standing in the cockpit of his boat. "My left leg isn't 100% yet, but it was good enough for me to surf the famous Pavones break, which is less than 10 miles from the border with Panama. I spent two days at Pavones, which is a goofy-footer's paradise, and got some good waves. Unfortunately, a swell came up after two days, and there were frequent squalls that brought strong winds from the south. Believing the prudent thing was to get out of there, I sailed across to the protected anchorage at Puerto Jimenez - San Domingo, where I not only got a decent Wi-Fi signal but was also finally able to sleep well through the night. It had been awhile. It's been getting wetter and more squally by the day, and the sailing conditions haven't been too good, so it's no wonder I haven't seen any other cruisers. It's also one of the reasons that I've decided not to continue south to Panama. Another is that it's always wonderful on the Mexican mainland starting in November when the hurricane season is over. So I'm starting to head back north."

Good news, there is still one left! The

word on the docks in Santa Barbara is that one of the big guys behind all of the CSI television shows bought the end-tie where David Crosby kept his 67-ft schooner **Mayan** for so many years. The television guy reportedly paid in the range of one million bucks for the berth, although we're not sure if it was Crosby who owned the right to it. If you lost out on that berth, '11 Ha-Ha vet Stephen Millard of the Santa Barbara-based Catalina 42 **Moonshyne** tells us he's got another end-tie in Santa Barbara listed for about the same price. *Mayan* is now berthed in Ventura, but Crosby still brings her up to Santa Barbara from time to time. But who knows how long that might last, as he's reportedly dropped the price on his schooner from a million to \$750,000.

Last month we reported that more yachts than ever were attempting to complete **the Northwest Passage**, as climate change has made it easier than

before. But traversing waters subject to ice is hardly without risks, as was proven a few months ago by the fate of the 76-ft Brazilian motoryacht **Mar Sem Fin** at the other polar region. The vessel, crewed by four Brazilians, is said to have been the victim of a combination of Antarctic sheet ice and winds of 60 knots. Fortunately, she went under at Maxwell Bay, almost directly in front of the Chilean Antarctic base, and her four crew were rescued without incident. We know that others disagree, but we continue to believe the only ice sailors should have to deal with is in their sundowner glasses.

As we go to press, there is sad news out of Zihuatanejo. Mike and Shannon Scott's Florida-based Formosa 51 ketch **Halcyon**, which they had bought in La Paz 18 months ago, ended up on a reef in August after there was some kind of failure with the mooring. *Halcyon* has been pulled off, but suffered extensive damage. Knowing it was risky, the couple had left the boat on a mooring — and with somebody watching her — for the hurricane season while they returned to the States to rebuild the cruising kitty.



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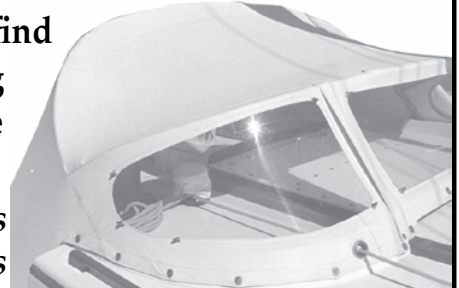
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24 FEET & UNDER



20-FT TRAMP/EAGLE TRIMARAN. 1984. Loreto, Baja, Mx. \$7,500. Farrier folding trimaran. 2 mains, jib, spinnaker, Nissan 4-stroke, boarding ladder, bimini, good trailer and tires. Perfect Baja boat. Imported and reg. in Baja. Email for pics and inventory. (530) 318-2044 or sailbaja2@aol.com.

15-FT POTTER, 1997. Auburn, CA. \$3,800. Red hull, red and white sails, galvanized trailer, spare tire, 1998 Johnson outboard, fenders, anchor, cushions. Everything in nice condition. (530) 885-0559.



22-FT CAPRI, 1989. 765 Jacob Way, Oakdale, CA 95361. \$10,600. New Pineapple sails, new 6hp Nissan, new bottom. Dual batteries charger bank switch, new electrical panel, anchor locker, 300w Alpine amp and Alpine deck with Klipsch speakers. Only trailer sailed, rigged for single handed. Trailer with new brakes, bearings, spare, wiring, lights and sway control. Race or cruise ready. www.facebook.com/media/set/?set=a.3412000783538.2133791.1375562133&type=1&l=786e3f462c www.flickr.com/photos/76149647@N05/sets/72157630606140286. Contact (209) 531-8458, (209) 681-7154 or markandsheri@comcast.net.

23-FT COLUMBIA "T", 1973. \$3,000. Shoal draft, roller furling, well maintained. Cockpit and interior cushions. Bilge pump, air vent fan. Ready for bottom paint. Exterior woodwork recently refinished. Dual axle trailer. Clean inside and out. Request photos. (707) 499-9396 or alpsail@gmail.com.



21-FT WILDERNESS, 1980. Brickyard Cove Marina (Dry Storage). \$3,900/obo. Fresh water boat, KKMI refit 8/2012. New standing rigging, faired, barrier and bottom paint, Harken traveler, custom mast base/organizer, wood refinished, VHF antenna, new electrical, fittings rebedded and G10 backed, new stanchions and lifelines. Two spinnakers and pole, three jibs, main with reefs. Trailer new disc brakes/actuator and electrical. http://tinyurl.com/Wilderness21. Contact (775) 742-0078 or (775) 829-8964 or JohnAMcDonald@gmail.com.

18-FT INVITATION SAILING DINGHY. 2012. \$1,200. Built by Bombardier to compete with the Laser II. Deck Awl-gripped, sails like new. Nice tilt bed trailer for an additional \$750, delivered anywhere on the West Coast for \$500 more. Contact (307) 413-5869 or horizonstar@inbox.com.

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11-FT CHAMELEON NESTING DINGHY. 2012. \$3,500. Kevlar epoxy hulls, yacht-quality mahogany trim, only 5'5" x 4' on deck. Hand leathered oars, anchor, dry storage compartments. Assembles in the water with three bolts. Will crate and ship anywhere. (307) 413-5869 or horizonstar@inbox.com.



22-FT SANTANA, 1976. Sausalito. \$7,900. 7 bags-three brand new: 155%/125%/90%. New standing rigging, set up for racing w/faired and sprayed bottom, barney post, internal backstay, bridge, spinnaker gear. Rebuilt Nissan 5hp. Email for full specifications, sailor2006@sbcglobal.net.

19-FT CANOE YAWL, 1983. \$13,500. *Eel*, by William Garden. Built by Schooner Creek, cold molded, yellow cedar, mahogany, bronze fittings, tanbark sails, two 7-ft berths in cuddy cabin, boat and sail covers primo condition. (360) 907-7197.

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20-FT PACIFIC SEACRAFT FLICKA. 1978. Olympia, WA. \$25,000. Mint Pacific Seacraft Flicka. Roller furling, enclosed head, all lines led to cockpit. New radar, chartplotter, depth. Professionally rewired with all LED. Yanmar GM10 diesel. Lots of gear, great shape. The most perfect small ship ever. 25k firm. (541) 643-8083.



22-FT CATALINA SWING KEEL, 1982. Braito's Marina, Clearlake. \$3,900/obo. In very good condition. 7.5 Honda runs great, roller furling jib, nice interior and cockpit cushions, trailer restored, new brake system, bearings, tires, Sailors' Tailor trailerable cover. The best one you will find. (650) 872-1103.

23.4 SANTANA, 1994. Lake County. \$4,500. Roller furling main and jib. Water ballast tank and draft board up 1' 2". Jib, main - good. 2 winches, marine head, VHF radio, alcohol stove. 15hp outboard. Single-axle trailer. (707) 279-6046.

17-FT THISTLE. \$2,000/obo. Wood hull in good condition. Modern spars, race-rigged, good sails, trailer. Contact (530) 534-9817 or wbahough@gmail.com.

25 TO 28 FEET



26-FT PARKER DAWSON, 1976. Avila Beach. \$16,000/obo. Center cockpit. Fully restored and upgraded. Aux. electric motor. New electrical, plumbing, steering system, standing and running rigging, electronics, refrigerator, and much more. Perfect pocket cruiser with lots of usable space. (805) 704-2782.

28-FT BRISTOL CHANNEL CUTTER. 2003. Alameda. \$169,000. Sam L Morse factory-finished layout. All teak exterior. Bronze fittings. 27hp Yanmar. Freehand windvane. MaxProp. Radar, Garmin touch-screen GPS, X-5 autopilot, Icom VHF, EPIRB. Refrigeration. Pressure hot and cold water. www.leoregius.com/Adventure.html. Contact (650) 430-0731 or adventure@leoregius.com.

25-FT CAL, 1968. Alameda Marina. \$1,500. Some critical work done, more needs to be done. I will explain. (650) 291-4356.



27-FT CATALINA, 1974. Marina Bay. \$3,500. Main, jib, roller furling all in good condition. Tohatsu 6hp 4-stroke longshaft outboard. 3 anchors, electric bilge pump, head. Not fancy, but a solid boat that's been regularly sailed. (925) 360-6618 or (925) 360-6645.



25-FT CATALINA WING KEEL, 1987. Grass Valley, CA. \$9,500. 150 roller furling genoa, 9.9 longshaft motor, depth finder, cockpit cushions, pop top. Beautiful condition. Trailerite trailer w/new tires. (916) 624-4764 or deagle1@prodigy.net.

26-FT BALBOA, 1974. Martinez. \$6,500. Solid B26. New main and jib 2010. Uoholstery done in 2000. Many other upgrades. Email for inventory. Evinrude 9.9 2-stroke modified to 15hp. Have trailer. (925) 330-0804 or friendlypool@astound.net.



26-FT YANKEE, 1975. South Beach Harbor. \$7,000/obo. Good looking, well maintained Sparkman & Stevens design. Recently repainted, diesel engine, all lines led aft, mast to keel design, main, 4 jibs and spinnaker. Great San Francisco Bay boat. (415) 564-6038.

28-FT ALERION EXPRESS. Sausalito. \$70,000. Spinnaker, gennaker, GPS, holding tank, radar, autopilot, all lines led to cockpit. "The prettiest girl on the dock." (415) 302-7490.

26-FT THUNDERBIRD, 1966. Delta Loop. \$2,500. Fast and fun racer/cruiser. Well equipped with 3 headsails, 2 mainsails and 2 spinnakers. 2 whisker poles, 1 spinnaker pole and reaching strut. Must sail to appreciate. (209) 499-5512 or john@promptpcsolutions.com.

25-FT CATALINA. Tall rig fixed keel, 1985. Portland, OR. \$8,800. Asym spinnaker, 155% genoa, 2 jibs, 8hp outboard, sleeps 6, galley and marine head, custom trailer with 40-ft tongue extension. (503) 957-6065 or (503) 799-9410. alice6065@gmail.com.

25-FT CHEOY LEE "FRISCO FLYER". 1957. Sausalito. \$8,500/obo. Allegro is a classic, all-teak "Frisco Flyer" based on the traditional Folkboat design. Beautifully maintained, she is an excellent sailer designed to handle gusty SF sailing conditions. www.applog.net/allegro. (415) 332-8472 or allegro@applog.net.

27-FT CORONADO, 1973. Stockton Sailing Club. \$3,500. Excellent Bay, Delta boat, 6' headroom. Rebuilt Atomic 4 with new stainless shaft and Indigo prop, VHF, CD player, BBQ, swim ladder, club jib, newer standing rigging, new batteries, propane stove. Contact (209) 477-8432 or (209) 639-8432 or Norrislandscaping@comcast.net.

26-FT MACGREGOR 26M, 2004. Rio Vista, CA. \$20,000/Asking price. With trailer, dinghy, GPS/depth and safety gear. Stove, sink, head, seat cushions and bimini. Low hours 50hp E-TEC outboard. Excellent condition in and out, ready to sail. (707) 374-5627.

29 TO 31 FEET



29-FT CAL, 1974. Monterey. \$8,500. Replaced gasoline Atomic engine with Universal diesel; only 221 hours on the engine. Main, two jibs, three spinnakers. Original cabinetry. Bottom sanded and repainted in May. (831) 655-2078.



31-FT SEA ISLANDER, 1954. Alameda, CA. \$12,000. Pocket cruiser, 31-ft overall, mahogany on oak, oversized rigging, new diesel engine, bronze fastenings, lead keel. newly surveyed, lovingly maintained by same owner for 40 years. Serious inquiries only. sandrabackovich@sbcglobal.net or (510) 506-8578 or (925) 933-4252.

30-FT WILLARD CUTTER, 1976. Sam Mateo. \$29,500. Willard 8-ton world cruiser 35.2' LOA. Cutter-rigged, affordable, full keel, bluewater-capable sailing vessel, designed by William Crealock. Liveaboard 10.6' beam. Full specs and photos: <http://amazonrainforestplants.com/willard30forsale.html>. (541) 554-3356 or michael.chadd@gmail.com.



30-FT CAL 2-30, 1969. Long Beach, CA. \$8,500. Good condition, new interior paint and varnish, recently painted mast. New (2012) bottom paint and zincs. Atomic 4 engine runs great, recent tune-up. New lines, head and holding tank, VHF and stereo. Autopilot, sails good shape. Contact (562) 805-3054 or the4boudreaus@verizon.net.



30-FT CATALINA, 1978. Berkeley Marina. \$15,000. Great condition, Hood roller furler, Edson wheel steering, Garhauer traveler, track cars, and rigid boom vang, Autohelm 3000, Atomic 4, sails and covers replaced 2005, new spinnaker, VHF, GPS, spare new running rigging and halyards. Bottom recently cleaned - due for bottom paint. www.flickr.com/photos/78974956@N03/sets/72157629817855640. Contact mcalistermichaelr@gmail.com or (415) 725-7868.



30-FT CUSTOM SCHUMACHER, 1981. Seattle, WA. \$30,000. Total professional restoration, and upgrades. 8 coats Awl-grip, and much more. Ready for racing, weekend cruising, or day sailing. One of 5 built by Dennis Choate. Sister to Shameless. Contact for complete specs and pictures. Serious inquiries only. (206) 201-3701 or ISS87@Comcast.net.

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30-FT BRISTOL CHANNEL CUTTER. 1997. \$125,000/obo. 30-ft Lyle Hess Bristol Channel Cutter, *Tigress*, sister-ship to the Pardey's famous *Taliesin*. Extraordinary craftsmanship. Mahogany on oak. Teak cabin and decks. Hull so fair many think it's fiberglass. Amazing teak and birdseye maple interior. 27hp Yanmar. Well equipped: roller furling, storm trysail, spinnaker, sea anchor, radar, chartplotter, autopilot, windvane, refrigeration, VHF, 110V electrical, inverter, Force10 heater, Force10 stove/oven, windlass, 9-ft Fatty Knees dinghy with sailing kit, much more. Pristine like-new condition. More info at www.tigress-bcc.com or call (650) 868-0348.

30-FT OLSON, 1981. Brickyard Cove, Richmond. \$13,000. *Corsair*. Hull #120. Boat is race-ready. Two-axle trailer. Nissan 4-stroke, 6hp motor. Double spreader, reinforced mast step. On the trailer at BYC. Contact (530) 542-3641 or newman2@pacbell.net.



CAPITAL YACHTS NEWPORT 28 MK II. 1982. Stockton Sailing Club. Best offer. Diesel, furler, two jibs, spinnaker and asymmetrical sails, seven winches, lines led aft, dodger, wheel autopilot, wind speed, wind direction, depth sounder, knot log, GPS, hot pressure water, propane stove. Cash offer considered only after you come see the boat. www.sailboatlistings.com/view/30543. Contact (707) 720-7290, (707) 450-7077 or nmrvrdgimo@yahoo.com.

30-FT HUNTER, 2002. Hidden Harbor. \$39,500. Beautiful boat. Professionally maintained and ready to go. Yanmar diesel. Roller furling. All lines led aft. Comfortable cabin. VHF. CD stereo. Propane galley. Fun to sail. Email for pictures to calvertvet@exwire.com. (530) 389-8387 or (530) 346-2266.



32 TO 35 FEET



35-FT WAUQUIEZ PRETORIEN, 1983. Tiburon. \$84,500. The Pretorien is well known for strength and offshore capability. Well maintained and constantly updated, *Bravo* will take you anywhere. Race her to Hawaii again or head off cruising - she's ready to go! (415) 902-3657 or bravosails@gmail.com.

ERICSON 35+, 1983. Emeryville. \$39,000/asking. In great sailing shape. Perfect Bay singlehander. Diesel. All recent sails, instruments, Autohelm 6000 and hatches. Lotsa spares. Call, email Phil for more info/pix. See @ Emery Cove B-60. (925) 642-7600 or (925) 754-4560 or pmchin47@hotmail.com.



32-FT ERICSON, 1972. Sausalito. \$18,800. Great for Bay sailing, America's Cup. Recent diesel engine, fuel tank, prop, shaft. Refinished teak brightwork, nonskid deck. Jib, genoa (roller furling), spinnaker, main. Dodger. Teak interior. Life jackets, tools, more. (707) 538-8488 or elderbatch@aol.com.



35-FT YOUNG SUN CUTTER, 1981. San Carlos, Mexico. \$54,800. Proven blue water cruiser, ready to sail the world. Fully cruise equipped, designed by Robert Perry, same layout as *Tayana 37*, but at a bargain price. See more at <http://youngsun.squarespace.com/specs> or email mohrmonte@gmail.com.

32-FT WESTSAIL. Pillar Point Harbor, Half Moon Bay. \$34,500/obo. 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 PEARSON, 1976. Alameda. \$29,000. Great Bay and coastal cruiser, ready to go sailing. Keel + centerboard. Good canvas including working jib, 130 genoa, spinnaker. Electric auxiliary from ElectricYacht - no more diesel maintenance. Bruce anchor, electric windlass, radar, VHF, autopilot. (925) 980-5702 or bob_caulk@yahoo.com.



33-FT HANS CHRISTIAN, 1982. Olympia, WA. \$85,900. Clean with updated electronics including radar, chart plotter, depth, speed/log, VHF. Also SSB, Fleming windvane, watermaker, Spin-Tec roller reefing on the jib, CO detector, Alpha 3000 below deck autopilot and more. 2010 survey value \$119,000. Offering this classic vessel for \$85,900. Contact (360) 754-9130 or (360) 481-4827 or leonandjoanie@yahoo.com.

33-FT TARTAN 10, 1980. Brisbane Marina. \$14,500. New North 3DL racing main, very good 3DL racing head sails, 3 spinnakers, Vectran halyards. Many practice sails. Yanmar 2-cylinder diesel, Martec folding prop. Blue Awlgrip topsides. Very successful racing history. (650) 454-6950 or mcdonaldmarine@gmail.com.



32-FT ERICSON, 1971. Bruno's Yacht Harbor, Isleton. \$16,000. Great cruising and Bay boat. Well maintained, excellent interior and restored topside. Two headsails, spinnaker, self-tailing winches, Yanmar 3GF diesel, LectraSan sanitation, depth sounder, knotmeter. Back in the Bay mid-August. Contact (510) 207-0111 or don@dondommer.com.

35-FT J/105, 1996. Berkeley. \$94,500/obo. The ideal SF Bay sailboat. Hull #134. Pre-scrimp with a deep keel and wheel. Professionally maintained and San Francisco Bay race ready. Nearly all components have been replaced, rebuilt and/or repainted. Must see and sail to appreciate. All the available packages and extras. Svendsen's bottom fairing, 77sqm and 89sqm spinnakers, numerous racing and cruising jibs and mainsails. Comes with an entity and structure for multiple owners. (925) 463-9600 ext. 250 or (925) 413-9607 or rgjulesh@igpc.com.



32-FT PEARSON, 1979. South San Francisco. \$20,750. Beautiful blue hull, Yanmar diesel, full batten main, lazy jacks, furling, 3 jibs, dodger, autopilot, depth, plotter, wind gen, solar, VHF, standing rigging 2008. Great coastal cruiser. www.flickr.com/photos/82835498@N06. Contact cwurzner@yahoo.com or (831) 402-9799.

34-FT CATALINA, 1991. SF, South Beach Marina. \$50,000. Great condition, well maintained, clean, dodger, everything important works, new roller furling jib system. Pulpit seats, new cockpit table, all essential systems. Berthed at South Beach Harbor, great access to the Bay, ball games and America's Cup activities. Contact kenludlum@yahoo.com or (650) 759-2120.



34-FT ERICSON, 1989. Belvedere, SFYC Harbor. \$58,000. Former flagship of the San Francisco Yacht Club. Original owner, two sets of sails, Gennaker, Universal diesel. Well maintained, all records. Contact (415) 435-5437 or (415) 652-3456 or hrheller@comcast.net.



33-FT IOD INTERNATIONAL. One Design, 1947. Tiburon. \$8,500. Wooden boat in fairly good condition. Very fast boat, full set of fairly competitive sails. Needs cosmetic work and some hull work, but ready to race. Very competitive one design fleet with a long summer series culminating in a qualification for the IOD World Championships held in Norway, Sweden, UK, Canada, Bermuda, Boston, Long Island, Connecticut, Nantucket, Northeast Harbor and San Francisco. Check out the International One Design World Class Association at www.internationalonedesign.org/home/sfiod.org/sales/3. Contact (415) 250-7854 or pzupan@yahoo.com.

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ERICSON 35 MK II, 1972. Brickyard Cove Marina. \$28,500. Well maintained. Yanmar diesel engine. Electric windlass. Autopilot. New Awlgrip paint. Roller furler. Self-tailing winches. New interior. <http://mavericksausalito.blogspot.com> or (916) 247-6962.

35-FT YOUNG SUN, 1982. Monterey Municipal Harbor. \$66,000. Spacious, comfortable Robert Perry design, liveaboard or cruise ready. Classic Hans Christian lines. Excellent interior. All standard and safety equipment. Bowsprit, boomkin, tender, dodger, many extras. Coveted slip transfers with boat. (831) 402-3149 or nconcondor@gmail.com.



34-FT CUSTOM FRERS. Cold-molded cedar/carbon/epoxy, 1999. Sausalito. \$49,000. Exceptional, high-quality cold-molded construction: cedar/carbon fiber/epoxy. Pedigree design, fast, strong, reliable, ready for the Bay or South Pacific. Interior video: www.youtube.com/embed/O0elreyuJVQ?rel=0. www.kabrum.com. Contact (415) 717-5589 or Peter@DocumentaSurveys.com.



34-FT SABRE, 1985. Belvedere SFYC. \$49,500. *Moonlight Lady*. Very well maintained. Major overhaul 2004: New spars (Ballenger). New sails, main and 135. Antal track, Antal clutches, Harken traveler, carbon extendable whisker pole, Harken track-on mast, Awlgrip topsides, Garmin GPS 3205 color chartplotter, rebuilt pedestal 2006, engine overhaul 2008, brightwork 2011, bottom paint 2012. Other sails: 105 and 150. Sleeps 6. Contact: (415) 218-9393 or (415) 435-4074 or jfsails@comcast.net.

ERICSON 35 MK II, 1977. Richmond YC. \$49,000. Bruce King Design. Loved and well maintained. Equipped for cruising. Sleeps 5. The years have caught up to us, must sell! Detailed info and photos on website. www.ericson351977.blogspot.com. Contact sqsailors@hotmail.com or (925) 935-4413.



33-FT YORKTOWN, 1969. Ventura Yacht Club. \$10,000. 40' overall, factory-built Yorktown cutter. Perfect for beginner sailor: all roller furling, radar, spinnaker, good sails, 3 deep-cell batteries, inverter, 2-burner stove, 40gal water, 22gal diesel, Universal 24hp, new transmission. (805) 315-5303 or (805) 674-5430 or ckdougl@yahoo.com.



ERICSON 35 MK II, 1978. Newport Beach, CA. \$23,000. Classic Ericson 35 Mk II racer/cruiser sailboat equipped for bluewater cruising - or for West Coast runs to Mexico for the Baja Ha-Ha. Just completed 1500-nautical-mile journey from Vancouver to Southern California. Ericson 35s are well-loved sailboats that have navigated oceans, won ocean races, and proven themselves to be safe vessels that provide years of enjoyment for those individuals who are fortunate enough to own them. My 35 has been upgraded at a cost of \$10,000 to a Universal 4-cyl diesel in the mid-90's, making it perfect for cruising. Full sail inventory and electronics. Computer nav. Autohelm. More. <http://ericson35.weebly.com/index.html>. Contact dan9991a@gmail.com or (310) 623-2299.



32-FT CENTURION, 1970. San Diego. by Wauquiez, France's premier builder. A plastic classic with varnished teak trim. Solid glass (no core), Yanmar 3YM30 with 200 hrs. New LP paint, batteries, electrical system. Excellent North sails. Harken primaries. Strong seaboat. In San Diego. (858) 755-7295.

36 TO 39 FEET

37-FT CREALOCK, 1979. Monterey. \$50,000. Cruising consultants, new LPU entire boat, new interior, new Yanmar. Email for pics and video. (831) 234-4892 or dcd987@gmail.com.



36-FT CAPE DORY, 1985. San Diego, CA. \$58,800. *Timeless I* shows immaculate. \$40K+ in recent work, all new interior, faux granite countertops, teak cabinetry enhancements, light fixtures, mattresses, covers, carpet, paint and varnish. Perkins 4-108, new full batten mainsail, asymmetrical with sock, new staysail and new Harken furler, RIB/OB/davits. For more info call owner's agent, Lyle. (619) 602-0455 or unitvest@unitvestinc.com.

36-FT HANS CHRISTIAN, 1975. Oyster Point Marina. \$40,000. Sturdy, but needs new sails and little more TLC to restore her to offshore cruising mode. Monitor wind vane. Dinghy. USCG documented. (415) 337-5303 or svtekin@gmail.com.

39-FT PEARSON, 1972. Richmond, CA. \$18,000. Roller furling, windlass, radar, 4-108 Perkins diesel, SSB. Earlier cruised to Hawaii, Panama and back with family of 4. Pearsons are known for their strength and good sailing ability. Needs a bit of work. (831) 334-1161.

36-FT ISLANDER FREEPORT MODEL B. 1978. Morro Bay. \$49,000. Roller furling, Bruce, 2 Fortress, windlass, radar, 2 VHF, remote mic, chart plotter, Autohelm, depth, wind gauge, refrigerator, CNG stove/oven, 1000-watt inverter, dual bank charger, fireplace, Perkins 4-108. Contact bobjenkizziar@sbcglobal.net or (559) 707-7344.

36-FT ISLANDER, 1977. Richmond, CA. \$49,500. 2009 Baja vet, ready to go south again. Must see many recent upgrades. New sails, rigging, roller furling, solar panel, liferaft, EPIRB, Monitor windvane, dinghy, outboard, teak and holly floor, headliner, beautiful wood interior, ports and forward hatch. Yanmar diesel, Furuno radar, spinnaker pole, pressure hot water, refrigeration, depth and knot meters. See website: www.hurulu.blogspot.com or call (415) 518-8755.

39-FT JEANNEAU 39 I, 2007. Sausalito. \$178,900. Boat is in excellent shape. Features include: Standard draft, furling mainsail, furling genoa, extra sail-jib, inverter, VHF radio, teak cockpit, E80w/GPS, Tridata and wind, electric winch, autopilot, spinnaker pole. (415) 331-8151.

36-FT ISLANDER I-36, 1974. Berkeley. \$27,500. Exterior brightwork - April 2012, bottom paint, cutlass bearing - May 2011. New full cockpit enclosure and bronze tint windows, 2 upgraded headsails, 2 Harken #46, 2-speed self-tailing winches. Farymann R30 diesel engine, radar, GPS. (503) 481-9769 or cahhiway@aol.com.



36-FT CATALINA 360, 2007. Santa Barbara. \$130,000. 35hp Universal, 140 hrs. Excellent condition, professionally maintained. In-mast furling, color radar, Raymarine tri-data displays, autopilot, GPS, inverter, refrigeration, 3 batteries, windlass (up/down control), oversize bow/stern ground tackle, dodger, full bimini. Santa Barbara slip available. Email for complete equipment list. (805) 969-6327 or paulconnien@gmail.com.

36-FT PEARSON, 1985. Sausalito. \$52,800. Priced to sell. Owned for 15 years and am 2nd owner. Equipment: roller furling jib, Dutchman system on main, Forespar rigid vang, 3-blade feathering prop, dodger, lifesling, life jackets, BBQ, complete kitchen setup, more. Original Yanmar diesel with only 385 hours. Original purchase receipt, owner's manual, sail plans, etc. Hauled, painted Oct '10 along with new cutlass bearing. Beautiful interior in near-new condition. Insurance survey in Feb '11 valued at \$70,000. Great boat at a great price. Located at Schoonmaker Point Marina, slip C-72. www.flickr.com/photos/rgt-pics/. (925) 286-8738 or Bobgthomas@EarthLink.net.



CATALINA 36 MK II, 2003. Monterey. \$128,000. Excellent condition, Monterey slip, original owner, recently hauled/painted/surveyed/appraised, 35hp diesel 50 hours, water/waste tank monitor, full instruments, full kitchen, many extras, see website: <http://bit.ly/bigEZ>. Contact (831) 704-6457 or bobbianndnls@gmail.com.

38-FT CUSTOM DESIGNED SAILBOAT. 1978. Marina Bay, "D" 176. \$22,000/obo. Strong fiberglass ocean sloop. Beautiful, fast, handles easily. Large dry dodger/bimini, teak interior, Yanmar diesel, roller furling, autopilot, refrigerator, solar. New lifetime bottom. Encased keel and fuel tank. Call anytime. (916) 521-0470.



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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. Use link for current photos, complete equipment list: <http://sailboatvagari.blogspot.com>. (520) 825-7551 or stanstreb@gmail.com.

40-FT HUNTER, 1986. South Beach, SF. \$65,000. Comfortable, fast and fun. Great liveaboard. Queen centerline berth. Yanmar diesel. 6 sails. New in 2012: Instruments, running rigging, charger/inverter, canvas covers, cockpit cushions, haulout/bottom job, teak refinished, more. <http://h40.techuilty.com>. (650) 534-4795 or tcsmith00@gmail.com.



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46-FT CAL 2-46, 1973. Redwood City. \$115,000. Loaded! Ready to go! Total refit, 2007. New: rig, sails, galley, washer/dryer, forced air diesel heating, heads, plumbing, electrical system with dual 30 amp lines, genset, engine room insulation, anchor, chain, much more. Electric primaries, windlasses fore and aft. Enclosed cockpit with new cushions. Large fuel and water tankage. 10' dinghy with outboard. Great liveaboard. Strong, comfortable cruising boat. Health issues prevent cruising; must sell. Detailed list, more photos available. (310) 594-3887 or saltwater.246@gmail.com.

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40-FT SANTA CRUZ, 1983. Monterey. \$99,000. A fast racer/cruiser. Excellent condition. Extensively updated. New Ballenger spar and rod rigging. Re-wired. New Raymarine instruments, windlass, inverter, refrigeration/freezer. New gelcoat decks and topside paint. New dodger. Custom transom ports. For photos and info see website: <http://santacruz40forsale.com>. Contact (831) 915-3540 or jimbo@mbay.net.

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50-FT FD-12, 1981. Sea of Cortez. Unsinkable fully equipped blue water cruiser, AK/Mex/SoPac vet. Superb galley in pilothouse. 2 staterooms fwd and master stateroom aft w/berths for 5-6 and great fore/aft privacy. Reduced price. See website for details: www.svdaydreamer.com.

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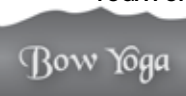


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44-FT TARTAN 4400, 2003. Channel Island Harbor. \$399,000, or trade? Reduced price! Dark green hull, low hours, bow thruster, electric winches, vacuflush heads, spinnaker, new batteries, new LP and bottom paint, numerous other options/upgrades. See test sail at: www.youtube.com/watch?v=ckZHxXEAMec. Contact amgjohn@sbcglobal.net or (530) 318-0730.



41-FT SCEPTRE, 1986. Crescent Beach, B.C.. \$168,000. Original owners. Professionally maintained. Recent survey and bottom paint. Call or email for more info and pictures. (604) 535-9373 or raceaway@shaw.ca.

44-FT HARDIN VOYAGER, 1977. Marina Palmira, La Paz, BCS, Mexico. \$79,000. A spacious fiberglass, ketch rigged veteran of the Sea of Cortez and west coast of Mexico. A traditional liveaboard and long-range bluewater cruiser with rare two-cabin, two-head layout. Center cockpit with hard dodger. Recently recalculated teak decks. Aft cabin has transom windows above the thwartships queen size bunk and opening portholes for ventilation. Go to YachtWorld.com for specs. (530) 541-4654 or mortmeiers@aol.com.



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46-FT MORGAN 462, 1981. Sausalito Yacht Harbor. \$119,000. 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.

40-FT CONCORDIA YAWL, 1956. Lopez Island, WA. \$115,000. Built in Germany. Continually upgraded yet retaining her original timeless design. Professionally maintained to the highest order by the same owner for the past 31 years. (360) 468-4222 or 46Kodama@gmail.com.



45-FT ISLAND PACKET IP440, 2007. Marina Village, Alameda. \$370,000. Reduced.. "Like new". Original owner. 45'9" LOA, cutter rigged. 75hp Yanmar with 335 hours, 260 water, 160 fuel. Furuno NavNet 3D multifunction display at helm and nav station. Sirius weather. Simrad autopilot at helm with remote. Icom 604 VHF at nav station, Icom at helm with hailer. Muir Cheetah windlass controls at helm and bow, Delta on 400' chain rode. Radar arch with dinghy lift. Outboard engine hoist. Stainless stern rails gate to gate. Lewmar electric winches. KVH TracVision satellite TV, satellite stereo. CD/DVD, flat screens in main salon/forward berth. Many more features, options. All records, documents. Easy to singlehand. You will not be disappointed. (602) 509-3728, (602) 885-1326 or lsmith@khov.com.



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48-FT CAL, 1967. Hoonah, AK. \$95,000. 1967 Cal 48 yawl refitted 2005, Furuno electronics, solar panels, dodger, autopilot, windvane, windlass, MaxProp, 61hp Isuzu, Broadwater and Dickinson stoves, insulated, re-rigged. Fast strong and stable. http://cal48koho.wordpress.com. (307) 699-2254, (307) 203-2109 or cal48koho@gmail.com.

41-FT HUNTER 410, 2000. Alameda. \$110,000. Fully equipped oceangoing yacht with liferaft, EPIRB, chartplotter, radar, autopilot, dodger, in-mast mainsail furling, roller-furling jib, heart inverter, two cabin layout, 3-burner stove/oven, VHF, leather, BUC value: \$128k. http://boatpoint.com.au/reviews/2000/hunter-yachts-410-9029. (415) 377-6651 or salcaide@yahoo.com.

43-FT HANS CHRISTIAN CHRISTINA, 1986. Redwood City. \$179,000. Volvo TMD 30A 90hp. Furuno 1720 radar. Balmar 1200 windlass. Harken furling on jib and staysail. Barient winches. B&G 330 instrumentation. Newmar PHD-25 battery charger. Raritan 12 gallon hot water heater. Packless Sealing System (Svendson's). Very roomy and comfortable 3-cabin layout (pullman master). Vacuflush/Tank Watch 4 monitoring system. Beautiful new granite countertops in galley with flowing colors to match the tongue-and-groove teak throughout. Norcold refrigeration. Force 10, 3-burner propane stove. Alpenglow lighting. All new enclosed dodger/cockpit (watertight) with covers and privacy screening for all windows by Seaworthy Canvas... only the finest materials used. (650) 207-2253 or ps4010@aol.com.



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43-FT HALLBERG-RASSY, 2005. Tacoma, WA. \$489,000. Newer Frers design. Ready to sail around the world. Loaded and in mint condition. Call: (206) 914-1980 or morganjunctionrental@clearwire.net.

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40-FT SEARUNNER, 1979. Seattle, WA. \$59,000. Price lowered! Two cabins, sleeps six. Top condition, six sails, 30hp diesel. Fast, stable, equipped, offshore ready. Located in Washington state near San Juan Islands. More info at <http://searunner40seafire.wordpress.com>. Contact svseafire@yahoo.com or (360) 756-5004.

48-FT LOOPING, 2004. Loreto, Sea of Cortez, Mexico. \$450,000. Spacious, luxurious, clean French-built performance catamaran ready to take you cruising. Fully equipped, pristine condition. MUST SEE!! Tour us on YouTube: Uj33dCr9FnY. Details on website <http://neofsorsale.com>. Contact (916) 622-9348 or lloyds@jps.net.

36-FT KANTOLA, 1975. Rio Vista. \$35,000. One of the few remaining Kantola's around. The hull and rig are in excellent condition. Good main, 3 tired and usable jibs. 20hp Mitsubishi, 3-blade folding prop. Depth, speed, wind, VHF. 2007 survey, new bottom 2011. Minimal cruising gear. Email jefalder@yahoo.com.



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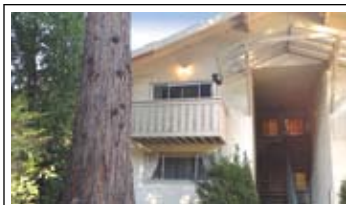
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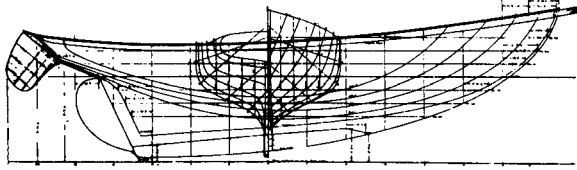
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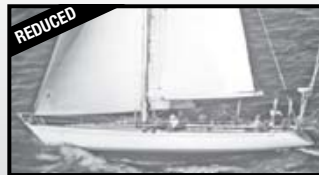
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