

Latitude 38

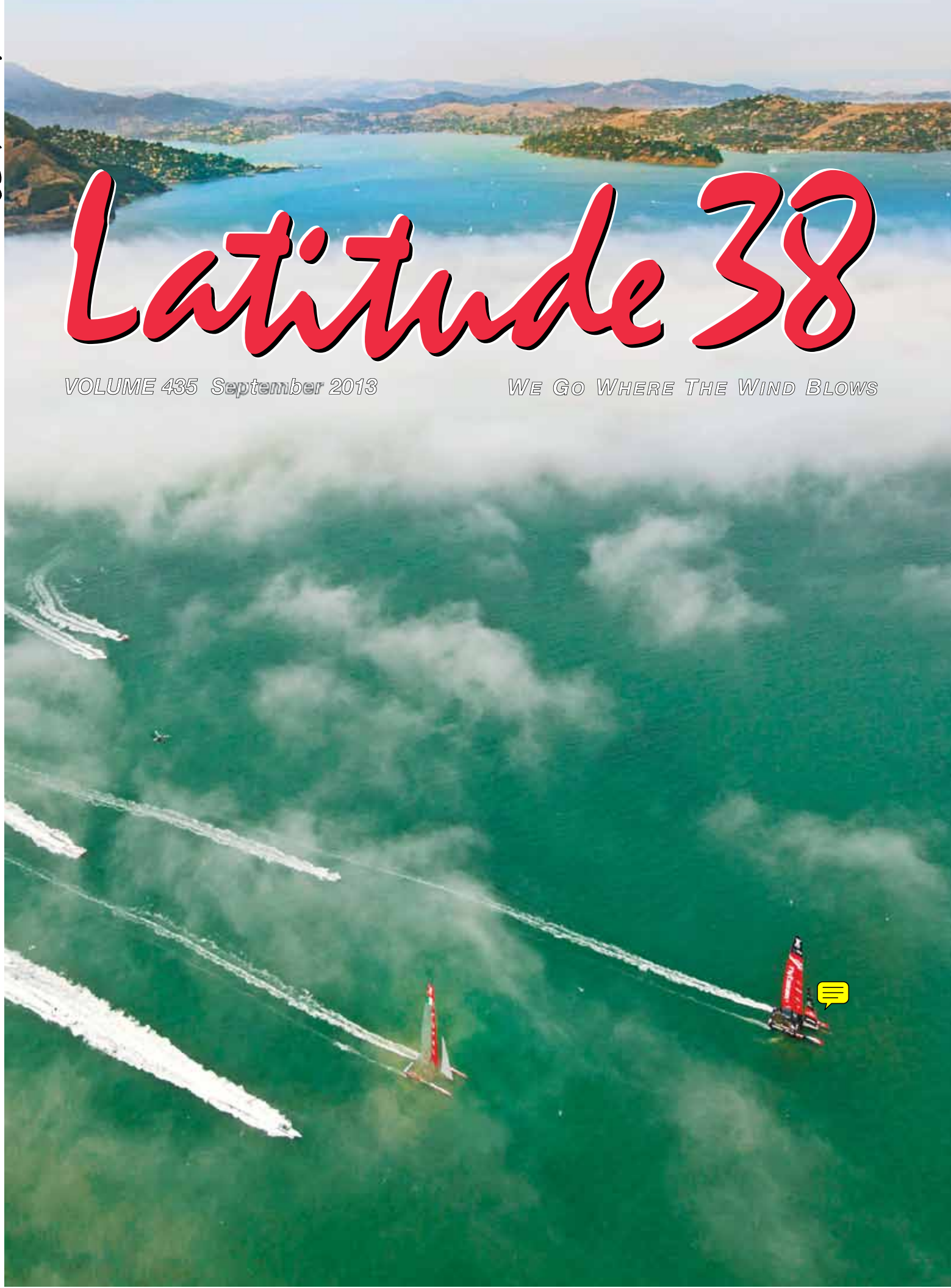
# Latitude 38

VOLUME 435 September 2013

WE GO WHERE THE WIND BLOWS

SEPTEMBER 2013

VOLUME 435



# YRA SECOND

Everyone needs a midsummer break and sailors are no different. Traditionally scheduled as the first race back after taking the month of July off for 'summer vacation', the YRA's Second Half Opener is typically one of the Bay's more popular events.

Serving as races four and five of the Party Circuit, the Second Half Opener follows a popular format: After racing from the Berkeley Circle to Point Bonita and back into the Bay, finishing on the Estuary, racers party Saturday night away at Alameda's beautiful Encinal YC before resuming racing on Sunday with a windward/leeward race.

This combination of a short-distance ocean race and buoy race are the perfect way to shake off the rust after a month of pool parties, barbecues and trips to Disneyland. Perfect as the format may be, things were a bit different this year.

With the America's Cup activity on the Bay this summer, race organizers and yacht club officials were faced with a major logistical hurdle in planning the Second Half Opener. The normal Bonita race and Sunday buoy race would send the fleet right through the America's Cup race course, which was advertised to feature multiple AC72s and thousands of spectator boats. As a result, the race committee was left with no

ALL PHOTOS FRED FAGO

***The reworked YRA Second Half Opener drew a greatly reduced fleet, but the on-the-water action was as hot as ever.***



***No ocean racing this year, but the event should return to regularly scheduled programming next summer.***



# HALF OPENER



*Chuting down the South Bay.*



*'Bodacious+' took line honors for PHRF 1 on both days but only corrected out on top on Sunday.*



# YRA SECOND

option but to change course and run the races in the South Bay, creating a unique and interesting challenge to competitors.

Several prominent Bay Area race boats and crew were still MIA after this summer's TransPac, while others were preoccupied with viewing or volunteering for the America's Cup. But many sailors just opted to not race a non-ocean course in the South Bay. These contributing factors led to just 57 boats entering Saturday's distance race — less than half the size of last year's 122-boat fleet.

While the fleet may have been smaller than normal and the course unfamiliar, the change to the South Bay venue offered up several advantages. Racing a new course presented a unique tactical challenge for competitors with the additional benefits of staying out of the fog and avoiding the normal blustery beat to Bonita.

With Saturday's 21-mile distance race starting from a mark just south of the entrance to the Estuary, the fleet beat to the first mark, which lay just south of the Bay Bridge. Rounding the windward mark



**Speak of the devil — An AC72 flies by the fleet near AT&T Park.**

first, John Clauser's 1D48 *Bodacious+* did what they normally do after rounding a windward mark — they set a spinnaker. With the combination of a southwesterly breeze and a ripping flood, *Bodacious+* was pushed well below the mark and later had to reach up to correct their mistake.

With much of the rest of the first fleet following in the big 48-footer's wake and also setting kites, it was very much a case of the blind leading the blind. Several

other boats also struggled to lay the mark, either dousing and setting a jib or wiping out repeatedly. One such victim was the fleet's scratch monohull, Hiro Minami's custom Japanese Ohashi 52 *Leglus*, which literally flogged their big asymmetrical chute to death on the tight spinnaker reach. In the end, the crew pulled down the head of a shredded spinnaker.

One boat that got it right was Ian Klitza's custom catamaran *Rocket 88*. Setting a reaching kite at the mark, the two-hulled speedster accelerated to an astounding 24 knots, pointed right at the next mark. "It was a cracking reach," exclaimed an exuberant Klitza afterward. "The *Rocket* was absolutely flying and we were passing monohulls like they were stationary objects. It was a blast!"

After the reach, boats turned downwind at a mark west of Candlestick Park and ran down to the Oakland Airport before beating back up the shoreline of Alameda and turning right for a light-air run to EYC. *Bodacious+* survived to claim line honors by three minutes over the

## YRA 2ND HALF OPENER 1 (7/27; prelim)

PHRF 1 — 1) **Tiburón**, SC37, Steve Stroub; 2) **Twisted**, Farr 40, Tony Pohl; 3) **Bodacious+**, 1D48, John Clauser; 4) **Aeolus**, J/111, Rob Theis; 5) **War Pony**, Farr 36, Mark Howe; 6) **Leglus**, Ohashi 52, Hiro Minami. (6 boats)

PHRF 2 — 1) **Red Cloud**, Farr 36, Don Ahrens; 2) **Mintaka 4**, Farr 38, Gerry Brown; 3) **Lightwave**, J/105, Simon James; 4) **Red Sky**, Beneteau First 36.7, Adam Thier; 5) **Akula**, J/105, Douglas Bailey; 6) **Jarlen**, J/35, Robert Bloom; 7) **Razzberries**, Olson 34, Bruce Nesbit; 8) **Vitesse Too**, Hobie 33, Grant Hayes. (8 boats)

SPORTBOAT — 1) **Always Friday**, Antrim 27, John Liebenberg; 2) **Salt Peanuts**, Dees GP26, Brooks Dees; 3) **For Pete's Sake**, Ultimate 24, Peter Cook; 4) **Wild 1**, Flying Tiger 10, John Lymborg. (4 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards; 2) **Expeditions**, Bartz Schneider; 3) **Stewball**, Bob Harford; 4) **Snowy Owl**, Jens Jensen; 5) **Escapade**, Nick Schmidt; 6) **Mudshark**, David Fullerton. (6 boats)

PHRF 3 — 1) **Arcadia**, Santana 27 mod., Gordie Nash; 2) **Azure**, Cal 40, Rodney Pimentel; 3) **Iolani**, Hughes 48, Barry Stompe; 4) **Ahi**, Santana 35, Andy Newell; 5) **Gig**, HB30, Gil Sloan; 6) **Wind Song**, Cal 39 Mk III, Sam Lavanaway; 7) **Kind of Blue**, Hanse 370, Michael Gregg. (7 boats)

SF30 — 1) **Wind Speed**, J/30, Tony Castruccio; 2) **Heart of Gold**, Olson 911s, Joan Byrne; 3) **Elusive**, Olson 911, Charles Pick; 4) **Shameless**,

Schumacher 30, George Ellison. (4 boats)  
EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton; 2) **Peaches**, John Rivlin; 3) **Tequila Mockingbird**, Matt Krogstad; 4) **Elise**, Nathalie Criou; 5) **Desperado**, Marcia Schnapp; 6) **Make Me Smile**, Neal Holmlund; 7) **Strega**, Larry Levit; 8) **Libra**, Sergey Lubarsky; 9) **Take Five**, Donald Carroll. (9 boats)

PHRF 4 — 1) **Shadowfax**, Olson 25, Mark Simposn; 2) **Uno**, Wyliecat 30, Steve Wonne; 3) **Kelika**, Hunter 33.5, Michael Weaver; 4) **Alexandria**, Ericson 35-2, George Blackman. (4 boats)

ISLANDER 36 — 1) **Califia**, Tim Bussiek; 2) **Kapai**, Richard Egan. (2 boats)

PHRF 5 — 1) **Gypsy Lady**, Cal 34 Mk I, Val Clayton; 2) **Neja**, Dasher, Jim Borger; 3) **Harry**, Newport 30 II, Richard Aronoff; 4) **Faster Faster!**, Merit 25, David Ross; 5) **Tutu**, Columbia 30, Andrew Lindstrom. (5 boats)

PHRF NON-SPINNAKER — 1) **Jack Aubrey**, Cal 2-27, Lori Dennis; 2) **Rascal II**, Pearson Triton, Norman Thomas. (2 boats)

SF180 — 1) **Lelo Too**, Tartan 30, Emile Carles; 2) **Wuvulu**, Islander Bahama 30, John New. (2 boats)

SHORTHANDED — 1) **Javelin**, J/105, Sergei Podshivalov; 2) **Pegasus**, J/35, Marc Sykes; 3) **Tinker**, Wilderness 21, Matthew Beall. (3 boats)

PHRF 6 — 1) **Byte Size**, Santana 22, Anna Alderkamp; 2) **Layla**, Catalina 25, Tom Haverstock; 3) **Miss Kate**, Catalina 27, Michael Satterlund. (3 boats)

MULTIHULL — 1) **Rocket 88**, Spruitt D-cat, Ian Klitza; 2) **Bridgerunner**, SL33, Urs Rothacher; 3) **Vamonos!**, Sig 45, Tom Siebel; 4) **Ma's Rover**, Corsair F-31, Mark Eastham. (4 boats)

## YRA 2ND HALF OPENER 2 (7/28; prelim)

PHRF 1 — 1) **Bodacious+**; 2) **Encore**, Sydney 36, Wayne Koide; 3) **Aeolus**. (3 boats)

PHRF 2 — 1) **Red Cloud**; 2) **Mintaka 4**; 3) **Jarlen**; 4) **Akula**; 5) **Razzberries**; 6) **Gravlix**, X-402, Gael Simon. (7 boats)

SPORTBOAT — 1) **For Pete's Sake**. (1 boat)  
EXPRESS 37 — 1) **Snowy Owl**. (1 boat)

PHRF 3 — 1) **Arcadia**; 2) **Ahi**; 3) **Iolani**; 4) **Chimera**, Little Harbor 47, Grant Miller. (5 boats)

SF30 — 1) **Wind Speed**; 2) **Shameless**. (2 boats)

EXPRESS 27 — 1) **Libra**; 2) **Wile E Coyote**, Dan Pruzan; 3) **Tequila Mockingbird**. (3 boats)

PHRF 4 — 1) **Uno**; 2) **Mojo**, Ranger 33, Paul Weismann; 3) **Alexandria**. (4 boats)

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

PHRF 5 — 1) **Gypsy Lady**; 2) **Faster Faster!**; 3) **Tutu**; 4) **Time Bandit**, J/22, Schott Mack. (5 boats)

PHRF NON-SPINNAKER — 1) **Jack Aubrey**. (1 boat)

SF180 — 1) **Lelo Too**. (1 boat)

SHORTHANDED — 1) **Pegasus**. (1 boat)

PHRF 6 — 1) **Layla**; 2) **Miss Kate**. (2 boats)

MULTIHULL — 1) **Vamonos!**. (1 boat)

# HALF OPENER

Farr 40 *Twisted*, but it was Steve Stroub's Santa Cruz 37 *Tiburón* that owned the day, winning division 1 over *Twisted* by less than 45 seconds on corrected time.

Claiming the fastest corrected time overall was *Rocket 88*, which managed to pass the bigger, faster SL33 *Bridgerunner* on the long reaching leg. *Bridgerunner* re-passed *Rocket* on the run, before extending slightly on the beat to the Estuary. During the light-air jibe-fest common on the Estuary, the small, nimble *Rocket 88* again closed on her big red rival to finish just 50 seconds behind on elapsed time, earning Klitza and crew a convincing 12-minute win on corrected time.

Sunday's buoy race saw a turnout of just 40 boats spread out among the 15 divisions, with several one-boat divisions. While the turnout may have been disappointing, the South Bay again offered up Champagne sailing conditions with blue, sunny skies, relatively flat water and a building breeze with the ever-present fog looming in the background.

Sailing well south of Treasure Island to avoid a nasty wind shadow, racing started



**Those who set kites had trouble laying the mark, causing a minor amount of carnage.**

in 12-15 knots of breeze, which built to 20 knots by the race's end. Big boats sailed three laps around the four-mile course and little boats sailed two laps around, so racing was finished by a leisurely 2

p.m. With just three boats in Division 1, it was finally *Bodacious+*'s time to shine as they eked out a close corrected-time victory over Wayne Koide's Sydney 36 *Encore*, winning their 12-mile race by just 16 seconds.

Sunday's largest fleet, PHRF 2, saw seven boats take to the start. Don Ahrens' Farr 36 *Red Cloud* — a fixture on the EYC racing scene — took another win to record the weekend sweep, having already won Saturday's distance race. The one-boat multihull division saw Tom Siebel's slick VPLP-designed Sig 45 catamaran *Vamonos!*, by far the fastest boat to race on Sunday, smoke around the 12-mile course in under an hour to claim an uncontested win. This came just two days after his crew set a new course record in the Santa Barbara to King Harbor Race aboard the MOD 70 *Orion*.

Considering that the race committee was hamstrung by the so-called Summer of Sailing, we commend them for designing a course that proved challenging and fun for racers — and for yet another killer party that gives the circuit its name.

— ronnie simpson



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# CHASING THE HORIZON —

"Prepare for the worst, and just deal with whatever Mother Nature throws at you." As simplistic as that sounds, it's probably the best advice we've heard for crossing from the West Coast of the Americas to French Polynesia — especially these days, when



**A hitchhiking booby. We're not sure what the turtle gets out of this deal, but crews on at least two boats observed the same crazy pairing.**

wind and weather patterns seem to be anything but reliably predictable.

There's also the luck of the draw to consider. This year, the 205 boats that registered with our loosely formed Pacific Puddle Jump rally saw a wide range of conditions, even if they'd left from the same port only a few days apart. As much as we hate to generalize, boats leaving from Mexico seemed to have a somewhat smoother ride than those that

**It may have been the only fish Barbara and Lionel caught aboard 'Sea Whisper', but it was a nice one.**



dropped into the Southern Hemisphere earlier, having crossed directly from Panama or made a pit stop at the Galapagos Islands (600 miles off Ecuador).

As always, sloppy seas were more annoying than too much or too little wind. One old salt who's done many Pacific crossings claims the trick to keeping nasty cross-swells to a minimum is to stay in the single-digit latitudes (i.e. 4-8° S) while traveling westward, south of the equator, as you'll find less residual swell influence there generated by Southern Ocean storms.

As you'll see by the crossing data in the table on page 106, the fleet experienced a wide range of max wind speeds — from 17 to 57 knots — with the big wind almost always coming during squalls in the notorious Intertropical Convergence Zone (ITCZ), or doldrums, on or near the equator. That said, some boats pass through it in a flat calm. The ITCZ is the ultimate wild card of this 3,000-mile passage, as it is constantly reshaping itself, so that some boats cross it in a few hours, while others are stuck there for days. Having good weather intel is often a key to greater comfort.

Overall, the biggest complaint we hear each summer when we meet the fleet in Tahiti is that they had too *little* wind, rather than too *much*.

Enough of our generalities. Let's hear from the sailors who actually made the crossing this year. The following comments are excerpted from our annual crossing surveys.

## Expectations vs. Reality

We're always curious how cruisers' pre-trip expectations stack up against their actual experience. (See the table on page 106 for owner names, and boat info):

**Sea Whisper** — "We expected the weather conditions to be more consistent, i.e. SE trades to be stable. Nevertheless, soon the journey became a truly magical experience of oneness with the sea — more than we could have imagined.

**Athena** — "The trade winds were not at all what we expected. The NE trades approached gale force (+/- 25 knots) and the SE trades blew mainly from the South and later from the east!"

**Cherokee Rose** — Michael: "It was a much quicker passage than we were anticipating. I had envisioned drifting across the equator and having a shell-

back party. We ended up crossing the equator in the middle of the night at 5.5 kts." Anita: "Who knew I could feel seasick for 18 days. Overall, the passage itself wasn't nearly as intimidating as I had built up in my head."

*Bella Vita* — I think it was a lot harder

*The ITCZ is the ultimate wild card of this 3,000-mile passage*

than we expected it would be. We have a theory that it's a little like childbirth: you forget the pain after it's over!"

**Tutto Bene** — "It was faster than expected — 19 days from San Diego."

**Kokomo** — "We left Ecuador April 17 and expected consistent trade winds. That did not happen. But it was an easy and comfortable trip."

**Kiapa** — "The major surprise was the lack of wind. We needed a spinnaker or screecher."

**Starship** — "We were both surprised by how confused the seas were for the



# PACIFIC PUDDLE JUMP RECAP

entire trip. We kept waiting for those nice big long period rollers you hear about, but never found them."

*Splice of Life* — "The lack of other boats was a surprise. We sailed three weeks without sight of another yacht!"

*Sophie* — "It was calmer and easier than we thought."

*Slowride* — "*Slowride* lived up to her name. We had nine days with no wind, but slow still gets you there!"

*Red* — "Our crossing was pretty much uneventful. We did have a moment of mirth, though, when a flying fish landed on the galley countertop having come in through the open hatch above!"

*Realtime* — "Winds were steadier, seas were rougher, and more stuff broke than expected."

*Nyon* — "We did not expect to beat as much as we did. There were also way more birds out there than we expected, a nice surprise!"

## The Highs

Long ocean crossings tend to be a mix of highs and lows — sometimes *extreme* highs and lows. First, some of the happy memories:

*Athena* — "The high point was the SE trades south of the equator, 10 to 15 knots — from the correct direction! — calm seas, sunny warm weather and an escort of up to 50 beautiful dorado around the boat. Real "martinis-on-deck" weather! The ocean teemed with fish and birds — huge shoals of flying fish, tuna and many unidentified fish."

*Green Flash* — "Still in the Gulf of Panama, I doused the main and ran dead downwind under twin headsails on the rhumbline with no sail adjustments for 3 days."

*Compass Rosey* — "Flying the cruising spinnaker for seven days, some great dolphin moments, and an encounter with a whale off Socorro."

*Sea Whisper* — "Appreciating nature: The tranquil and sometimes tempestuous sea; the infinite sky and the host of constellations in the night, including our favorite, the Southern Cross."

*Bella Vita* — "Sitting under the stars on a peaceful night or watching the birds circle the boat endlessly during the day. Feeling the peace of being out

on the ocean with no land and no people around. Just staring out at the waves and losing yourself in your own thoughts and the beauty of the sea."

*Yindee Plus* — "Seeing the green flash at sunset for the first time; quiet nights with moderate winds and flat seas while accompanied by white sea birds who flew along beside us; and listening to our radio net each day (Southern Cross Net)."

*Wings of the Dawn* — "Our first 200-mile day."

*Morrigan* — "Sailing downwind wing-on-wing with following seas."

*Mazu* — "The awesome sunsets and the feelings of accomplishment by doing something that not everyone has



HYDROQUEST

**As Will and Sarah of 'Hydroquest' demonstrate, crossing the equator is an excuse for dressing up and offering ritual toasts to Neptune.**

done."

*KajjaSong* — "For 24 days of our 26-day crossing it was so incredibly glorious; what we termed it the magic carpet ride."

*Irie* — "Moving along at 3-4 knots with the spinnaker in 5 knots of apparent wind."

*Hydroquest* — "My brother Ben's proposal to his fiancée Katie as we crossed the equator."

*Millie B* — "Nothing brightens up a lonely day at sea like a visit from a dolphin or two."

*Slowride* — "The pods of whales and dolphins that kept us company; and finally crossing the equator after seven days of dead calm."

*Shellback* — "Rendezvousing on the equator with our sailing buddies Steve and Chris of *Scott-Free*."

*Pagena* — "When the squalls filled our water tanks!" (Their watermaker

**Spread: After weeks at sea, making landfall at the lush, volcano-formed Marquesas Islands is a thrill — especially on a clear, sunny day. Inset: When your GPS shows latitude 0°0' you have officially become a shellback.**



SEA WHISPER



COMPASS ROSEY

# CHASING THE HORIZON —

SOPHIE



ORION



ORION



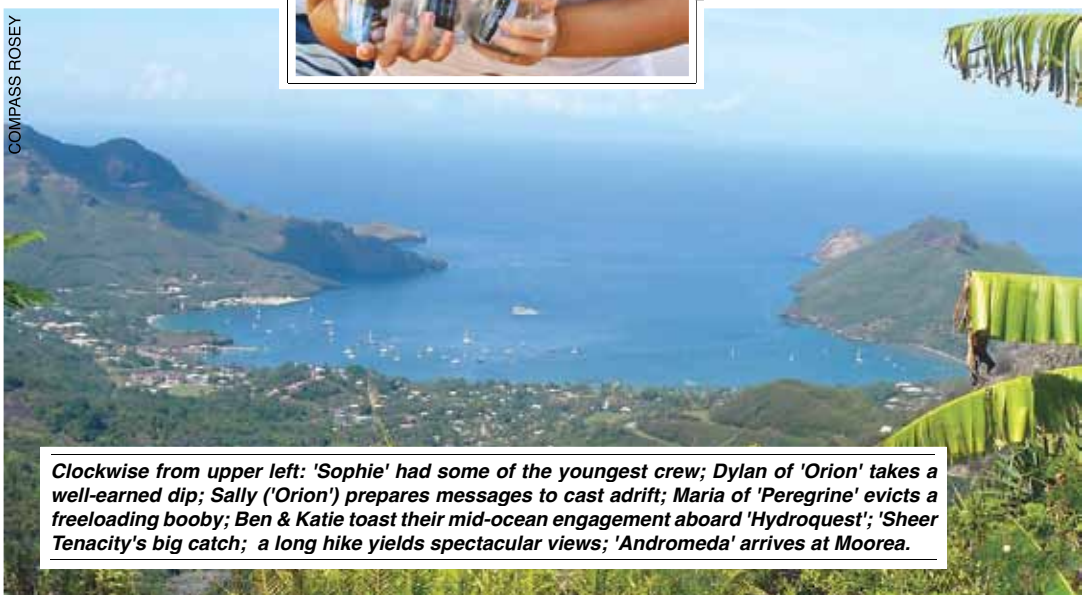
PEREGRINE



LATITUDE / ANDY



COMPASS ROSEY



*Clockwise from upper left: 'Sophie' had some of the youngest crew; Dylan of 'Orion' takes a well-earned dip; Sally ('Orion') prepares messages to cast adrift; Maria of 'Peregrine' evicts a freeloading booby; Ben & Katie toast their mid-ocean engagement aboard 'Hydroquest'; 'Sheer Tenacity's big catch; a long hike yields spectacular views; 'Andromeda' arrives at Moorea.*

had failed.)

*Orca Suite* — "The day 60 dolphins surrounded our boat for over an hour; and the day we flew our spinnaker for 11 hours."

## The Lows

In contrast to the highs, of course, there are always some low points.

*Athena* — "Twice we were hit by vicious squalls with winds over 50 knots that lasted 40 minutes or so."

*Chaotic Harmony* — "Losing steering 1,500 miles into the trip and completing the last 2,500 miles without it, after heaving to for two days to effect repairs and manage damage to the hulls." (This cat lost her port rudder due to a fishing net; the sheared rudder stock holed the hulls.)

*Sea Whisper* — "Fifty or more squid came out of a wave and attacked *Sea Whisper* with their slimy bodies and black ink! What a rush! It was both a high and a low."

*Kajisong* — "After 24 days of won-

derful weather, and avoiding any real storms and damage, we were 111 miles from our destination. Suddenly the skies blackened and we could see a line of squalls coming. Within moments it was blowing 30 knots. It blew 25 knots or more for nine hours, with 6 hours of 30 knots, gusting to 40. During the night

*"The low point was being in a dead calm for nine days."*

I looked up and saw that our mainsail was blown from luff to leach. We had no autopilot, no main, and no forward gear on the tranny, and it was blowing 30. I was hand-steering through big, nasty, lumpy seas when the 40-inch wheel came off in my hands!"

*Bella Vita* — "Being absolutely exhausted after a long night of sail changes in rough seas — not enough sleep and

just wanting to be out of the constant washing machine motion of confused seas."

*Slowride* — "The low point was being in a dead calm for nine days. Julie had a slight breakdown on day 27 but then a pod of pilot whales came by and lifted her spirits."

*Yindee Plus* — "Eleven hours at night of nonstop torrential rain; total exhaustion on about day 32 which made Sue cry."

*Mystic Moon* — "Port left open during 50-knot squall — ugh!"

*Irie* — "Taking in salt water through our engine room air vents from all the waves crashing against the side of the boat."

*Hydrovane* — "The low was when we hit the ITCZ and had three days of heavy rain. When you're trapped inside a boat with four people it gets really small, really fast."

*Starship* — "Spinnaker being destroyed at night in a squall."

*Sheer Tenacity* — "Just over half way,



# PACIFIC PUDDLE JUMP RECAP



HYDROQUEST



SHEER TENACITY



DIVIDED SKY

**After arriving at Hiva Oa, sailors from 'Divided Sky', 'Peregrine', 'Sirena of Oars', 'Lady Lay', and 'Miss B'haven' took an island tour.**

ally loud on the iPod and made an offering to Neptune, plus drank a shot of rum. The Captain, dressed as King Neptune, passed out 'shellback certificates' to the crew."

*Kiapa* — "Irene swam over with a glass of champagne at 6 a.m."

## Making Landfall

After weeks at sea, making landfall beneath the majestic mountains of the Marquesas is usually thrilling and emotional.

*Kaijasong* — "The anchorage was breathtaking: the caldron of an ancient volcano; dramatic, steep, jagged mountains all around; an oasis in the middle of the ocean; a respite from the heavy ocean swell — safe harbor."

*Compass Rosey* — "Landfall was met with mixed emotions: Nuku Hiva is certainly a beautiful landfall, enjoyed by all, and we were relieved to get our sick (seriously dehydrated) crew member to the hospital, but sad that for some of us it was all over. They'd be on a plane in a couple of days and back to work."

*Bella Vita* — "Absolute elation! We were so happy to put our anchor down and rejoice friends we had made prior to departure. Rum drinks all around."

*Tutto Bene* — "Relief, but that was short-lived as our dinghy was holed by the Nuku Hiva jetty ladder."

*Hydroquest* — "When we got off the dinghy and took our first steps on solid land, it was difficult to balance. Katy dropped to the ground and did a 'land' angel. The rest of us kissed the ground."

*Time2* — "When we made landfall in Nuku Hiva at 2 a.m. the island smelled wonderful; green and floral."

*Starship* — "Excitement and wonder. We could hardly believe we had made it to this spectacular island after so long at sea."

*Sea Whisper* — "We sighted Hiva Oa in full moonlight. I remember the unbelievable sense of 'smelling the land'; the heavy, sweet, woody fragrance wafting through the air as we approached."

*Splice of Life* — "Fabulous feeling of accomplishment. We leaped into the water when we dropped anchor."

*Peregrine* — "Hitting land was such a wonderful and encouraging relief. By this time, we were so, so, so, so ready. And Fatu

with a ripped mainsail and an engine that refused to start, we watched as a wall of black clouds approached, bringing with it winds gusting 35+ and heavy rain. We already had three reefs in the main, so we put away the genoa and hand steered our way through it. Our tracks that night looked like a cat had gotten into Grandma's knitting basket."

*Pagena* — "When our watermaker refused to produce drinkable water just after we left Puerto Vallarta and we had to ration drinking water strictly."

*Orca Suite* — "Bob had to hand steer for 3,010 miles because our autopilot failed at the beginning of the trip."

## Crossing the Equator

It's a centuries-old tradition to make a toast to Neptune, god of the sea, when you cross the equator. Sometimes shellbacks (those who've crossed previously) make pollywogs (newbies) perform silly rituals.

*Mazu* — "It was 3 a.m. We decorated the cockpit, played *Southern Cross* re-

Hiva was a great place to make landfall. The two communities there were the most pristine and pure experience one can have."

*Irie* — "We arrived in 'paradise' in totally crappy weather. Everybody felt bad for us to make landfall this way. The wind was howling and dead on the nose when we entered and crossed the Gambier lagoon. We had to bang into splashing waves, straight into the wind, engines on full throttle!"

*Orca Suite* — "We were amazed, grateful, sleep-deprived, and relieved because we came in on diesel fumes."

## Advice for Future Jumpers

The heartfelt advice of fleet members is worth considering:

*Sea Whisper* — "Don't overanalyze; be positive. Leave the dock and enjoy the ride! You will become a doer, not just a



# CHASING THE HORIZON —

dreamer."

**Divided Sky** — "Buy lots of beer and wine before the passage. Prices are high in the Marquesas, and there are lots of great opportunities for happy hour."

**Athena** — "Follow Jimmy Cornell's route slavishly."

**Compass Rosey** — "If you're thinking about it, or toying with the possibility, just bite the bullet and do it. You won't regret it."

**Cherokee Rose** — Michael: "Really shake down your equipment before you jump. I think half of the equipment let-downs could have been weeded out." Anita: "Pre-made meals made for an effortless galley — quick and easy."

**Wings of the Dawn** — "Enjoy every minute of the crossing. It is a hallmark for future passages and all will be compared to this if this is your first major



PEREGRINE

**Maria cools off with a little skinny dipping off the stern of Peregrine. Simple things often make happy memories.**

crossing."

**Yindee Plus** — "We skipped the Galapagos to save money and time, but it meant more time at sea and no chance to top up with fuel, which was important

when the wind died three days out of Marquesas. Join an SSB net: it was the highlight of each day."

**Murar's Dream** — "Stock up on lots of spares. Redundant systems are also a good idea."

**Kiapa** — "Know your crew well before leaving, and bring a spinaker if you depart from Mexico."

**Irie** — "If you leave from Panama, stop at the Galapagos Islands on your way to FP. The wildlife is as incredible and "tame" as the documentaries claim."

**Hydroquest** — "Don't get stuck in the Mexico vortex. The South Pacific has far exceeded our expectations. Mexico is great but the South Pacific is on a whole other level."

**Starship** — "Don't fly the spinnaker at night. We heard that advice but did it anyway, with less than satisfactory

## 2013 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
<b>Alegria</b>	Caliber 40	Brian Black & Mizzy Lewis	Green Cove, FL	La Cruz, 4/26	Hiva Oa, 5/26	30	N/A	129 W	50 hrs	140	50	45 kts	0	gooseneck & jib block wear
<b>Athena</b>	Chey Lee 35	Andrew Green	Kilronan, IRL	La Paz, 4/9	Hiva Oa, 6/19	60	2,976	135W	0 hrs	98	-9	57 kts	0	topping lift failed; engine overheated
<b>Beez Neez</b>	Warrior 40	Bear & Pepe Millard	Plymouth, GBR	Galapagos, 5/19	Hiva Oa, 6/13	23	2,957	89 W	82 hrs	164	88	38 kts	1	small sail tear; traveller car damage
<b>Bella Vita</b>	Hylas 45.5	Brett & Stacey Hoopes	Seattle, WA	La Cruz, 3/30	Hiva Oa, 4/18	20	2,765	129 W	108 hrs	177	116	25 kts	0	we didn't break anything!
<b>Chaotic Harmony</b>	Catana 42	Ian Johnstone	Darwin, AUS	Panama, 3/3	Hiva Oa, 4/1	28	4,003	084 W	2 hrs	215	72	38 kts	6	lost port rudder due to net; holed hull
<b>Cherokee Rose</b>	Alajuela 48	Michael Moyer	Newport Beach, CA	Nuevo Vallarta, 3/28	Hiva Oa, 4/15	18	2,871	129 W	22 hrs	210	110	27 kts	0	jib halyard; boom vang tang failed
<b>Compass Rosey</b>	Polaris 43	Graham Stephens	Southampton, GBR	Mazatlan, 4/14	Nuku Hiva 6/5	22	N/A	N/A	81 hrs	169	96	34 kts	0	spin halyard broke twice; main shackle
<b>Corvidae</b>	Island Packet 38	Steve & Nona Larson	Portland, OR	Mazatlan, 4/28	Hiva Oa 6/2	32	3,000	N/A	110 hrs	114	-21	28 kts	0	whisker pole extension line broke
<b>Divided Sky</b>	Catalina 40	Colin & Jeanne Harrison	Goolwa, AUS	Galapagos	Hiva Oa	24	3,015	N/A	6 hrs	152	96	35 kts	0	N/A
<b>En Pointe</b>	Searunner 31 tri	Tom Van Dyke	Santa Cruz	Nuevo Vallarta, 3/11	Ua Huka, 4/7	27	2,850	126 W	63 hrs	147	35	30 kts	3	minor sail repairs
<b>Flour Girl</b>	Chey Lee 44	David, Kimberly, Zack Edwards	Coral Bay, USVI	Galapagos, 4/22	Fatu Hiva, 5/13	21	2,927	88 W	20 hrs	181	113	28 kts	35	fridge cooling pump; halyard chafe
<b>Hydroquest</b>	Beneteau 40	Will & Sarah Curry	Vancouver, BC	Banderas Bay, 3/28	Nuku Hiva, 4/16	19	2,700	128 W	40 hrs	180	135	35 kts	0	blown spin halyard; lost SSB transmit
<b>Irie</b>	F/P 35 cat	Mark Kilty & Liesbet Collaert	Delaware	Galapagos, 5/7	Gambiers, 5/28	21	2,910	85 W	10 hrs	181	70	35 kts	1	only minor things
<b>Kiapa</b>	M/M 52 cat	Lionel & Irene Bass	Fremantle, AUS	Puerto Vallarta, 4/1	Fatu Hiva, 4/25	17*	2,970	133 W	44 hrs	213	123	30 kts	10	water pump dead by pumice at Socorro
<b>Kokomo</b>	Prout 50 cat	Peter Schmieder	Meerbusch, GER	Ecuador, 4/17	Hiva Oa, 5/14	27	3,700	80 W	8 hrs	181	108	17 kts	0	shroud toggle broke
<b>Mazu</b>	Outbound 46 cat	Mel & Elaine Bryson	Rainier, OR	La Cruz, 3/24	Hiva-Oa, 4/12	19	2,570	128 W	0 hrs	182	94	37 kts	0	blown spin halyard block;
<b>Minnie B</b>	Ovni 395	Phil & Norma Heaton	Belfast, IE	Panama, 3/3	Hiva Oa, 4/23	29	2,990	89 W	50 hrs	199	113	35 kts	5	watermaker leak; genoa stitching
<b>Morrigan</b>	Dolphin 46 cat	Arne & Kristen Metza	Chippewa Falls, WI	Nuevo Vallarta, 3/29	Hiva Oa, 4/15	17	2,783	130 W	48 hrs	204	134	27 kts	1	screacher shackle broke
<b>Murar's Dream</b>	Beneteau 46	Andrew Rosen	Boulder, CO	Galapagos, 3/23	Fatu Hiva, 4/13	21	3,271	89 W	41 hrs	179	112	35 kts	3	gen impeller; gen leak; head solenoid
<b>Mystic Moon</b>	Selene 53 trawler	John & Kathy Youngblood	San Francisco	Galapagos, 3/16	Hiva Oa, 4/4	19	3,003	N/A	246 hrs	241	125	50 kts	24	stabilizer leak; autopilot interface issue
<b>Next</b>	Jeanneau 39	Hideaki Nishida	Nagasaki, JPN	LaPaz, 5/18	NukuHiva, 6/10	23	2,939	132 W	51 hrs	156	96	20 kts	0	none
<b>Nyon</b>	Lapworth 36	Kyra Crouzat & Rick Forbes	Victoria	SJ del Cabo, 3/29	Hiva Oa, 4/24	26	2,817	133 W	17 hrs	144	43	30 kts	0	reef line broke; clogged bilge pump
<b>Orca Suite</b>	Morgan 33	Bill & Belinda Tackett	San Diego	Nuevo Vallarta, 4/1	Hiva Oa, 5/9	39	3,010	132 W	0 hrs	168	30	15 kts	3	sail damage; lost all water due to hose
<b>Pagena</b>	Ovni 345	J. Probst & S. Toelzel	Wiesbaden, GER	Puerto Vallarta, 3/18	Fatu Hiva, 4/12	26	2,900	128 W	65 hrs	147	74	25 kts	2	watermaker
<b>Realtime</b>	Norseman 447	Bob & Karyn Packard	Long Beach	La Cruz, 3/29	Hiva Oa, 4/19	21	2,762	121 W	67 hrs	159	60	26 kts	0	bent bowsprit; sail damage
<b>Sea Whisper</b>	Fraser 50	L Dobson & B Erickson	Victoria, BC	Galapagos, 4/6	Hiva Oa, 4/25	19	2,968	88 W	19 hrs	192	108	28 kts	1	broken main halyard
<b>Sheer Tenacity</b>	Shearwater 39	Rod & Mary Turner-Smith	Cape Town, ZAF	Galapagos, 5/1	Marquesas, 5/22	20	3,018	87 W	32 hrs	170	127	38 kts	5	chartplotter; main rip; engine failed
<b>Shellback</b>	60-ft Schooner	Sue & Gary Drent	Long Beach	Galapagos, 4/13	Hiva Oa, 5/7	23	3,264	90 W	790 hrs	163	112	28 kts	1	outhaul; fridge, fuel manifold failure
<b>Slowride</b>	Downeaster 38	Michael Sturm & Julie Goss	Ventura	La Cruz, 3/25	Nuku Hiva, 4/30	36	2,827	128 W	32 hrs	129	119	35 kts	5	losty tranny; gooseneck, davit welds
<b>Splice of Heaven</b>	Irwin LOA 42	Doug Thompson	Brisbane, AUS	Puerto Vallarta, 2/16	Hiva-Oa, 3/9	21	2,881	131 W	55 hrs	173	61	48 kts	4	wind gen failed; alternator belt
<b>Starship</b>	Islander 36	Chris & Anne-Marie Fox	Victoria, BC	Punta de Mita, 3/24	Hiva Oa, 4/16	24	2,890	127 W	8 hrs	158	67	30 kts	0	sail failure; roller-furter, stereo
<b>Time2</b>	Nordhavn 57 twrlr	Michael Drinkrow	London, GBR	Turtle Bay, 4/3	Nuku Hiva, 4/18	15	2,710	132 W	N/A	191	168	20 kts	0	none
<b>Tutto Bene</b>	Beneteau 50	Bronte Savage	Fremantle, AUS	San Diego, 5/9	Nuku Hiva, 5/29	19	2,830	134 W	30 hrs	174	92	31 kts	0	boom preventer; main traveler damage
<b>Wings of the Dawn</b>	Hans Christian 52	Robert Bennatts	Friday Harbor, WA	El Salvador, 4/7	Nuku Hiva, 5/9	32	N/A	100 W	55 hrs	195	70	25 kts	0	both heads broke; autopilot failed
<b>Yindee Plus</b>	Seastream 43	Chris & Sue Bright	Liverpool, GBR	Panama, 4/25	Nuku Hiva, 5/30	35	4,190	087 W	98 hrs	156	83	32 kts	5	windvane failed; sail damage

\* (after a week at Socorro Island, Mexico)

# PACIFIC PUDDLE JUMP RECAP

results."

**Realtime** — "Bring spares and things you can make spares with. There is no way you'll have every system completely covered, so bring nuts, bolts, pins, o-rings, hoses, bungees, etc. that will allow you to make work-arounds for things you really can't anticipate, and can't do without."

**Pagena** — "Non-EU citizens: Apply for the six-month 'long stay visa' a couple of months before you leave home! French Polynesia has many attractive islands and you need more than three months (standard visa) to explore them all."

**Orca Suite** — "Have a windvane steering device, watermaker, new batteries, paper charts, and don't buy too many refrigerated food items. Have patience and a sense of humor, and keep it safe at all times."

**Shellback** — "Don't wait! There's always an excuse to delay departure. Our



DIVIDED SKY

**After so many days at sea, cruisers love to socialize. Here in Hana Moe Noe Bay on Tahuata, cruisers enjoyed a fresh fish barbecue.**

original plan was to cross in 2006."

**Nyon** — Prepare well, but be ready for things to break because they will, and some days will suck. Make sure to make 'small pleasures' an important part of your routine. Have treats stashed for those downer days. Relish the good days, because there are many of those too."

So there you have it. Lots of solid advice, and worthwhile food for thought. The Puddle Jump is not a feat to be taken lightly, as it is typically the longest nonstop crossing in an around-the-world cruise. But its rewards are well worth the effort.

— **latitude/andy**

See [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com) for info on future PPJ rallies and seminars.

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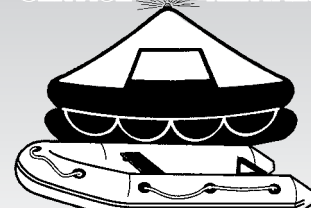
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# BULLISH ABOUT RED BULL —

The Red Bull Youth America's Cup is everything that the actual America's Cup isn't. Swap the unreliable, poorly-paired AC72s that have raced thus far and replace them with the battle-tested, and more practical, one-design AC45s. Eighty-six the billionaires and introduce a cast of likeable young kids — some of the best young sailing talent on the planet — who have laid it all on the line to chase a dream. Forego the hard-to-follow, one-on-one tactics of match racing and run in its place a series of more exciting fleet races. Re-introduce nationalism to the sport and nix the Aussie and Kiwi hired guns who sail under the flags of the U.S., Italy and Sweden. In short, everything that many sailors think is wrong with this America's Cup is right with the Red Bull Youth America's Cup.

If you want to see what may well be the best boat-on-boat racing of this summer's America's Cup 34, then plant yourself in one of the many Cityfront viewing areas September 1-4. Ten teams, all aged 19-24, will compete in a series of eight fleet races to determine the champions of the first-ever Youth America's Cup.

Designed to be a direct pathway for youth sailors to reach sailing's highest level, the event has captured the hearts and imaginations of sailors from around the globe. With team rosters that include top skiff sailors, Olympians, college standouts, and young pros, the RBYAC has fulfilled its goal of recruiting the world's top youth talent to compete for its inaugural prize.

Sailing the same highly powered, wing-sailed AC45 catamarans that competed in last year's America's Cup World Series, these ten crews of tal-

PHOTO: ACEA / GILLES MARTIN-RAGET



*Because all AC45s are virtually identical, the so-called design competition between the AC72s is not a factor here. The four-day series will feature fleet racing exclusively with strict nationality rules.*

YOUTH AMERICA'S CUP



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# BULLISH ABOUT RED BULL —

ented young sailors promise to deliver the closest — and possibly most exciting — racing of the summer. Here's a breakdown of the fleet.



As we said last summer, AC45 fleet racing is fast and physical. Here Portuguese sailors get an ab workout during an upwind leg.

## American Youth Sailing Force

Representing the Bay Area and sailing out of Richmond Yacht Club is the American Youth Sailing Force, aka The Force. Having formed a campaign shortly after the RBYAC was announced, the AYSF has come a long way from the ragtag group of kids who threw up a website and scraped together some seed money more than a year ago. It's from these humble beginnings that the team's identity, and perhaps its greatest strengths, have been forged.

Lacking major funding and Olympic and America's Cup experience that some competing teams have, The Force has gotten to where they are not by being the

*In addition to being some of the fastest boats ever to race on the Bay, these AC45s are also some of the most colorful.*



biggest rock stars in the arena, but by being some of the hardest working and most dedicated — or so they hope.

That's not to say The Force is lacking in the talent department. Their roster is filled with experienced, gifted role players from top to bottom. Skipper/helmsman Mike Menninger of Newport Beach is a three-time college All-American and three-time national champion while sailing for collegiate sailing powerhouse St. Mary's of Maryland. Tactician David Liebenberg (an East Bay native), was also an East Coast collegiate standout, and is a multi-time national and North American champion in both 29ers and I-14 skiffs.

Rounding out the rest of the crew is a group of highly diverse sailors who have cut their teeth on everything from skiffs to collegiate dinghies to offshore keel boats, amassing a wide breadth of knowledge and skill that should serve them well in the RBYAC.

When scrolling through Force mem-

*The local, home-grown AYSF is one that all Bay Area sailors can be proud of.*

bers' résumés, you notice a relative lack of multihull experience as compared with several other RBYAC teams. But they've worked hard to rectify that problem. Through extensive training on the SL 33 Bridgerunner, as well as A Class Cats, F-18s and other extreme cats, The Force was among the first Youth AC syndicates

to actually sail an AC45, back in November, 2012. Helping with rigging, support and logistics during February's RBYAC selection process, the team has been an almost permanent fixture on the RBYAC scene, lurking in the shadows with their impressive young minds soaking up mul-

tihull know-how like sponges.

Perhaps borrowing their attitude from what Ralph Waldo Emerson once wrote, "Our strengths grow out of our weaknesses," the AYSF hopes they've turned their former lack of multihull experience into an advantage, as they come into the RBYAC with more AC45 experience and local knowledge than any other crew.

While not the most heavily-stacked team in the event, the local, home-grown AYSF is one that all Bay Area sailors can be proud of. These kids have put in the work, gained invaluable experience, and risen to the occasion. AYSF will be a contender, but will have their work cut out for them to reach the podium.

## USA45 Racing

Although team USA45 Racing represents our entire nation, six of nine crew members grew up in California (as did the same number of AYSF members), with most of them native to Newport Beach and San Diego. Formed by team manager and wing trimmer Jake La Dow of San Diego, the team is comprised of college standouts, Olympic hopefuls and second-generation professional sailors, two of whom (Jake Reynolds and Nevin Snow) have sailed with La Dow for years on the match-racing circuit, both nationally and internationally, earning several big regatta wins along the way. They are supported by the San Diego YC.

Helmsman Charlie Buckingham of Newport Beach raced for four years at Georgetown University, and since graduation has begun a campaign for the 2016 Olympics in Lasers. Another standout is boat captain/runner Sam Hallowell who has compiled an impressive résumé, crewing on a number of high-profile big-boat programs, both inshore and offshore.

USA45 Racing will have its hands full during the RBYAC. A roster heavy with collegiate sailors whose experience is mostly limited to CFJs, 420s, Lasers and other small dinghies will hinder the

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# YOUTH AMERICA'S CUP



**Both American teams are composed of accomplished sailors. But they'll have to perform superbly to make it to the winner's circle.**

team, as they are sailing against several more highly accomplished crews who have risen through the ranks on skiffs, Moths, fast multis and other apparent-wind boats.

## Team Tilt

For a small landlocked country, Switzerland rolls pretty hard when it comes to racing fast multihulls on a global stage, and this RBYAC team will be no exception. Why? Money. There's a lot of it in Switzerland, and some prominent Swiss like to spend it on really fast multihulls. You only have to look at the Alinghi and Spindrift racing syndicates and to the über-powered, ultra-exotic catamarans that are raced in the light airs of Lake Geneva to realize that Team Tilt comes from a country obsessed with going fast on multihulls. The team's collective experience and résumés reflect that.

These kids didn't sail FJs and 420s in high school and college. Skipper Lucien Cujean has been racing Decision 35s with the likes of Vendée Globe winner Alain Gautier since he was 16 and just last year helmed his way to a class win in the Tour de France à la Voile. The majority of the rest of the team has been racing Decision 35s and other very,

very fast multihulls in some of Europe's top regattas for years. In a regatta like the RBYAC, that experience may pay dividends. Expect Team Tilt to be crisp, well-trained and professional, but probably not on the podium.

## Swedish Youth Challenge

Sweden's entry into the RBYAC is a collaborative effort between The Royal Swedish Yacht Club (KSSS), Artemis Racing and former Puma/Volvo Ocean Race sponsor BERG Propulsion. Beginning with 70 young sailors and whittling it down to nine through a training and selection process that took place over five months, Swedish Youth Challenge was able to select the top talent in the country.

Leading the team is 23-year-old Charlie Ekberg, one of the top 49er skiff helmsmen in the world. Pre-selected as the leader and helmsman of the youth

campaign, Ekberg helmed *Artemis White* in the final America's Cup World Series event last April in Naples, Italy. The experience gained was undoubtedly invaluable for the skipper, but since the rest of the team only came together in April, they will be at a disadvantage.

Other teams in this regatta have trained together since late last year, and that growth as a team is going to pay huge dividends. The Swedes look poised to follow in the uneven wake of their big brothers on Artemis' *Big Blue*, having fallen behind the eight ball from the get-go, and never realizing their full potential.

## ROFF/ Cascais Sailing Team

Before you dismiss the unassuming, comparatively small nation of Portugal from a nation-based sailing event, remember that when sailors ruled the world, Portugal was a world power. And in this realm of college-aged kids racing one-design cats around the Bay, Portugal could again rise to world prominence.

The team is sponsored by Portuguese business consultancy firm ROFF, as well as the municipality of Cascais, Portugal. This partial government backing and public support has helped put together a formidable team with a training schedule that included the Extreme 40 Series' most recent stop in Porto, Portugal. The kids struggled against the series regulars, but did manage to beat one team; Switzerland's Team Tilt.

Helmsman Bernardo Freitas represented Portugal in the 2012 London Olympic Games, finishing an impressive eighth in the 49er class. Freitas should be a weapon in this regatta. Backed by a solid crew that has tasted success at various levels of international competition, ROFF/Cascais Sailing Team is in the RBYAC to win. Expect the Portuguese to contend for a podium position.

**Unlike AC72 competition, the AC45s will race in a smaller box, with the starts and finishes off the YC spit and Marina Green.**



# BULLISH ABOUT RED BULL —

## Full Metal Jacket Racing

Because this team hails from New Zealand, you would expect them to do well in anything America's Cup-related. Seriously, Full Metal Jacket Racing is the real deal. With a team full of professional rockstars who have been sailing together for more than two years, they represent a daunting challenge to all other RBYAC teams. Sailing this season as GAC Team Pindar on the Extreme 40 circuit, Full Metal Jacket beat both ROFF/Cascais and Team Tilt at the recent Porto series stop.

Sailing under the banner of the Royal New Zealand Yacht Squadron, the team is skippered and helmed by 23-year old

William Tiller. Aside from having a name that quite literally implies he was born to steer a sailboat, young Tiller has dominated the international youth match racing scene for years, winning 11 events over a three-year period before becoming the youngest Kiwi ever to win New Zealand's ultra-competitive one-design Young 88 Nationals, at age 21.

Backing up Tiller is a crew that has amassed some seriously impressive résumés sailing professionally on everything from Melges 32s to TP 52s to ORMA 60 tris, all the while training in F-18s, and the aforementioned year on the Extreme 40 circuit.

Bottom line: Full Metal Jacket is

locked and loaded with a round in the chamber. They should be on the podium.

## NZL Sailing Team with Emirates Team New Zealand

Just like their big brothers, NZL Sailing Team with ETNZ is poised to contend for America's Cup victory this summer. New Zealand has long been a dominant force in America's Cup competition, and you only have to look at the young talent emanating from the tiny island-nation of just 4 million to see why. Skipper/helmsman Peter Burling is hands-down the most accomplished sailor and helmsman in this fleet. A two-time Olympian by age 21 — he was the youngest Olympic sailor



Clockwise from above: Americans sparring; the French have a depth of experience; trimming for speed; prepping the gennaker; hoisting a daggerboard; the S.F. home team; the Germans are All In; Full Metal Jacket flies a hull; the Swiss hanging out.



ACEA / ABNER KINGMAN

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ALL PHOTOS ACEA / GILLES MARTIN-RAGET EXCEPT AS NOTED



# YOUTH AMERICA'S CUP

in Beijing in 2008 at 17 — Peter went on to win the silver medal in the 2012 London Games in the 49er class. After the Olympics, he flew to San Francisco to helm Team Korea's AC 45 in the AC WS last September. Burling's incredible accolades, significant experience and success on the global stage will bode well for the Kiwis.

But don't think it's a one-man show. Re-joining Burling is his 49er crew from the London Games, fellow silver medalist Blair Tuke, who is onboard as tactician. The rest of the crew have won ISAF gold medals and world championships in a variety of classes, raced offshore on maxis and multis, or are currently

running their own Olympic campaigns. Needless to say, these boys mean business. NZL Sailing Team with ETNZ is *Latitude 38's* odds-on favorite to win the Red Bull Youth America's Cup.

## All In Racing

If there's a comeback story in this RBYAC before it even starts, it's that of the Germans. All In Racing isn't just a name to these young sailors from Deutschland, it's their very identity. These young men are all in. Shortly after Artemis' fatal AC 72 crash, Sailing Team Germany founder Oliver Schwall proclaimed, "We can't and we won't take responsibility for sending our young

team over there. The death of one sailor is reason enough [to withdraw]." With that he pulled the plug on the program.

Some have alleged it was a political move, while other rumors suggest the team was underfunded. Schwall denied both assertions. The kids were devastated but showed poise in public with skipper Philipp Buhl stating, "We are shocked. . . but we understand this decision."

Just two weeks after having their hopes dashed, the boys managed to find enough financial backing to once again field an entry into the RBYAC, this time under the name All In Racing. No doubt the instability temporarily crippled the team's training program, but All In



ALL PHOTOS ACEA / GILLES MARTIN-RAGET EXCEPT AS NOTED

# BULLISH ON THE RED BULL YOUTH AC

comes to San Francisco deeply inspired with momentum and perhaps with Lady Luck on their side. Helmed by 2016 49er Olympic hopeful Erik Heil, who recently won a 74-boat 49er championship, the Germans have reportedly shown impressive speed in the first days of August's RBYAC training. They will contend for a top-five finish.

## Next World Energy

Representing that catamaran-crazy nation of France is Next World Energy, the youth affiliate of the AC World Series' Energy Team. Unlike sailing in the U.S., where multihulls are still a fringe oddity that have gained mainstream acceptance only recently, multihulls in France have long been a way of life. Just as junior sailors in the U.S. grow up racing dinghies, sailors in France are flying hulls at a young age. One could even say that it's in their blood.

No, really. Next World Energy's helmsman Antoine Lauriot-Prévost's father Vincent is the LP in VPLP, the famed French design firm that designed *BMW/Oracle 90* and *Banque Populaire*. Growing

up around that kind of multihull expertise has been a great benefit to young Antoine, who already holds a number of championships in catamarans. And the rest of the crew have all raced high-performance cats exclusively for years. Never count out the French when it comes to racing catamarans.

## Objective Australia

Like their Kiwi neighbors, Australians have a proud record of success in America's Cup competition. Three decades ago, Alan Bond's *Australia II* finally wrestled the Cup away from the Americans, who'd held it for more than 130 years. Although the Aussies failed to defend the Cup in the next go-round, they put up a challenge in 1995, but it sank. But Australians have made their mark on the AC in more ways than one. Roughly 40 percent of sailors in AC 34 are native Aussies, including the man who is one of the inspirations for the entire RBYAC: Oracle Team USA skipper Jimmy Spithill. The youngest sailor to ever steer his way to an America's

Cup win, his AC career began in 2000 with Syd Fischer's unsuccessful Young Australia challenge.

So it's no surprise to see an Australian presence in the Youth AC, and Objective Australia is justifiably one of the favorites. Skipped and helmed by catamaran specialist and 2016 Nacra 17 Olympic hopeful Jason Waterhouse, with current World Laser #1 Tom Burton calling tactics, the Aussies should be a major force to be reckoned with. With the rest of the crew having sailed professionally around the world, and worked together as a team for more than 15 months, Objective Australia should show up in San Francisco with a focused, highly polished campaign that will see them contend for a podium position.

Needless to say, we're extremely bullish on the Red Bull Youth America's Cup. As the series kicks off on Labor Day weekend, the Cityfront will be the place to be September 1-4 for fans of heart-pounding, fast-paced *fleet* racing.

— ronnie simpson

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# OFF THE BEATEN PATH

There's always so much to see and do in each port that it's easy for cruisers to miss out on fantastic sightseeing opportunities. My husband Ron and I know this from personal experience. We were two years into our open-ended cruising plans on our Vancouver, BC-based Vagabond 47, *Sundancer*, before we decided to stray a little farther off the beaten wake.

We were deep in the heart of southern

*"We explore each place as if we'll never get there again."*

Mexico after having crisscrossed the Sea of Cortez a number of times. We'd spent Christmas in La Cruz de Huanacaxtle, enjoying winters along the central coast. We'd taken the train to Copper Canyon, spent months in La Paz, another holiday season in ever-popular Zihuatenejo, trekked inland to the magical Taxco in search of silver, and had even braved the Hades-like heat in the northern part of the Sea of Cortez in summer. But we were compelled to explore farther south, resisting the sticky tentacle arms of the benign *palapa*-laden beaches, and found ourselves in the state of Oaxaca.

The majority of cruisers who venture to Mexico seem to have a hard time going any farther than Zihua. There is a commitment one needs to make to do so, as the jump to Acapulco is approximately 120 nautical miles, and then it's another 250 miles to Huatulco.

For those itching to explore a bit more, a bounty of clear, warm water awaits, as do anchorages that have one or two other boats, rather than the usual 10-20, and a more authentic Mexican culture. For North Americans, news coming from the media about the neighboring states of Vera Cruz and Chiapas are filled with dire travel warnings and accounts of drug deals gone awry. As had been the case during our entire stay in Mexico, we found nothing of the sort.

To be sure, the people of these states are not as overtly welcoming as those in the north, but at no time did we feel uneasy. The recent past's conflicts create a more watchful demeanor, causing us to question the reception we received in the more touristy centers in the north. Were they sincere?

We spent several weeks popping

into and out of the various and famous bays, checking off seven of the nine we found in our cruising guides. As our future plans called for us to head into Central America, my beach reading had me boning up on my rusty history lessons.

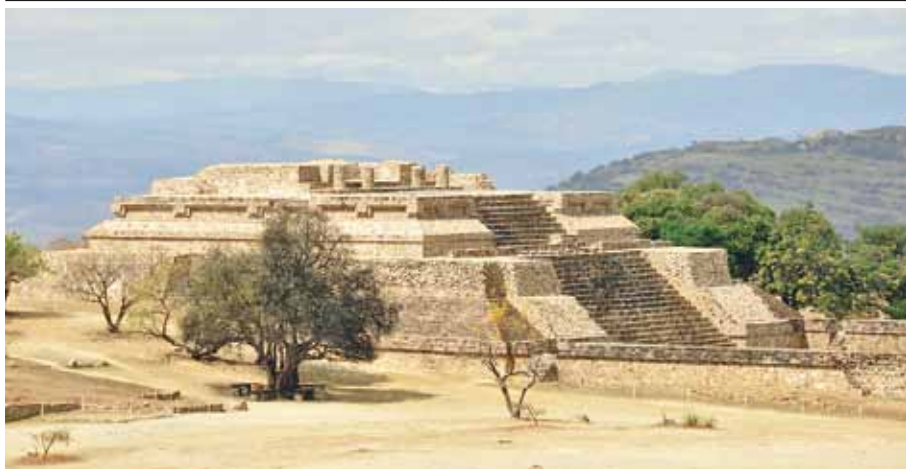
After devouring James Michener's *Caribbean*, I was excited to add a side trip to Palenque to our inland itineraries, in addition to thoroughly exploring the Aztec and Zapotec archaeological sites and cultural centers of Oaxaca and San Cristóbal de las Casas.

The marina in Huatulco was the perfect place to leave the boat while we ventured inland. The entrance to the small bay is quite narrow but easy to navigate, and the fees are reasonable. Unfortunately, there are no services there — no pool

or fuel — but the marina itself is in terrific shape and is very secure. (Fuel may be purchased at Santa Cruz Huatulco Harbor, next to where the cruise ships have a pier. As it's quite tight, we anchored and dinghied the diesel to the boat.)

For sports fans, there's a great restaurant with multiple TV screens called Señor Pucks that's a short walk away. We were looking for a taste of home, and as it was Canadian-owned, we were able to watch hockey on any given night, and even caught a championship curling match. UFC fans will be pleased to note that there's a live feed on fight night.

Contrary to rumors, it's easy, safe and affordable to rent a car in Mexico. The local Europcar franchise was within walking distance of the marina. (Don't wait for the day of your intended depar-



# — OAXACAN ODYSSEY

ture to show up.) Documents in hand, and with another cruising couple along for the fun, we were off.

Driving north along the coast, we wound our way through pine forests, catching occasional glimpses of the sea, and zipping through Zipolite and Mazunte, two small villages known for their chilled-out vibe and hippie culture. Farther up the road, we hung a right on Hwy 175 and headed into the mountains, bound for our first stop in San Jose del Pacifico.

San Jose, at an altitude of 9,000 feet, is known for its magic mushroom culture, and various pseudo — and real — shaman types offering an eclectic menu

of 'out of body' journeys. We weren't there during the mushroom season, so the town was pretty quiet. But after we'd spent years in sweltering heat on our boats, the cool mountain air was all we needed to feel fully revived.

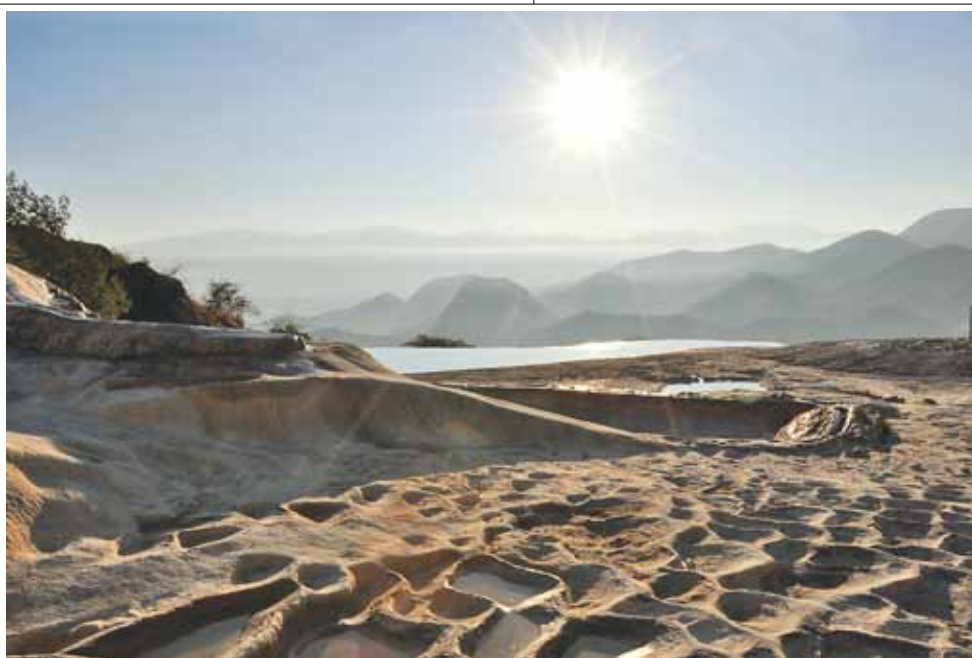
We stayed at a picture-perfect spot called Cabanas y Restaurante Puesta del Sol, a three-minute drive north of town, and perched on the edge of the mountain. Incredible views of the foggy mountains awaited us and, as the temperatures were dropping into the 60s, we were even able to build a small fire in our rooms.

The next morning, we grabbed a few baked goods in town before we started the 60-mile trip down the other side of

the mountain to Ocatlan. We timed our journey to arrive in time for its bustling Friday market, which is the largest in the Valles Centrales. Imagine any Mexican market, then triple it, and you'll know what you're in for. It was overwhelmingly wonderful.

If you're familiar at all with Mexican art, you'll have seen the fantastical carved and painted copal-wood figures. The original source is a small town 14 miles south of Oaxaca called San Martin Tilcajete. Wandering the streets, and popping into and out of the homes/workshops of the artisans, you'll find a dazzling collection to choose from. All sizes are available, and for just a fraction of the price you'll find in any tourist shop. We purchased a gecko to adorn our mod-

**Oaxaca okay! Top row: A monastery was built atop ancient Mitla ruins; 'Sundancer' now boasts a beautiful Teotitlán del Valle rug, which echoes the carved façades on the Mitlan ruins; stunning mineral waterfalls at Hierve el Agua; cerveza time! Middle: The ruins at Monte Alban; the hardest working employee at the mezcal distillery. Bottom: A gecko memento; agave ready for processing; El Tule, a.k.a. Mr. Big; the pools at Hierve el Agua.**



ALL PHOTOS COURTESY SUNDANCER

# OFF THE BEATEN PATH

est head to keep imaginary *cucarachas* at bay.

Another stop is San Bartolo Coyotepec, where you'll find the Alfareria Doña Rosa, creator of the famous burnished black pottery — its color is owed to the clay in the area. We toured the area's first workshop to top off our sightseeing for the day.

It was just another seven miles to Oaxaca and our awaiting hostel, El Diablo y la Sandia (the Devil and the Watermelon). A wide variety of B&Bs, inns and proper hotels with differing rates are available in Oaxaca, but we opted to go for a reasonably priced hostel, which came with a daily breakfast. Large rooms that were spotlessly clean, lots of hot water and a good breakfast were had for \$70/night, which we thought was a good price. The English-speaking hostess was very helpful with answers to our questions, and the on-street parking was perfectly secure.



***The markets in Oaxaca are something to experience. Many times larger than any the Reimers had seen before, they offered just about anything a cruiser could need or want.***

One last activity awaited us, however. On Friday nights, the elegant Camino Real hotel around the corner from our hostel, puts on a three-hour *Guelaguetza* show, highlighting the dances and cos-

tumes of the seven regions of Oaxaca state. The show, combined with a spectacular buffet in a beautiful and classy environment, was the perfect end to the day.

An entire week — or even a month — could be spent in Oaxaca, exploring its many treasures. The Market Central de Abastos on Saturdays showcases the crafts of the many surrounding villages in the valley. Get a taste of Europe in the Zocalo, with the umbrella-lined sidewalk

cafes, museums and galleries. Add a visit to the Iglesia de Santo Domingo, Museo de Las Culturas de Oaxaca, the Museo Casa de Juarez, the Basílica de la Soledad, and the Jardín Etnobotánico. The list of things to do is endless, and everything is surrounded by the vibrant and colorful people of the area.

The next day we were ready to spend the day at Monte Albán, the capital of the ancient Zapotecs. Offering a 360-degree

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view of the surrounding countryside, these strategically placed ruins are some of the most impressive in Mexico.

There is an excellent museum at the entrance and we opted to have an English-speaking guide introduce us to the ruins. The city was at its peak from 300 to 700 A.D., and controlled the extensively irrigated Valles Centrales. It was the center of a priest-dominated society and controlled at least 200 other settlements and ceremonial locations. Impressive to say the least!

**F**or years while traveling around Mexico, we'd been tantalized by beautiful examples of weavings that, we were invariably told, came from the community of Teotitlán del Valle. Our boat was in need of a facelift and we thought a rug from this area would be a fine memento to remind us of our time spent traveling throughout this wonderful region. A treasure hunt is always a good way to explore an area, and the Valles Centrales was next on our list.



*The three-wheeled 'auto rickshaw' — commonly known as a tuk-tuk — makes for fun racing.*

Before we arrived at Teotitlán, we made a quick stop at El Tule, to check out the largest (in girth) tree in the world and a small set of ruins just off the highway on a dirt track in Dainzú. But Teotitlán

beckoned.

Looms on countless porches attested to the village's main industry. Sellers in houses, showrooms, workshops and alleys all cheerily waved as we passed by and, as if lured by a siren's song, we seemed to visit them all in search of the 'perfect' one. Having exhausted the search and ourselves, we finally chose two to adorn our boat. We needed one of them to be made a bit smaller, and with assurances of no additional cost, we promised to return in two days' time to pick up our treasures.

That night was spent at the Hotel Don Cenobio in Mitla, a small, dusty little town. It was here that we had our first experience with the ubiquitous *tuk-tuk*, a three-wheeled vehicular conveyance that, should I ever return to land, is going to make its home in my garage. Small enough for a bag of groceries and a dog, they were perfect little runabouts. We had a *tuk-tuk* race between the two couples from our hotel to Restaurant Doña Chica. We careened around corners in the unstable contraptions, holding our breath and hoping that no one else would be



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# OAXACAN ODYSSEY

coming from the opposite direction.

The ruins at Mitla turned out to be some of our favorites. Their exquisite designs were echoed in our new rugs.

Hierve El Agua, a bubbling mineral springs, was to be our last stop for the day. We knew our rental car was going to get a workout, as the springs were a 'straight up' eight miles from the valley floor on an unpaved road. We weren't too sure how our little 'elf' was going to transition to an 'off-road wonder', but she handled the job heartily.

Hierve El Agua — 'the water boils' — is a bit of a misnomer, as the water is cold and refreshing. A millennium of dribbling has created huge mineral waterfalls, and made for a unique stop on our trip.

We found ourselves enjoying the scenery and the *cervezas*, and while we hadn't planned on it, we decided to spend the



*The Reimers are currently exploring Ecuador aboard their Vancouver, BC-based Vagabond 47 'Sundancer'.*

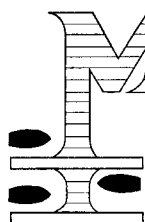
night in one of the very 'rustic' cabanas they had on site. The proprietor was even kind enough to provide us with a bit of firewood.

Overall, our trip to explore the state of Oaxaca was fantastic. While it was a bit more expensive to rent a car than to take a bus, the freedom it offered enabled us to explore the area however we wished. We spent our time seeing the sites rather than waiting for buses, and the time we may have spent figuring out travel details was spent interacting even more with the fine residents of Oaxaca.

We cannot currently envision our sailing adventure's end date, so we'll continue to explore each place as if we'll never get there again — because we truly don't know if we ever will. The world has so much to offer, and while we found Mexico to be one of our favorite countries to visit, we'll need to have covered a lot more miles before we're ready to return.

— heather reimer

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# BAJA HA-HA PROFILES, PT I —

According to contemporary arbiters of proper etiquette, 20th anniversaries are associated with platinum. But that tradition initially struck us as a bit too highfalutin' to be associated with the annual Baja Ha-Ha cruiser's rally — which turns 20 next month. Although plenty of classy sailors have done this 750-mile, San Diego-to-Cabo San Lucas cruise since 1994, it is about as far from a highbrow, blue-blazer event as you



'Moontide' crews are notoriously fun-loving.

could find within the international sailing community.

Then again, perhaps there is a connection: Platinum is outstanding among rare metals, as it is valued higher than gold. Similarly, we're been told by countless past participants that doing the Ha-Ha was a rare experience of adventure and personal challenge that they value near the top of their life's achievements.

With that in mind, the Ha-Ha Rally Committee has adopted the moniker Platinum Ha-Ha for this year's cruise. That's not to say there will be platinum rigging knives in the swag bags that are doled out at the October 27 send-off party, but there will be some special surprises. And the Committee has vowed to do all it can to insure that every participant comes away with 'precious' memories.

In this first installment of Ha-Ha mini-profiles we'll introduce you to the early entries — folks who have obviously been champion' at the bit to cast off their docklines and head south to the sunny latitudes of Mexico. Just like the 9,500 ralliers whose wakes these newcomers will follow in, these sailors come from diverse backgrounds, and sail aboard a dramatically varied range of boats.

(Boats are listed by order of sign-up. Look for installments two and three in October and November.)

## **Moontide — Lagoon 470 Judy Lang & Bill Lilly, La Paz, MEX**

*Occupations:* Judy, "legal beagle;" Bill, real estate developer (both retired)

*Noteworthy:* *Moontide* has done six previous Ha-Has, and her crew are always among the fleet's most spirited participants. Having an all-girl crew (apart from Bill) has become a tradition.

*Quote:* "We can't help ourselves. We're addicted to the Ha-Ha."

*Add'l crew:* Judy Rowland, Kristy Finstad, Crissy Fields

*Cruise plans:* Keep heading south.

## **Adios — Columbia 43 Craig Shaw & Jane Roy, Portland, OR**

*Occupations:* Craig, rigger; Jane, banking (retired)

*Noteworthy:* This boat has been in the Shaw family since 1983.

*Quote:* "I've been in love with the Baja since my first visit in 1980."

*Cruise plans:* A season in Mexico, then bash back to Portland.

## **Calou — Jeanneau 47 The Powell family, Tiburon**

*Occupations:* Bruce, engineer (retired); Pascale, homemaker; son Antoine, 16, is a student

*Noteworthy:* Not only have the Powells done two previous Ha-Has ('06 and '08), but they did the Pacific Puddle Jump to Tahiti in 2010, then sailed home via Hawaii.

*Quote:* "This is the most fun rally anywhere."

*Cruise plans:* Cruise until June.

## **Gypsy Wind — Hunter 40.5 Jim & Liz Lee, Marina del Rey**

*Occupations:* Jim, engineer; Liz, audio mixer (both retired)

*Quote:* "Living the dream!"

*Liz and Jim will be riding the 'Gypsy Wind'.*



BILL VACCARO / MIELA

*Spread:* Brilliant sunrises and sunsets are among the natural gifts that Mexican latitudes offer. *Inset:* The Powells of 'Calou' are Baja Ha-Ha 'repeat offenders'. After their last south-bound trip they sailed on to Tahiti. Pictured is their equator-crossing ceremony.

*Cruise plans:* "Not coming back."

## **Coyote — Jeanneau 42DS Steve & Andrew Meyer, San Diego**

*Occupations:* Steve, manager; Andrew, sales

*Noteworthy:* Steve and Andrew are father and son.

*Quote:* "Been waiting 20 years to be able to do this," says Steve.

*Cruise plans:* Winter in La Paz.

## **Mykonos — Swan 44 Myron & Marina Eisenzimmer San Francisco**

*Occupations:* Myron, finance; Marina, V.P.

*Noteworthy:* Myron and Marina are serious 'repeat offenders', having done five previous Ha-Ha's (in 2000, '02, '06, '09 and '11).

# THE PLATINUM EDITION



JOHN THOMPSON



*Quote:* "Let's go!"  
*Add'l crew:* "Shawn & Richard Wide-  
man

*Cruise plans:* Bash back in May.

**Meet the 'Mykonos' crew.**



**Unleashed — Hardin Voyager 44  
Paul Bailey & Carol Dabdub  
Seattle, WA**

*Occupations:* Both are retired electrical engineers.

*Quote:* "Our plans are written in sand at low tide."

*Add'l crew:* "Bill McKinstry & Patti Wells

*Cruise plans:* Cruise Mexico, then the South Pacific or Caribbean

**Jigger — Pearson Invicta 38 II  
Dennis Hall & Dinah McKean, San Diego**

*Occupations:* Both retired

*Noteworthy:* Although they started sailing in 1960, this is their first boat, which they completely restored since buying her two years ago

*Quote:* "We can't wait!"

*Add'l crew:* Dan Chelsky & Marcia Budarf

*Cruise plans:* Undecided

**Ikani — Gecco 39  
David Barten, San Diego**

*Occupation:* Lighting designer

*Noteworthy:* This dad is taking his kids on a grand adventure.

*Quote:* "After 30 years and a few boats I need to actually Sail further South than San Diego!"

*Add'l crew:* Dave's kids, Sophia, 11,

**Young Sophia and 'Tiger' will crew on 'Ikani'.**



# BAJA HA-HA PROFILES, PT I —

and Tiger, 10, plus Jeff Bachus

*Cruise plans:* Cruise to Banderas Bay; bash home eventually.

## **Thea — Stevens 47**

**Doug & Martha Towle, Vancouver, BC**

*Occupations:* Doug, engineer (retired)  
*Noteworthy:* This boat was built for Major General George Patton (son of the famous WWII general).

*Quote:* "We're looking to get to Mexico and have a lot of fun."

*Cruise plans:* Spend a couple of years cruising Mexico.

## **Vent de la Mer — Beneteau 423**

**Bill & Cindy Roush, Oceanside**

*Occupations:* Bill, engineer; Cindy, VP of sales (both retired)

*Noteworthy:* This boat. . .

*Quote:* "I am ready," says Bill, "and thankful that I can at last go."

*Add'l crew:* Buddy Ellison & Chris Parson

*Cruise plans:* Cruise Mexico for the season, then bash home, regroup and ???

## **Fais Do Do — Fuji 40**

**Rick Greyson, Melbourne, FL**

*Occupation:* pilot (retired)

*Quote:* "Every life chapter or adventure has to start somewhere."

*Add'l crew:* Steve Conrad, Harvey Melfi & Shad Summers

*Cruise plans:* Rick's wife Patricia will meet the boat at Cabo, then the couple will spend a few seasons in the Sea of Cortez.

## **Agave Azul — Catalina 470**

**Robin & Kathryn Weber, Sausalito**

*Occupations:* Robin, sales training manager; Kathryn, business owner (both retired)

*Quote:* "We've sold our house, stored

*The 'Agave Azul' crew has big plans.*



our stuff, moved on board and will begin our cruising life with the Baja Ha Ha."

*Add'l crew:* Linda Ryan & Byron Jacobs

*Cruise plans:* A year and a half in Mexico, then off to the South Pacific.

## **Cake — Beneteau 361**

**Ken & Sheri Bliss, Ventura**

*Occupations:* Ken, college sports (retired); Sheri, Starbucks

*Noteworthy:* The boat is named *Cake* because they owned a bakery when they bought her 11 years ago.

*"We pulled the trigger, sold the house and moved aboard."*

*Quote:* "We have always wanted a pool in the backyard."

*Cruise plans:* Enjoy Mexico.

## **Sooooo Lucky — Hunter 45 CC**

**Jeff & Josie Jellick, Long Beach**

*Occupations:* Jeff, civil engineer; Josie, real estate (both retired)

*Noteworthy:* This boat was a gift to the family for Christmas, 2006.

*Quote:* "Ready to retire."

*Cruise plans:* A season in Mexico.

## **Aldebaran — Olympic 47**

**Rob & Lynne Britton, San Diego**

*Occupations:* Rob, electronics marketing; Lynne, insurance agent (both retired)

*Quote:* "We're going to be gone a long time."

*Cruise plans:* The Ha-Ha will serve as the start of their world cruise.

## **Snapdragon — Beneteau 473**

**Russ & Jonelle Johnson**

**Lopez Island, WA**

*Occupation:* Russ, ocean tug captain (retired); Jonelle, artist

*Quote:* "Seems like a fun way to get to our winter home." (They will leave the boat in Mexico.)

*Cruise plans:* No plans to return home.

## **Angelina — Hallberg Rassy 43**

**Jerry & Carol Kvalheim, Berkeley**

*Occupations:* Jerry, machinery biz owner; owner; second owner; Carol, flight attendant

*Quote:* "We're excited. What better way

to start cruising."

*Cruise plans:* Cruise the Sea of Cortez and Mexican mainland.

## **Jolin — Nonsuch 30**

**Joe Helfand, Alameda**

*Occupation:* veterinarian (retired)

*Noteworthy:* This is one of the few catboats ever to do the Ha-Ha.

*Quote:* "Now is the time!"

*Add'l crew:* Gary Campbell & Diane Keech

*Cruise plans:* Undecided.

## **Trial Run — Passport 40**

**Chuck Johnson & Kathy Pickup**  
**Berkeley**

*Occupations:* Chuck, chemist; Kathy project manager

*Noteworthy:* Chuck's dad taught him to sail when he was a little kid. Then Chuck taught Kathy when she was a teenager.

*Quote:* "Warm water here we come."

*Cruise plans:* Boat will base in La Paz for a while.

## **No Remorse — Catalina 445**

**Jack & Suzanne Lutchansky**  
**Alameda**

*Occupations:* both are retired

*Noteworthy:* This boat. . .

*Quote:* "We have been dreaming of this all of our lives together (33 years married). We pulled the trigger, sold the



*This pair has 'No Remorse' about heading out. house and moved aboard No Remorse in March. Now we're ready not to be cold in winter again."*

*Cruise plans:* To be determined.

## **Don't Panic — Beneteau 423**

**Rob Beaton, Sausalito**

*Occupation:* self employed

*Noteworthy:* Although this is a 10-year-old boat, the cruise to San Diego for the Ha-Ha will be her first trip out the

Gate!

*Quote:* "Looking for a memorable trip down the coast with like-minded souls."

*Add'l crew:* to be announced

*Cruise plans:* A season in Mexico, then eventually through the Canal to the Caribbean.

**Lauren Marie — Spindrift 46**

**Marty Swank, Berkeley**

*Occupations:* quality assurance (retired)

*Noteworthy:* This boat has been in Marty's family for 35 years.

*Quote:* "Cruising will be new to me but a welcome change. What a great start for my next 'chapter'."

*Add'l crew:* Leo Getsfried & Leeann Seifker

*Cruise plans:* He'll sail for up to six years, wherever he chooses to go.

**French Curve — Beneteau First 47.7**  
**Mark & Cheryl Mitchell, San Diego**

*Occupations:* Mark, architect; Cheryl, artist

*Quote:* "We're both excited and terrified with anticipation."

*Add'l crew:* Chuck Skewes

*Cruise plans:* No firm plans.

**Adventure — Island Packet 38**

**Frank Stair, New Orleans**

*Occupation:* works with West Marine products

*Noteworthy:* A former San Diego resident, Frank says he's watched 19 Ha-Has leave without him.

*Quote:* "Tomorrow or the next life — whichever comes first, we never know."

*Add'l crew:* TBA

*Cruise plans:* Cruise the Sea of Cortez.

**Odyssey — CSY 44**

**Whitey Bischoff & John Skorstad**  
**Channel Islands**

*Occupations:* Whitey, fire battalion chief; John, paramedic (both retired)

*Noteworthy:* Sisterships of this boat were some of the first to be used as bareboats in the Caribbean, beginning in 1979.

*Quote:* "We are looking forward to warm water, cold beers, and lots of new friends!"

*Add'l crew:* Whitey's son Kyle, 18,

*Cruise plans:* Sea of Cortez, then. . .

**Rocket Science — Bieker Riptide 55**  
**TJ Durnan, Dutch Harbor, AK**

*Occupation:* delined to state

*Noteworthy:* This super-fast cruiser was designed by Paul Bieker of Seattle.



**A hefty catch aboard 'Rocket Science'.**

*Quote:* "Looking forward to meeting great people and having a good time!"

*Add'l crew:* Bill Noonan

*Cruise plans:* Undecided: "The boat is home!"

**Cygnus — Cabo Rico 38**

**Joe Lavash, Newport, OR**

*Occupation:* welding contractor (retired)

*Quote:* "This is a great way to meet folks who I'll be running into (figuratively speaking) in some great places over the next few years."

*Add'l crew:* Bill Wall

*Cruise plans:* "Continue west until I get back to where I started from."

**Neko — Switch 51**

**Peter Malloy & Mary Perica**  
**San Francisco**

*Occupations:* Peter, lawyer (retired); Mary, video editor.

*Noteworthy:* This boat has already

**The 'Neko' crew is ready for Mexican sun.**



done a South Pacific circuit.

*Quote:* "Enjoy yourself. It's later than you think."

*Add'l crew:* Mark Yerex & Lori Twietmeyer

*Cruise plans:* Cruise to Panama, then hang a left or right.

**Two Shadows — Morgan 462**

**Vanessa Kelly & Ron Chapel**  
**San Francisco**

*Occupations:* Vanessa, professor; Ron, sculptor (both retired)

*Quote:* "We are very excited to be heading to warmer waters, where we can jump into the water and not die from hypothermia."

*Add'l crew:* Peter Vacek

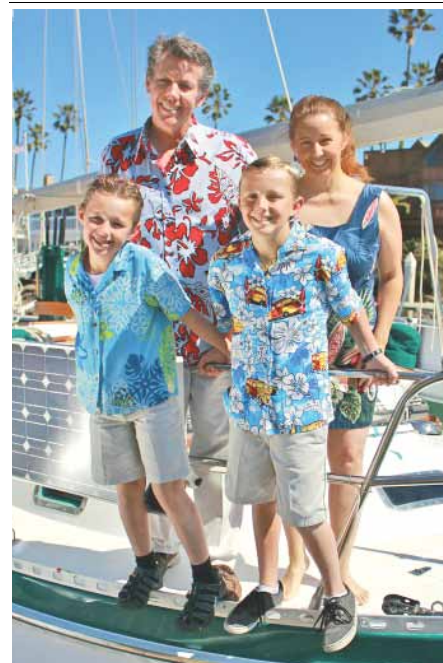
*Cruise plans:* "Not coming home."

**Kandu — Tayana v42cc**

**The Rigney family, Marina del Rey**

*Occupations:* Eric, movie post-production exec; Leslie, opera singer

*Quote:* "Time is my page, memories



**'Kandu's cruise is a family affair.**

are my ink; looking forward to inscribing a wonderful chapter."

*Add'l crew:* sons Bruce, 12, Trent, 10, plus Bill Kohut & Ron Dennis

*Cruise plans:* Westabout circumnavigation.

**Wild Thing III — Jeanneau 57**

**Rhonda Hill-Tolar**  
**Newport Beach**

*Occupation:* business owner

*Noteworthy:* Part of Rhonda's preparation for cruising was doing bareboat

# BAJA HA-HA PROFILES, PT I

charters in Tahiti, the BVI and St. Maarten.

*Quote:* "We're hoping the Ha-Ha will be a wild and fun adventure."

*Add'l crew:* Gordon, Tammy and Konner Boivin, plus Natalie Tolar

*Cruise plans:* Bash back home.

## **Diamond Girl — Beneteau 393**

**Larry & Nelda Read  
Bellingham, WA**

*Occupation:* Larry, biz consultant

*Noteworthy:* They put so much gear and tankage aboard that they had to raise the waterline several inches.

*Quote:* "Been there, done that, and want to do it again!" (They are BHH '10 & '11 vets.)

*Cruise plans:* A year or so in Mexico, then back *again* to the South Pacific.

## **No Ties — Jeanneau 49DS**

**Cary & Robin Spencer, Marina del Rey**

*Occupations:* Cary, attorney; Robin, homemaker (both retired)

*Noteworthy:* Twenty years ago they sold their business, pulled their kids out of school and attempted to go cruising.



*After the 360-mile Leg One to Turtle Bay, the fleet gets two days of R&R, including the annual beach party.*

But rough weather scared the kids, so they sold the boat, bought an RV and visited 42 states. Now that the kids are on their own, the Spencers have 'no ties', so they can finally chase their cruising dreams.

*Quote:* "We'll head south, relax, have fun, learn, and meet friends."

*Add'l crew:* Ken & Linda Landis

*Cruise plans:* Undecided.

## **Opportunity — Beneteau 393**

**Dennis & Jeff Klingelhofer, San Diego**

*Occupations:* Dennis, civil engineer; son Jeff, fund manager



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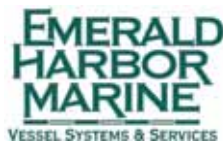
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*Noteworthy:* The boat's name is ironic, as Dennis bought her as a repo, which he considers a silver lining of the worsening economy four years ago.

*Quote:* "Just do it. You never know what the future holds."

*Cruise plans:* Follow the wind.

**Jatimo — Odyssey 30  
Jan & Ramona Miller, San Francisco**

*Occupations:* Jan, engineer; Ramona, admin assistant (both retired)

*Noteworthy:* This boat has done two South Pacific circuits and numerous trips between the Bay and Acapulco.

*Quote:* "We're looking forward to adventurous fun."

*Add'l crew:* Electra Vincent

*Cruise plans:* Undecided.

**Pacific Breeze — Fast Passage 39  
Lon Schofield, Anacortes, WA**

*Occupation:* lineman

*Noteworthy:* One of Lon's previous cruises was from Dutch Harbor, AK to Bellingham, WA.

*Quote:* "We'll see how today goes."



*This pair will ride south on the 'Pacific Breeze'.*

*Add'l crew:* Carlann Copps.

*Cruise plans:* No plans.

**Resolution — Beneteau Oceanis 400  
Tammy Sumner & Mike Wright  
Bellingham, WA**

*Occupations:* delinced to state

*Noteworthy:* They bought this boat for the Ha-Ha after crewing for friends on the 2005 rally.

*Quote:* "We won't forget the soy sauce and wasabi this time."

*Add'l crew:* Greg Young & Tim Dilauro  
*Cruise plans:* Mainland Mexico and Sea of Cortez.

**Green Panther — Columbia 34 Mk II  
Chris Rinke & Alena Pribyl  
Vienna, AUT**

*Occupations:* Chris, microbiologist; Alena, biologist

*Noteworthy:* This is an Austrian-

*'Green Panther' will sail on to the Pacific.*



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# BAJA HA-HA PROFILES, PT I —

flagged vessel due to Chris' nationality.  
*Quote:* "Together, we can do everything."

*Cruise plans:* Cruise Mexico, then do the Pacific Puddle Jump.

## **Atalanta — Farr 53**

### **Ray & Janet Lotto, San Francisco**

*Occupation:* Ray, asset manager

*Noteworthy:* Ray once did a six-month trip from Annapolis to S.F. via Panama.

*Quote:* "The mysterious coast of Baja is always beckoning."

*Add'l crew:* Steve Carroll, Bob Buich, Jordan & Emily Paxhia

*Cruise plans:* Baja bash back to San Francisco.

## **Stella Maris — Hylas 46**

### **Tom Madden, Newport Beach**

*Occupation:* CFO (retired)

*Noteworthy:* Tom started sailing only six years ago.

*Quote:* "Life is the sum of all your choices."

*Add'l crew:* Rick McCredie

*Cruise plans:* On to Puerto Vallarta.



*The 'Celebration' crew want to 'hablar Espanol'.*

## **Celebration — Beneteau 473**

### **Richard & Audrey James, Channel Is.**

*Occupations:* Richard, communications manager; Audrey, mortgage underwriter

*Quote:* "It's easy when you cruise one day at a time."

*Cruise plans:* "We'll stay in Mexico until we are fluent in Spanish — which could take a very long time."

## **R&R Kedger — Hunter 460**

### **Rob & Rose Benson, San Diego**

*Occupations:* Rob, tech exec; Rose,

special ed (both retired)

*Quote:* "We're looking forward to no more Mondays."

*Cruise plans:* Cruise Mexico and eventually on to the Caribbean.



*No more Mondays for the 'R&R Kedger' crew.*

## **Just Dandy — Ericson 32-200** **Bill Horne & Kim Tullis, San Diego**

*Occupations:* Bill, engineer; Kim, education (both retired)

*Quote:* "We're excited and smiling."

*Cruise plans:* Sea of Cortez, then. . .



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# THE PLATINUM EDITION

**Mintaka — Ingrid 38**  
**Mark Bennett & Robyn Rogin**  
**Salt Lake City, UT**

*Occupations:* Mark, full-time boat maintainer; owner; Robyn, physician

*Noteworthy:* This will be 'round two' for the couple. They first cruised Mexico and the South Pacific in 2003.

*Quote:* "We hope to meet other cruisers who are bound for a season in Mexico and beyond."

*Cruise plans:* Winter in Mexico, then on to New Zealand.

**Hotel California — Catalina 375**  
**Michael & Linda Stafford**  
**San Francisco**

*Occupations:* Michael, veterinarian; Linda, property manager (both retired)

*Noteworthy:* Although this is the couple's first boat (bought five years ago), they've prepared for cruising by chartering in the BVI, Belize and the Sea of Cortez.

*Quote:* "If not now, when?"

*Add'l crew:* Rob & Martha Domont

*Cruise plans:* No plans.



'Ariel' has been twice around already.

**Ariel IV — Borghegn 49**  
**Eric & Birgitta Boye-Freudenthal**  
**Raa, SWE**

*Occupations:* Eric, physician (retired); Birgitta, project manager

*Noteworthy:* They've sailed around the world "a couple of times," but have never been part of a rally. They learned about the Ha-Ha from Swedish author, circumnavigator and adventure charter skipper Lars Hassler of *Jennifer*.

*Quote:* "We hope to get to know a lot of nice people that we might meet again in Mexico and the following years in the

Pacific."

*Add'l crew:* Lars & Charlotte Elisson, plus Maria Lengquist

*Cruise plans:* A couple of years in the Pacific, then slowly back home to Sweden.

**SeaSwift — Southern Cross 35**  
**Barry Barholomew, Center Is., WA**

*Occupation:* manufacturer's rep  
*Noteworthy:* Barry once solo circumnavigated Vancouver Island.

*Quote:* "Every day's a Saturday."

*Add'l crew:* John Funk, Tom 'Big River' Prenzlow

*Cruise plans:* On to Panama, then to new homeport in Florida.

**Pez Vela — Ericson 29**  
**Dan Krammer, Sausalito**

*Occupation:* ER nurse/supervisor  
*Noteworthy:* Dan has been eager to go cruising for more than 25 years.

*Quote:* "When the ice melts, our beer will be warm. But we will drink it and always be full."

*Add'l crew:* Kevin Otterstetter, Heidi Seven

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# BAJA HA-HA PROFILES, PT I

*Cruise plans:* A stint of cruising, then commuter cruise out of Loreto.

## **Phantom Mist — Beneteau 40.7 Roger Incedon, Wilmington, AUS**

*Occupation:* security tech

*Noteworthy:* Roger bought this boat in S.F. and is slowly heading back Down Under.

*Quote:* "Looking forward to experiencing Mexico and making new acquaintances."

*Add'l crew:* Pat Giudice & Peter Dee

*Cruise plans:* Base boat in La Paz until spring, then do the Pacific Puddle Jump, and on to Melbourne.

## **Caramba — 43-ft P-Squared sloop Terry Reish & Jo Britton-Reish Dana Point**

*Occupations:* Terry, farmer; Jo, Spanish teacher (both retired)

*Noteworthy:* We're told all crew speak Spanish, including Salchicho the dog.

*Quote:* "I have been waiting for this all my life." (Terry)

*Add'l crew:* Kathy Sanchez

*Cruise plans:* Winter



*Ultimately, 'Phantom Mist' is bound for 'Oz'.*

## **B'Shert — Tayana 42**

**Michael & Ann Witenstein, Long Beach**

*Occupations:* Michael, fine artist; Ann, consultant (both retired)

*Quote:* "We've been sailors for 45 years. Now we want to take a stab at being cruisers."

*Cruise plans:* Sea of Cortez for a season, then bash home.

## **Seaquel — Nordic 40**

**John Berg, Ventura**

*Occupation:* retired

*Noteworthy:* John is blind, yet he's been sailing since 1975.

*Quote:* "The Baja Ha-Ha is the beginning of a new adventure in my life."

*Add'l crew:* John Harold

*Cruise plans:* Continue cruising.

## **Minnie Maru — Hunter 34**

**Bill Hinkle and family, Oxnard**

*Occupation:* Bill, attorney (retired)

*Noteworthy:* This boat has three generations sailing together. Bill's owned the boat for 30 years.

*Quote:* "In 20 years we won't look back and regret *not* doing the 2013 Ha-Ha."

*Add'l crew:* son Paul & grandson Ryan, 18

*Cruise plans:* Continue cruising Mexico.

We'll continue these fleet profiles next month. In the meantime, see [www.baja-haha](http://www.baja-haha) for complete event details.

— **latitude/andy**

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## BAJA HA-HA MELTING POT

One look at the Ha-Ha XX entry roster at [www.baja-haha.com](http://www.baja-haha.com) shows you that boat types in this year's fleet were as varied as ever, and you can bet that the crews who sail them are as colorful as in years past.

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

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 occasional updates about this year's event on 'Lectronic Latitude'. Check it out at: [www.latitude38.com](http://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 and Ha-Ha Party, September 4. There, 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](http://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 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.pacificpuddlejump.com](http://www.pacificpuddlejump.com).



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## IMPORTANT DATES

- Sep. 4 — Mexico-Only Crew List Party at Encinal YC, 6-9 pm. Preceded by Mexico Cruising Seminar, 4:30 - 6 pm
- Sep. 15 — Entry deadline (midnight).
- Oct. 19 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.
- Oct. 26 — Pacific Puddle Jump seminar, West Marine, San Diego, 5 pm.
- Oct. 27, 11 am — Skipper's meeting, West Marine, San Diego. Skippers only please.
- Oct. 27, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.
- Oct. 28, 10 am — S.D. Harbor Ha-Ha Parade.
- Oct. 28, 11 am — Start of Leg 1
- Nov. 2, 8 am — Start of Leg 2
- Nov. 6, 7 am — Start of Leg 3
- Nov. 8 — Cabo Beach Party
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# MAX EBB

You're not really supposed to wander off on your own when you take the Alcatraz tour. But it's not hard to do, and you can even catch a later ferry back to The City and no one seems to get too upset.

Why waste a good sailing day at Alcatraz in the middle of the racing season? To watch an America's Cup race, of course. Maybe not as good as a giant TV screen in a yacht club bar full of drunk sailors - but the idea of seeing it live and in person, at least for one race, was just too compelling to pass up.

I made my way to the south side of the island to what I thought would be the best viewing spot — there was already a small crowd of spectators there with the same idea — and for once I recognized Lee Helm, even from astern, before she spotted me.

"I see I'm not the only sports fan going for the expensive seats," I said as I walked up to the edge of an old concrete terrace where she was camped out.

"Max! Welcome to the rock. These are, like, totally the best seats in the house."

Lee was dug in for the duration, with a portable chair, a cooler and a sun shade. She had her VHF on channel 20 for the tack-by-tack narration, binoculars, a camera with a very long lens, a tablet computer for the video feed, and a tripod supporting a Pringles potato chip can aimed at San Francisco.

Lee could see that I was baffled by the Pringles.

"It's a yagi antenna, Max. Extends the range of wi-fi signals for miles, so I can get the real-time feed on the net. Here, have some chips."

"Lee," I said as I thoughtlessly put a Pringle in my mouth, "don't they black out the internet stream when there's local TV coverage?"

"Psh! It's an easy hack to go through a foreign server to get around that. And like, no gaps for commercials when you watch on the net."

"Good work," I complimented her as I put down my small ditty bag and unfolded my own little camping chair. "Did you watch any of the challenger series live?"

"For sure!" she responded. "I took one of the University Sailing Club's keelboats out a couple of times and it was way cool. The smart call is to get there an hour or two before the race starts, when all the boats are sailing around outside the restricted course area. We got buzzed a couple of times by a 72 at full smoke, and that was without even trying to get in their way. Totes awesome."

"Today we should get a good view from



**A thin marine layer enters the Gate at supercritical speed. The hydraulic jump to a thicker and slower-moving layer occurs when it approaches Angel Island.**

GILLES MARTIN-RAGET / ACEA

up here," I said. "We're in the second half of a strong flood, so they'll be jibing out to our side of the course on the downwind legs."

"Unless they go for the wind bend around the Cityfront," noted Lee. "But the leeward gate is kind of far off for that to work."

"As long as they don't cancel for high wind," I said.

"Or fog," added Lee. "Look what's coming in the Gate."

I looked over to the west, and there was a thick stream of fog as opaque as cotton candy spilling in between the towers of the Golden Gate Bridge.

"It burns off before it reaches the course area," I said hopefully.

"I think the marine layer flow is still subcritical," Lee surmised, "so the layer of fog will start to thicken and slow before it gets to the major obstructions, like islands and shorelines. But if the wind speed comes up much more, and we transition to supercritical flow, then the layer of fog stays fast and thin till it rolls up in a hydraulic jump."

"Which means?" I asked without having a clue what she was talking about.

"Which means the fog probably persists till downwind of the hydraulic jump. It also means that inside the hydraulic jump the wind becomes very turbulent and shifty. Downwind of the hydraulic jump, it's much less windy and stable again."

"I think I saw stationary waves back when I was river rafting that the guide called hydraulic jumps. Can you also have one in air?"

"Sure," said Lee. "That layer of cold foggy air we see coming in under the Bridge is a lot denser than the warmer air above it. It's called a temperature inversion because normally the air is colder as you go up. But this is, like, backward or inverted, because the cold layer of air is underneath the warmer air. It's the kind of temperature profile that's very stable. If the cold dense air gets pushed up — like when it blows up over the Marin Headlands — it finds less-

# — SUPERCRITICAL OVERLOAD



or the rate at which the air cools as it rises with no heat going in or out. So to be, like, really accurate about this, the only requirement for an air mass to be stable is that the actual environmental temperature gradient of the air mass be not as steep as the adiabatic lapse rate. Then, when the air goes up, it cools at the steeper adiabatic rate, finds that it's colder and denser than the air around it, and it sinks back down. And you have stable air. You don't really need a full-on temperature inversion, although that makes the air much more stable and makes the flow of the marine layer over and around things way more interesting."

"Okay, but when the air is cold . . .?"

"What happens when the environmental temperature profile is steeper than the adiabatic lapse rate?" Lee asked the question for me, and continued with

the answer even though I wasn't sure I understood the question.

"Unstable air, Max. Air is, like, normally warmer at the surface and cooler as you go up. But if the gradient in the air mass is steeper, warm air will still cool at the adiabatic rate as it rises, but will find it's lighter than the air around it. So instead of sinking back down, it keeps floating up, and gets even more unstable, and if there's a lot of moisture in the air, the heat released as the water condenses keeps the air even warmer, and it rises even faster. It starts as a thermal, becomes a cumulus cloud when the air becomes saturated and the water vapor in it has to condense into drops of liquid, and might eventually become a

thunderstorm or a squall when it cools down and becomes unstable the other way, and it all collapses. But before that, if we're talking solar heating of the surface in the valley, the unstable rising air totally leaves a low-pressure area that sucks in this marine layer from the ocean, and we get our cold sea breeze."

"Intuitively," I said, "you'd think that solar heating would cause air to expand and create a high-pressure area where it's hot, not a low-pressure area."

"Yup, and that's why most explanations of the sea breeze miss the point. It's the instability of the air that makes the

sea breeze work, not just the heating."

That was a lot to take in all at once, but Lee sacrificed some pages from the America's Cup Program Guide, found a thick black marking pen and drew some diagrams of vertical temperature profiles along with the adiabatic lapse rates for dry air and for water-saturated air.

"Fun fact: Temperature inversions also change the sound propagation properties of air," she added. "You know how sometimes you can hear the freeway at the marina, and sometimes you can't? That's because the speed of sound in air is mainly a function of temperature, not pressure. Sound goes faster in warm air and slower in cold air. Usually the air is warmer on the surface and colder above, so the sound goes faster on the surface and slower above, so the sound waves curve up and away from the harbor, so we can't hear the freeway. When the air is warm but there's a thin cold layer near the surface, cooled by the water, sound goes faster up above and slower on the surface, so it refracts back down and travels farther without dissipating. That's why the sound of the freeway is so loud on those warm days when there's a thin cold layer of air on the water. What's really cool is a very hot day when there's so much traffic that the freeway, like, stops dead in both directions, and then it gets nice and quiet again at the sailing club."

"Spoken like someone who isn't commuting to The City these days," I said.

"Now for the good part," she said with a diabolical geeky gleam in her eyes. "Supercritical versus subcritical flow of the marine layer, atmospheric hydraulic jumps, and how this affects sailors."

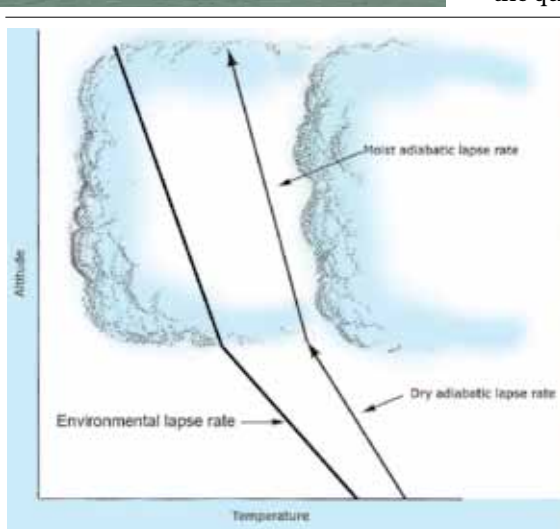
"Can't we just watch the boat race?" I pleaded.

"No, this is really interesting," she insisted. "And it might be on the final."

Lee tore a fresh page out of her program guide and went to work again with the marker.

"In deep water," she began, "the speed of a surface wave is only determined by its

wavelength. Specifically,  $V$  equals the square root of  $L$  times  $G$  over two  $\pi$ , where  $L$  is crest-to-crest wavelength,  $V$  is wave speed and  $G$  is gravitational acceleration. That's where the hull speed formula comes from,  $V$  in knots is 1.34

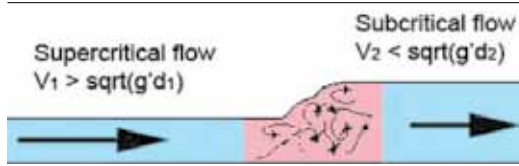


**Vertical environmental temperature profile of unstable air, compared to the adiabatic lapse rate for dry and moist air.**

dense air all around it so it really wants to sink back down again, sometimes sliding down the lee side of the Marin hills. You can see this around Yellow Bluff on almost any summer day. The marine layer flows like a thin layer of water and goes downhill really fast. That's why the downslope wind is so strong."

"Okay, got that," I said. "Except for one thing. When air rises, doesn't it cool down because the pressure is reduced? You know, they did have thermodynamics back when I was in college, and I remember  $PV$  equals  $NRT$ , or something like that."

"Good memory, Max. When pressure goes down, temperature goes down too. This is called the adiabatic lapse rate,



**Anatomy of a hydraulic jump.**

# MAX EBB

times wavelength in feet. And it also follows from that formula that crest-to-crest wavelength in feet is 5.121 times wave period squared in seconds squared, which is a handy thing to remember in the ocean, but that's for another thrash. As the water gets shallower, the waves slow down, and when the water is very shallow compared to wave height, the formula becomes simply  $V$  equals square root of  $G D$ , where  $D$  is water depth."

"Right, I think I've seen those formulas before."

"It gets interesting when the water is moving faster than the speed of a wave in that water depth, like when a fast-moving shallow stream reaches an obstruction that causes a wave. The wave is forced to move through the water faster than square root of  $G D$ , so it makes a kind of shock wave. And since what goes in has to equal what comes out, the flow transitions abruptly from a thin fast-moving layer to a much thicker and much slower-moving layer, with a lot of kinetic energy lost to turbulence in the process. There are lots of other examples of hydraulic jumps in nature —



MAX EBB

***A wedge of this flow is not a bad model for the stable marine layer of cold dense air flowing into the Bay through the Golden Gate.***

like tidal bores or tsunami wave fronts, where the shallow water is stationary and the shock wave moves. But this is, like, conceptually simpler when the

fluid is moving and the hydraulic jump is stationary."

"I can see where this is going, Lee. You're going to show me that hydraulic jumps happen in layers of fog, too?"

"You got it. And the math isn't even that hard. The main thing is to reduce the effective gravitational acceleration force based on the density difference between cold air and warm air. That is, subtract out the buoyancy of the air to make the formula work. From your old  $P V$  equals  $N R T$ , you know that the density of air is approximately proportional to the absolute temperature. Max, what is absolute zero, again?"

"Oh, come on, Lee! I don't remember that."

"460 below!" she said. "So if the fog is at 52 degrees, same as the temperature of the ocean water, and the layer above the fog is, let's say, 70 degrees, then the ratio of the two densities is . . ." she brought up a virtual calculator on her phone and pressed a couple of buttons. "0.966 density ratio. So the weight of the cold air in the warm air is only 0.034

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# — SUPERCRITICAL OVERLOAD

times what it would weigh in a vacuum, so we use G times 0.034. Now let's calculate critical speed for a marine layer 200 meters or 650 feet thick — which, based on what we see spilling in around the Bridge towers, is about what we have."

Lee hit some more buttons on her phone.

"Square root of 0.034 times 32.2 times 650 . . . 26.7 feet per second or . . . only 15.8 knots!"

"Tell me again why this is important."

"Remember, in supercritical flow, the marine layer is moving faster than a wave can propagate in it. So things that disturb the flow downwind will not have any effect upwind. The air is stable, fast-moving, and probably not very shifty. If something trips the flow into a hydraulic jump, there will be a lot of turbulence in the area of the jump and lots of shifts to work. Then downwind of the jump, the marine layer is thicker and slower moving and less shifty, although some of the turbulence from the jump zone might propagate downwind into the post-jump area."

"What are we seeing now on the Bay?" I asked.

"Last I heard on the radio, the Race Committee was still measuring winds of 12 to 13. So if our assumptions about marine layer thickness and the amount of temperature inversion are correct, the flow in the Gate is still subcritical, and the effect of downwind obstructions is being felt upwind, causing the flow to slow down and pile up in the Central Bay. Once the flow goes critical, then it will ramp up fairly quickly over the course area. The wind might bring the fog all the way in with it, except that there's also a fanning-out effect that might make the layer slower, but it can also get thinner and stay in the supercritical regime. Here's a picture of what I mean."

Switching to her tablet computer, she brought up a web page with a photo of water from a faucet hitting the bottom of a steel sink.

"See? The flow is supercritical radiat-

ing out from the center in an expansion fan, then it goes turbulent in the hydraulic jump surrounding the center. One pie-shaped segment of this flow demo is not a bad representation of the wind in the Central Bay when the sea breeze is cranking. Try this at home."

Channel 20 on the VHF suddenly came alive with an intro to the coverage of the America's Cup race, and Lee quickly steered her tablet back to the internet video stream. The wind was coming up and the fog was getting closer, but the announcers seemed to think the race would come off on schedule. I ate a couple more Pringles.

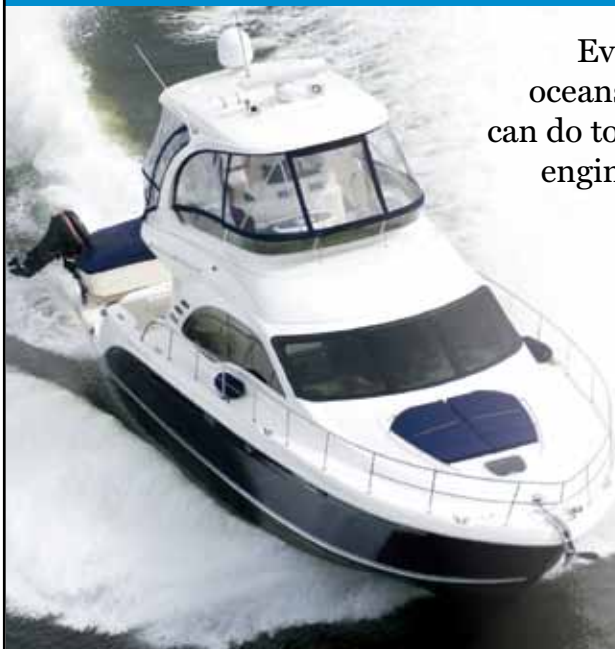
"I don't know why they can't race in thick fog," remarked Lee. "They have those automatic boundary detectors, and anyone with a GPS can find the marks. They'd only have to worry about hitting each other, but an AIS display would take care of that."

"From here, we could watch the wings sticking up through the fog like shark fins," I suggested. "But it's a no-go for the TV producers."

"And what's the point," added Lee

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# MAX EBB

cynically, "if the boats crash head-to-head at 40 knots and it's all hidden from the cameras by fog?"

The race did start on schedule, one boat got ahead of the other, Lee opened her cooler, and I brought some snacks out of my day pack. It was a very pleasant afternoon, and we had some superb views of the boats in action, but as a sporting event it was a little disappointing.

"A true spectator sport," said Lee, "is one where the fans can jump out of their chairs and scream at a player for making the wrong call."

"Like yelling, 'Ya shoulda walked him, you bum,' at the ball park?" I suggested.

"That's it," said Lee. "Maybe next cycle the racing will be closer. The real question is, who is already in the Kiwis' pocket as the next challenger of record?"

And, like, what sort of agreements are already in place? I think it's probably Australia or France, and they'll add a nationality requirement for the crew —

that way."

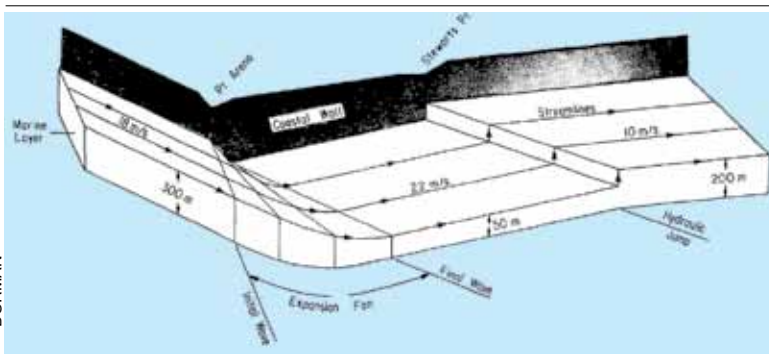
"Nah, there's no turning back. But they've totally got to scrap the limitations on foils and foil controls. We'll have faster, safer and more evenly matched boats if the designers are free to do whatever they want with the rudders, daggerboards and foils."

The lead never changed after the first mark rounding, and despite the announcers' best efforts to make it sound exciting, it was really just like watching the boats practice. The second race was much the same, and we saw more action on Lee's tablet than we did on the Bay spread out

in full view before us.

Alcatraz sure is an interesting place, though.

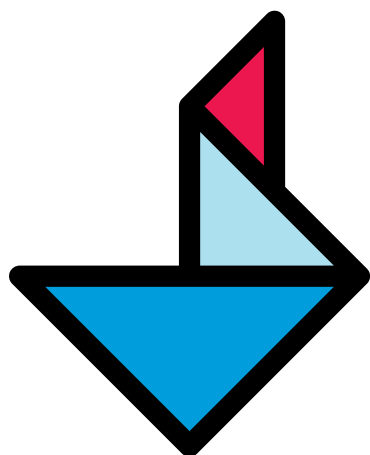
— max ebb



As shown in 'The Marine Layer off Northern California: An Example of Supercritical Channel Flow' at Pt. Arena, the marine layer flow becomes supercritical in an expansion fan, then the hydraulic jump occurs off Stewart Point.

that would be by far the most popular change they could make."

"Will they go back to monohulls?" I asked. "Potentially much closer racing



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# THE RACING

We're switching things up a little in The Racing Sheet this month. Instead of just a few longer race reports, we're shortening most to the bare minimum so we can fit in more results. Let us know what you think at [racing@latitude38.com](mailto:racing@latitude38.com), but first keep reading for news on the **Lawler Cup**, the **Zongo Cup**, **C-GOD**, **Phyllis Kleinman Swiftsure**, **International 110 Nationals**, **Lido 14 Nationals**, **Summer Keel** and the **Half Moon Bay Race**. And would you look at that?! **Box Scores** are back!

## SEA Lawler Cup Regatta

Sailing Education Adventures' annual Lawler Cup Regatta, from Loch Lomond Marina to China Camp to join the park's Heritage Day celebration, came off without a hitch on August 17, with adults and kids competing against each other for the coveted trophy. Six Picos and four Capri 16.5s enjoyed a mellow sail that ended in a three-way tie for the Pico Division. Ryder Easterlin (15), Nic Duro (16) and Cameron Gibson (16) shared the victory and the vintage pewter cup embellished by Frank Lawler himself. Sisters Makena (10) and Alyssa (9) Barkus earned top honors in the Capri fleet.

To find out more about SEA's youth programs, go to [www.sfsailing.org](http://www.sfsailing.org).

— *barbara mcveigh*

### S.E.A. LAWLER CUP REGATTA (8/17)

PICO — 1) Cameron Gibson (tie); Nic Duro; Ryder Easterlin; 2) Alan Leggett; 3) Wayne McIntosh; 4) Frank Lawler. (6 boats)

CATALINA 16.5 — 1) Makena/Alyssa/Erik Barkus; 2) David/Alex Coe; 3) Devin Salmonsen/Julius Wenckstern; 4) Barbara McVeigh/Chris Zachrisson. (4 boats)

## Zongo Yachting Cup

The Zongo Yachting Cup, which runs from Morro Bay to Avila Beach, was



*Cameron Gibson, Nic Duro and Ryder Easterlin will share the coveted Lawler Cup until next year's Heritage Day at China Camp.*

created five years ago by Paul Irving of the Afro-Caribbean dance band Zongo All-Stars. Hosted by Morro Bay YC and San Luis YC, this year's event on August 16 sent 33 boats 20 miles down the coast to end with a kickin' party on the Promenade (live music provided by the

organizers, of course).

See more about the band and the race at [www.zongoallstars.com](http://www.zongoallstars.com).

### ZONGO YACHTING CUP (8/16)

PHRF — 1) **Whizbang**, C&C 33, John Michener; 2) **Beauty**, J/130, Lee Piatek; 3) **Geronimo**, Wilderness 40, Tony Gomez. (19 boats)

CRUISING — 1) **(no name)**, Hobie 20, Tom Sinnickson; 2) Everyone else. (14 boats)

## Columbia Gorge One Design Regatta

NorCal Flying Dutchman sailors 'brung it' to the Columbia Gorge One Design Regatta (aka C-GOD) August 2-4. Buzz Ballenger, with crew Kurt Hemmingsen, took the top spot on *No Boat for Old Men*, while fellow Santa Cruz Zhenya Kirueshkin-Stepanoff and crew Ondrei Lehecka took the silver. Inverness' Mike Meszaros and Gerhard Panushka rounded out the podium for a NorCal sweep of the division.

"Columbia Locks in the Gorge is probably best called the 'Lake Garda of the United States', with daily winds — sometimes near-nuclear wind — starting at about noon each day, and increasing until approximately 7 p.m.," says competitor Peter Carr. "We're already looking forward to coming back to this amazing race venue next year!"

### COLUMBIA GORGE ONE DESIGN REGATTA (8/2-4)

FLYING DUTCHMAN (10r,2t) — 1) **No Boat for Old Men**, Buzz Ballenger, 10 points; 2) **Anger Management**, Zhenya Kirueshkin-Stepanoff, 16; 3) **Saudade**, Mike Meszaros, 16. (7 boats)

LASER (7r,1t) — 1) John Purdy, 8 points; 2) Greg Jackson, 12; 3) Brian Hickman, 16. (5 boats)

LASER RADIAL (7r,1t) — 1) John Sturman, 7 points; 2) Edward del Val, 11; 3) Blake Bentzen, 16. (5 boats)

LASER 4.7(7r,1t) — 1) Finn Hawkins, 6 points. (1 boat)

HOOT (7r,1t) — 1) Chris Maas, 6 points; 2) Jake White, 13; 3) Michael France, 17. (5 boats)

TASAR (9r,1t) — 1) Anthony Boscolo, 29 points; 2) Jay Renahan, 32; 3) Michael Karas, 33. (26 boats)

FIREBALL (12r,2t) — 1) **Tangeroo**, Jamie Cox, 13 points; 2) **Go Deja**, Frank Crawford, 24; 3)



Tomales Bay was lit up with funky and colorful International 110s last month.

**Queso Suiza**, Mianne Erne, 28. (10 boats)

MELGES 24 (9r,1t) — 1) **(no name)**, Matt MacGregor, 14 points; 2) **Mikey**, Kevin Welch, 18; 3) **Honey Badger**, Gordon Shannon, 29. (7 boats)

Complete results at [www.cgra.org](http://www.cgra.org)

## StFYC Phyllis Kleinman Swiftsure Regatta

The Phyllis Kleinman Swiftsure Regatta took the place of the Stone Cup on St. Francis YC's racing calendar last year for J/105s and boats in IRC. For its second year, 23 boats turned out for the event held August 3-4.

### PHYLLIS KLEINMAN SWIFTSURE REGATTA (8/3-4: 4r,0t: prelim)

IRC — 1) **Tupelo Honey**, Elan 40, Gerard Sheridan, 6 points; 2) **Hawkeye**, IMX38, Frank Morrow, 11; 3) **Encore**, Sydney 36, Wayne Koide, 14. (8 boats)

J/105 — 1) **Mojo**, Jeff Littfin/John Case, 8 points; 2) **Jam Session**, Adam Spiegel, 12; 3) **Risk**, Jason Woodley/Schott Whitney, 13. (15 boats)

Complete results at [www.stfyc.com](http://www.stfyc.com)

## International 110 Nationals

Rhode Island sailors Ross Weene and



JIM LAWS

Eli Slater packed up their sails, jumped on a plane, borrowed a local boat, and won the International 110 Nationals held at the Inverness YC August 5-9. John Huff, who trailered his 110 out from Chicago, placed second, and local Inverness talent Anne Lewis placed third.

The seven-race series was well attended, with 19 boats on the starting line throughout the week. Five were sailed by visitors from the East and Midwest; two of those in borrowed boats, and three trailered in.

Gray skies and sub-12-knot southwesterlies prevailed for all four days of sailing — uncommonly light for Tomales Bay.

"We did our best to keep focus through the tough conditions — very shifty, inconsistent wind," Weene said after the regatta. "It breaks down sometimes to being very simple: go fast, keep the bow pointed at the mark, don't foul other boats, don't hit marks, and have fun."

Weene's borrowed *Ragtime* won the first two races, and never finished out of

the top three. But Huff and crew Richard Martin chipped away at Weene's lead and, thanks to the one-throw-out format, found themselves in a tie for first place going into the final race on Friday.

"We knew we needed to either beat him or force him into fourth place or worse," Weene said. "We had a great start, extended, and covered. We didn't have to engage him too closely, but we were prepared to throw the kitchen sink at him to maintain our lead."

Ann Lewis and crew Sandy Curth sailed with the leaders consistently, at one point gliding quietly around almost the entire fleet for a come-from-way-behind second place. They were the only local team to place in the top five.

Interestingly, the fleet split down the middle on the use of conventional versus asymmetrical spinnakers. And the results show no favored design in these conditions, as the top 10 finishers included five of each.

It was the first national event hosted by Inverness YC since the early 60s, and it's difficult to imagine how it could have gone any better. PRO Mark Mayer from

the St. Francis YC kept the event going like clockwork. There were no protests. Multiple barbecues, a down-home style, and the stunning rural venue made for a great atmosphere.

Next year the 110 Nationals will go back to the boat's birthplace, Marblehead, MA. The regatta then moves to Macatawa Bay, MI in 2015, before returning to Inverness in 2016.

— *hobey landreth*

#### *INTERNATIONAL 110 NATIONALS (8/5-9; 7r,1t)*

1) **Ragtime**, Ross Weene/Eli Slater, 10 points; 2) **Glider**, John Huff/Richard Martin, 12; 3) **Silver Surfer**, Ann Lewis/Sandy Curth, 20; 4) **Grumpy**, Julaine/Fred Eddy, 24; 5) **Miracles Happen**, Tom Craig/Savilia Blunk, 35; 6) **Fun**, Robert Caldwell/Jim Nobel, 39; 7) **Ad Lib**, Chris Waddel/Shawn Kelly, 41; 8) **Blue Moon**, Dan Nolan/John Nellis, 46; 9) **Big Pink**, Milly Biller/William Peterson, 52; 10) **Solar Flare**, Malcolm Fife/Steve Myers, 54. (19 boats)  
Complete results at [www.invernessyachtclub.org](http://www.invernessyachtclub.org)

#### **Lido 14 Nationals**

The Lido 14 National Class Championships were held on Santa Monica Bay August 21, hosted by Del Rey, Santa Monica Windjammers and South Coast Corinthian YCs. Richmond YC's Stephen and Olivia Klotz nabbed second in the Gold Fleet aboard *ManCave*, with Stockton Sailing Club's Butch Michel and Naz Solanki placing 10th. Fremont Sailing Club's Roger and Anne Hinton were the sole Bay Area racers in the Silver Fleet.

#### *LIDO 14 NATIONALS (8/21; 5r,0t)*

GOLD FLEET — 1) **Big Red 1**, Christophe Killian/Greg Dair, 14 points; 2) **ManCave**, Stephen/Olivia Klotz, 16; 3) **(no name)**, Stuart Robertson/Sammy Elsharhaw, 17. (12 boats)

SILVER FLEET — 1) **Nui Pilikia**, Terry Johnson/

For more racing news, subscribe to 'Electronic Latitude online at [www.latitude38.com](http://www.latitude38.com).

August's racing stories included:

- Louis Vuitton Cup • Fastnet Race
- YRA races • IC NAs • Hinman Trophy
- International 110 Class Championship
- El Toro NAs • Islander Freeport 36 NAs
- Chubb U.S. Jr. Sailing Championships
  - U.S. Youth Championship
  - BYC Tri-Island Pursuit Series
- A-Class Cats NAs • Tasar Worlds
- O'pen Bic High-Wind Slalom
- Summer Keel • SSS Half Moon Bay
- Wylie Wabbit Nationals • C-GOD
  - CPYC and BYC Beer Cans
- Red Bull Youth AC, Delta Dinghy Ditch, Melges 20 Nationals, F18 Cats and Labor Day Weekend Previews and much more!

# THE RACING



**Summer Keel lovin' —** It was a free-for-all on the Circle when five SFYC events raced on one weekend. Top row (l-r): Express 37 division winner 'Expeditious' demonstrates the meaning behind the name; "Ready on the bow!"; Melgi as far as the eye can see. Bottom row (l-r): 'Chance' gets ready to pop the chute behind 'Mr. Magoo' in the J/120 fleet; "Who wants to go for a hike?"; the J/105 fleet was the largest by far with 20 entries vying for the top spot; more Melges fun than anyone should be allowed to have.

Scott Munch, 14 points; 2) **Ragtime**, Stephen Vincent/Gigi Barbares, 14; 3) **(no name)**, Adam/Nora Elsharhawy, 24. (11 boats)  
Complete results at [www.dryc.org](http://www.dryc.org)

## SFYC Summer Keel

The weekend of August 16-18 was a busy one for San Francisco YC as they hosted the Melges 20 PCCs starting Friday, followed on Saturday by the Megles 24 PCCs, Open 5.70 PCCs, Summer Keel and Easom Founders Regatta. In all, 64 boats were racing on the Berkeley Circle for the events. Happily, there was no carnage.

— jeff zarwell

### MELGES 20, 24 & OPEN 5.70 PCCs/EASOM FOUNDERS/SUMMER KEEL (8/16-18; 5r,0t)

MELGES 20 — 1) **Samba Pa Ti**, John Kilroy, 5 points; 2) **Problem Child**, Elliott James, 14; 3) **Kuai**, Daniel Thielman, 16. (16 boats)  
MELGES 24 — 1) **Hedgehog**, Alec Cutler, 10 points; 2) **Monsoon**, Brucey Ayres, 13; 3) **Rock N Roll**, Argyle Campbell, 17. (16 boats)  
OPEN 5.70 — 1) **Revenge from Mars**, Dave Peckam, 7 points; 2) **Frolic**, Marc Finot, 11; 3) **Petit**

**Bateau**, Sandra Nino-Siddens, 17. (6 boats)  
ETCHELLS — 1) **AARP**, Myron Erickson, 13 points; 2) **JR**, Stephen Fentress, 17; 3) **Hyper**, Thomas Oller, 18. (4 boats)  
J/105 — 1) **Arbitrage**, Bruce Stone, 10 points; 2) **Blackhawk**, Scooter Simmons, 17; 3) **Mojo**, Jeff Littfin, 21. (20 boats)  
J/120 — 1) **Chance**, Barry Lewis, 8 points; 2) **Grace Dances**, Richard Swanson, 15; 3) **Desdemona**, John Wimer, 17. (7 boats)  
EXPRESS 37 — 1) **Expeditious**, Bartz Schneider, 8 points; 2) **Golden Moon**, Kame Richards, 9; 3) **Stewball**, Bob Harford, 14. (5 boats)  
Complete results at [www.sfyyc.org](http://www.sfyyc.org)

## SSS Half Moon Bay Race

I stood in the stern of the Race Committee boat, Jim Quanci's Cal 40 *Green Buffalo*, with horn and clipboard in hand, ready (I hoped) for the first start of the Singlehanded Sailing Society's Half Moon Bay Race on August 17. Then I saw it — the 63-ft x 48-ft Irens/Cabaret *Paradox* approaching very fast.

As its starboard ama flew over our stern, owner Jeff Mearing's Aussie-accented voice shouted, "Checking in, mate!" I picked myself up and hollered

back, "You have to use the radio!" Sure enough, the radio crackled and *Paradox* was checked in. I thought, "What have we gotten ourselves into?"

Earlier in the week we'd received an inquiry from the MOD 70 *Orion*. "Can we sail in your race? We'll have 10 crew." Our ever-tactful race officer, Jackie Philpott, wrote back "You are welcome to race but you must leave eight crew behind." The very amped Sig 45 *Vamanos!* also joined the fleet.

The normally close-knit and sedate HMB fleet was not only challenged by the presence of these three large multihulls but also by some changes in tradition. Last year, the AC World Series forced the usual GGYC start to be moved to Pt. Cavallo. This year, the Louis Vuitton Finals required a committee boat start at Little Harding.

Fifty-five boats took to the starting line — 20 singlehanded and 35 doublehanded — a nice rebound from last year's



ALL PHOTOS LESLIE RICHTER / WWW.ROCKSKIPPER.COM

fleet but still below the historical average. A few days earlier, we thought, "If we're going to be out there anyway, why don't we sail on down with the fleet?" So a box of bagels and a mess of sandwiches came aboard Saturday morning and off we went.

After ample breeze along the fog line going out the Gate, things moderated significantly in the ocean and the sun came out, making it a stellar sail down the coast. There were the usual light patches, and skippers' opinions were split about whether there was more breeze along the shore or farther out.

Steve Wonner, a frequent overall winner of this race and a woodworker, made beautiful new overall trophies. He got one back, winning the Singlehanded Monohull division overall with his WylieCat 30 *Uno*. Wonner announced he is moving to San Diego so this HMB win might be his last for awhile.

Also sailing perhaps his last Half Moon Bay race was Rob Macfarlane on the N/M 45 *Tiger Beetle*. Rob is retiring at the end of the year and going cruising, first down to Mexico and then via the

Clipper Route back up to Puget Sound. "After that, who knows."

Winning the Doublehanded Monohull division overall was Tony Castruccio and his daughter Maureen, racing Tony's beautiful blue J/30 *Wind Speed*. They sailed a great race, staying with the faster-rated WylieCats and then correcting out over them for the win.

Racing unopposed in the Singlehanded Multihull division was Dave Morris with his F-27 *Three Points*, and despite the glitz, glamor and speed of the hot rod multihulls who joined the race, Cliff Shaw corrected out the winner in the Doublehanded Multihull division with his Singlehanded TransPac-tested Crowther 10m *Rainbow*. Racing with Cliff was his usual nemesis from *Humdinger*, Larry Olsen.

Every starter finished before the race deadline, although two skippers forgot to turn in their finish sheets before dinner and were marked DNF, in accordance with SSS HMB race tradition. Attendance at the party is strongly encouraged!

The SSS has always enjoyed a great friendship with the Half Moon Bay YC, and this year's party was the best. HMBYC Fleet Captain (and 2012 SSS

Singlehanded Season Champ) Dave Morris set up a long Med-style raft-up along the club's outlying dock. The club's large dining room was completely packed for the party. After the race awards were distributed, we rode the electric shore ferry back to the raft-up. A fantastic breakfast at the club was the perfect way to fuel up for the trip back to the Bay.

— bob johnston

#### SSS HALF MOON BAY RACE (8/17)

SH SPORTBOAT — 1) *Elise*, Express 27, Nathalie Criou; 2) *Wetsu*, Express 27, Phil Krasner; 3) *TAZ!!*, Express 27, George Lythcott. (4 boats)

SH PHRF  $\leq 108$  — 1) *Coyote*, Beneteau First 42, Steve Hill; 2) *Lightspeed*, Custom Wylie 38, Rick Elkins; 3) *Temerity*, Olson 34, David Nabors. (5 boats)

SH PHRF 111-150 — 1) *Uno*, Wyliecat 30, Steve Wonner; 2) *Whirlwind*, Wyliecat 30, Dan Benjamin; 3) *Crinan II*, Wyliecat 30, Don Martin. (4 boats)

SH PHRF  $\geq 153$  — 1) *Egret*, Tartan 30, Tom Boussie; 2) *Tinker*, Wilderness 21, Matthew Beall; 3) *Tortuga*, Westsail 32, Randy Leasure. (4 boats)

SH NON-SPINNAKER — 1) *Surf*, X-332 Sport, John Hendricks; 2) *Dura Mater*, Cal 2-27, Jackie Philpott. (2 boats)

SH MULTIHULL — 1) *Three Points*, F-27, Dave Morris. (1 boat)

DH SPORTBOAT — 1) *White Trash*, Moore 24, Pete Trachy; 2) *Dark and Stormy*, 1D35, Jonathan

# THE RACING SHEET



BOB JOHNSTON

**Jackie Philpott enjoyed a beautiful sail on 'Dura Mater' in the SSS Half Moon Bay Race.**

Hunt; 3) **Warpath**, Olson 30, Andrew Zimmerman. (5 boats)

DH PHRF  $\leq 108$  — 1) **Xpression**, C&C 110, Dirk Husselman; 2) **Quiver**, N/M 36, Jeff McCord; 3) **Carmelita**, Catalina 42, Christian Lewis. (9 boats)

DH PHRF 111-150 — 1) **Wind Speed**, J/30, Tony Castruccio; 2) **Nancy**, Wyliecat 30, Pat Broderick; 3) **Arcadia**, mod. Santana 27, Gordie Nash. (5 boats)

DH PHRF  $\geq 153$  — 1) **Sea Witch**, Yankee 30, Robert Boynton; 2) **Sirena**, Ericson 32-2, Greg Rohde; 3) **Even Keel**, Catalina 320, Mike Meloy. (4 boats)

DH NON-SPINNAKER — 1) **Joyride**, J/109, James Vickers; 2) **Bullet**, Express 37, Laurence Baskin; 3) **Meritime**, C&C 30 Mk I, Gary Proctor. (4 boats)

DH MULTIHULL — 1) **Rainbow**, Crowther 10m, Cliff Shaw; 2) **Orion**, MOD 70, Steve Ravussin; 3) **Paradox**, Irens/Cabaret 63, Peter Aschenbrenner. (8 boats)

Complete results at [www.sfbaysss.org](http://www.sfbaysss.org)

## Race Notes

Debuting with their own class at last year's **Rolex Big Boat Series**, multihulls will be returning in force this year with several new additions, including Felton-based Tom Siebel's MOD 70 *Orion*, which is capable of speeds in excess of 40 knots

and is the first West Coast member of this emerging global class. But can *Orion* overcome her rating of -153?

Making their debut appearance at RBBS will be the new J/70 class. Not exactly a "big" boat, the J/70 is a 22.75-ft one design sportboat, which J/Boats calls "a family trailer sailer." Another feature of this year's series is the High Performance Rule National Championship. Peter Krueger of Reno will defend last year's HPR class win in the J/125 *Double Trouble*.

Usually held in the second week of September, the four-day regatta has moved to September 26-29 due to the Amer-

ica's Cup. Registration is open at [www.rolexbigboatseries.com](http://www.rolexbigboatseries.com).

Australian Brendan Casey's reign as the **#1 Finn sailor** in the world, which started on September 19, 2012, has come to an end after Caleb Paine of San Diego dislodged him. Paine's consistent results over the last 12 months pushed him into the top spot. As this issue went to press, Paine was competing at the Finn Gold Cup in Tallinn, Estonia.

Sir Ben Ainslie will speak and Gary Jobson will MC at SFYC's eighth annual **Leukemia Cup** VIP Dinner on October 19, the prelude to the regatta itself on October 20. See [www.leukemicup.org/gba](http://www.leukemicup.org/gba).

**Clipper Round the World**, which starts from London on September 1, will arrive in Sydney, Australia, just in time for the 12-boat fleet of new Clipper 70s to drop into the Rolex Sydney Hobart Race on December 26. "The timing was perfect and the opportunity irresistible," said Clipper Race founder and chairman Sir Robin Knox-Johnston.

— *latitude/chris*

They're baaaaack! Just as the beer can season is coming to a close, we've brought back box scores to keep you in the loop.

## ISLAND YC ISLAND DAYS CUMULATIVE (5r,1t)

SPINNAKER  $<168$  — 1) **Double Trouble**, Moore 24, Kevin Durant, 4 points; 2) **Crazy Eights**, Moore 24, Aaron Lee, 8; 3) **Wile E Coyote**, Express 27, Dan Pruzan, 11. (8 boats)

168 RATERS — 1) **Bewitched**, Merit 25, Laraine Salmon, 6 points; 2) **Dream Catcher**, J/24, George Lythcott, 10; 3) **Double Agent**, Merit 25, Rob Olivier, 12. (6 boats)

SPINNAKER  $>168$  — 1) **Wuvulu**, Bahama Islander 30, John New, 13 points 2) **Bagheera**, Columbia 5.5, Peter Szasz, 15; 3) **Tinker**, Wilderness 21, Matt Beall, 15. (8 boats)

NON-SPINNAKER — 1) **Scrimshaw**, Alerion Express 28, Judith Mauier, 4 points; 2) **Galatea**, Aphrodite 101, Chris Viaggi, 10; 3) **Pueo**, Santana 22, Kristen Soetebier, 13. (4 boats)

Complete results at [www.iyc.org](http://www.iyc.org)

## SOUTH BEACH YC FRIDAY NIGHT SERIES FINAL (12r,3t)

SPINNAKER  $\geq 114$  — 1) **Highlighter**, Islander 36, William Hackel, 9 points; 2) **Jane Doe**, Olson 911S, Bob Izmirian, 30; 3) **Moondoggie**, Islander 36, Douglas Gooding, 32. (14 boats)

SPINNAKER  $\leq 113$  — 1) **Tupelo Honey**, Elan 40, Gerard Sheridan, 12 points; 2) **Mr. Magoo**, J/120, Steve Madeira, 16; 3) **Aeolus**, J/111, Rob Theis, 30. (9 boats)

NON-SPIN  $\geq 136$  — 1) **Allegro**, Catalina 34, Shane Palmer, 14 points 2) **Alpha**, Sonar 23, John

## THE BOX SCORES

Wallace, 18; 3) **Rollover**, Catalina 34, Lynn Guerra, 19. (5 boats)

NON-SPIN  $\leq 135$  — 1) **Carmelita**, Catalina 42 Mk I, Christian Lewis, 10 points; 2) **Sirocco**, Soverel 30, Bill Davidson, 14; 3) **pHat Jack**, Express 37, Robert Lugliani, 24. (7 boats)

CATALINA 30 — 1) **Friday's Eagle**, Mark Hecht, 13 points; 2) **Avalon**, John Ford, 25; 3) **Adventure**, Jack McDermott, 29. (10 boats)

Complete results at [www.southbeachyc.org](http://www.southbeachyc.org)

## ST. FRANCIS YC WEDNESDAY EVENING SERIES FINAL (12r,2t)

FOLKBOATS — 1) **Windansea**, David Wilson, 26 points; 2) **Elsie**, Michael Goebel, 27; 3) **Polperro**, Peter Jeal, 29. (11 boats)

IOD — 1) **Xarifa**, Paul Manning, 21 points; 2) **Undine**, Adam Wheeler, 21; 3) **Youngster**, Ron Young, 22. (6 boats)

KNARR — 1) **Benino**, Mark Dahm, 20 points; 2) **Adelante**, Don Nazzal, 23; 3) **Svenkist**, Sean Svendsen, 26. (16 boats)

Complete results at [www.stfyc.com](http://www.stfyc.com)

## CORINTHIAN YC FRIDAY NIGHT SUMMER SERIES CUMULATIVE (9r,2t)

MULTIHULL — 1) **Team USA**, F-18, Matt Whitehead, 10 points; 2) **(no name)**, F-18, Annie Gardner, 15; 3) **(no name)**, F-18, Charles Froeb, 17. (5 boats)

J/105 — 1) **Masquerade**, Tom Coates, 11 points; 2) **Alchemy**, Walter Sanford, 17; 3) **B2**, Daniel Chador, 18. (6 boats)

NON-SPIN 1 — 1) **Q**, Schumacher, 40, Glenn

Isaacson, 9 points; 2) **Jarlen**, J/35, Robert Bloom, 19; 3) **Min Flicka**, Hanse 370, Julle Le'Vicki, 20. (14 boats)

PHRF 1 — 1) **Yucca**, 8-Meter, Hank Easom, 16 points; 2) **Eclipse**, Express 37, Mark Dowdy, 16; 3) **Peregrine**, J/120, David Halliwell, 21. (15 boats)

NON-SPIN 2 — 1) **Mimicat**, Hinckley 38, Robert Long, 15; 2) **Spirit**, Alerion Express 28, Bob Sellers, 23; 3) **Summer Sailstice**, Ranger 33, John Arndt, 24. (16 boats)

PHRF 2 — 1) **Youngster**, IOD, Ron Young, 17 points; 2) **Shenanigans**, Express 27, Bill Moore, 17; 3) **JR**, Moore 24, Richard Korman, 23. (17 boats)

NON-SPIN 3 — 1) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook, 9 points; 2) **Oreo**, Santana 22, Garth Copenhaver, 16; 3) **Fjording**, Cal 20, Tina Lundh, 17. (11 boats)

Complete results at [www.cyc.org](http://www.cyc.org)

## ENCINAL YC SUMMER TWILIGHT SERIES CUMULATIVE (4r,1t)

DIVISION A — 1) **Good & Plenty**, Soverel 33, Justis Fennell, 5 points; 2) **Red Cloud**, Farr 36, Don Ahrens, 7; 3) **Twisted**, Farr 40, Tony Pohl, 8. (7 boats)

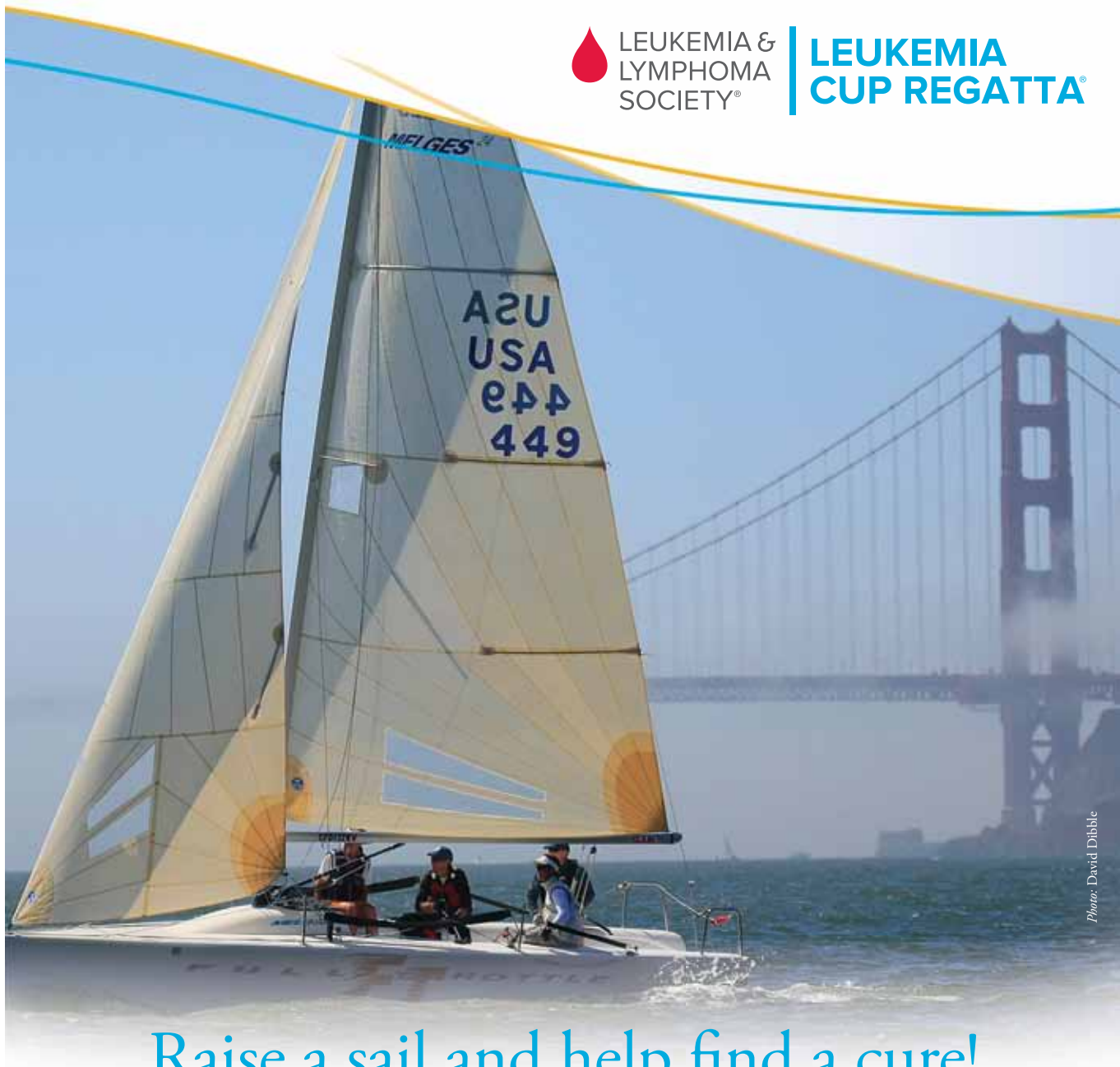
DIVISION C — 1) **Double Trouble**, Moore 24, Kevin Durant, 3 points; 2) **TAZ!!**, Express 27, George Lythcott, 6; 3) **Claire de Lune**, Moore 24, Ted Floyd, 7.5. (10 boats)

DIVISION D — 1) **Bewitched**, Merit 25, Laraine Salmon, 3 points; 2) **My Tahoe Too!**, Capri 25, Steve Douglass, 5; 3) **Ehukai**, J/24, Andrew Nelson, 11. (8 boats)

DIVISION E — 1) **Popeye & I**, Cal 9.2, Ruth Summers, 6 points; 2) **Spray**, Coronado 25, Raymond Kyle, 6. (2 boats)

Complete results at [www.encinal.org](http://www.encinal.org)





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With reports this month on **Smart Strategies for Bareboat Provisioning and Cruisin' the Dalmatian Coast of Croatia.**

## Provisioning Tips From a Former Charter Chef

Imagine this: You've spent countless hours selecting the ideal bareboat. You've hand-picked your favorite shipmates, and they've given you deposit checks. And your flights are reserved to a dreamy tropical location. Now you take a deep breath, sit back, close your eyes and picture yourself sipping frosty cocktails on the bow of your sweet charter boat with your best buds, as the aroma of grilled shrimp on pineapple skewers wafts past on the warm trade winds. Suddenly you bolt upright, sweating with fear: "Whoa!" You ask yourself, "Where will I find those cocktail ingredients, that sumptuous shrimp, and those barbecue skewers?"

Provisioning for a bareboat vacation doesn't have to be a nightmare. With a little preparation and a detailed list, meal planning can be a fun excuse for a 'provisioning party' prior to your trip. One item on the agenda for that gathering should be making note of each crew member's food allergies and preferences. Here are some additional tips and food for thought.

Perhaps the biggest challenge is deciding how many meals you'll prepare onboard and how often you'll want to experience local cuisine ashore.

In a few popular bareboating destinations, such as Greece and Turkey, the norm is to tie up stern-to at a town

**If you prefer lounging to provisioning and cooking, consider a charter destination where there are plenty of places to dine ashore.**



LYNN RINGSEIS

wharf and dine ashore in the *tavernas* every night, or provision daily in the local markets as needs arise. At the other extreme are places like Mexico's Sea of Cortez, where there is so little development out in the cruising grounds that bareboaters typically stock provisions for three meals a day.

Throughout the Caribbean, Pacific Northwest and most other popular bareboat destinations, however, you can make a meal plan that suits your group's personal preferences.

Most bareboat companies offer "partial provisioning" or "full provisioning" packages, with partial usually meaning all breakfasts, all lunches, but only three or four dinners during a typical weeklong charter. The company's staff will stock your refrigerator and stow dry goods prior to your arrival, so you can get underway with minimal delays. Some companies charge extra for stowing, but it does save you precious vacation time.

If you prefer, make a detailed list and put your goods away yourself. A convenient option in some locations, such as the British Virgin Islands, is to email your entire shopping list, including all beverages, directly to a store (that specializes in provisioning) a few days prior to your arrival. Generally, if that store doesn't carry your favorite item, or brand of beverage, they will shop around for you in order to fulfill your order. They will deliver right to your boat when you specify, usually at no extra cost. However, a tip for the delivery person is always appreciated. Be specific with your requests, such as "green bananas only." Ask your bareboat charter company which store they recommend for this service or, for the BVI, check out the ads in the online BVI Welcome Magazine ([www.bviwelcome.com](http://www.bviwelcome.com)).

Some sailors, of course, prefer to self-provision. If you enjoy shopping and sampling local foods, and like to see the variety of produce and meats available, consider splitting up your shopping list among your crew, then have fun perusing the island shops. While chatting with the locals, you'll often get some great cooking tips and



ALL PHOTOS LYNN RINGSEIS

recipes. Rent a vehicle and combine shopping with an island tour for a more adventurous way to shop. Needless to say, this option can burn into your valuable sailing time, but the cultural experience might be worth it.

Some bareboaters have been known to pack boxes or duffel bags full of dry goods, and sometimes even frozen meats, then check them in at the airport as extra luggage. Before you try this, though, check out the customs and agriculture rules of the country you're flying to. Although a bit of a hassle, this can be a great option in more remote charter locations.

Generally, bareboat galleys come just as the name implies — bare of everything except plates, glasses, utensils, pots and pans. Ask your bareboat company if they provide any cleaning supplies or paper products, but as far as food, don't expect anything, not even salt and pepper. If you like cooking with spices, it would be handy to pack small resealable bags with your favorites. Just be sure to label the oregano and *herbes de provence* so they are not mistaken for another type of local herb! Camping stores sell nifty segmented containers with five or six different spices. Also pack several

# OF CHARTERING



**Spread:** With the boat provisioned ahead of time, there's plenty of time to chill out. Insets, left to right: Pack your favorite spices into segmented travel containers; Yummy homemade paella; If you enjoy cool libations, don't forget to bring a stash from home.

resealable storage bags in various sizes so you don't have to buy a whole box of each at your destination. Some of the Caribbean islands have banned plastic grocery bags, so bring a daypack or reusable shopping bags.

Once you off-load all your goods on-board, organization is the key to happy galley mates. If the fridge and/or freezer is top loading, bring some color-coded mesh laundry or dive bags. Green bags would hold the veggies, red for the meats and white for cheeses, dairy, etc. This eliminates a lot of wasted time with the door open — letting out that precious cold air — while you fumble around for elusive food items.

When planning, keep in mind the size of the boat's fridge and freezer. Some items that you normally refrigerate at home don't need to be, such as mustard, ketchup and peanut butter.

Water is a necessity, of course. But what's the most economical and eco-friendly way to purchase drinking water?

A good idea is to bring a personalized water bottle for each crew member, and purchase water in gallon or larger-sized containers. Plan for an average consumption of a half gallon per person per day, especially in hot climates.

If you want to get creative and try to make your bareboat look a little less bare, buy some baskets to hold your fruit and veggies, use a colorful sarong for a tablecloth, or pack some party lights for the cockpit.

At the end of your fun-filled week, don't worry if you have over-provisioned, as there are always worthy recipients of your leftovers, such as the hard-working cleaning crews at your bareboat base, or perhaps some nice folks who are getting ready to start their charter. Giving them some tips about your favorite spots and a few cocktail ingredients will provide smiles all around.

— Lynn Ringseis

## Cruisin' Croatia's Dalmatian Coast

Although I have sailed and raced for 50 years, and bareboat chartered a Leopard 45 out of Belize a few years ago, I have not attended any sailing schools and do not have a license. This was never an issue until I chartered the Leopard 40

catamaran *Octopus* recently out of Split, Croatia, through *Yachtico.com*.

Base personnel advised me I would need an ICC or comparable license to charter the boat. When I made the booking that was no problem, as one of my crew was to be an Italian doctor who holds an ICC license.

But a couple of weeks before the charter he had to cancel. I contacted two sailing schools in the Bay Area to see if I could get my bareboat ASA 104 ticket, but there was not a class available before the charter was to begin. (I later learned that J-World could have given me the written test and qualified me in a day or two. But that was after I'd already left for Croatia.)

I ended up hiring a professional skipper for 140 euros per day. Although the additional cost was not something I wanted, his local knowledge was very nice to have and I was free to drive whenever I wanted. Plus, I didn't have to worry about where to anchor, etc.

When we arrived at the boat at 4 p.m., the skipper had already checked the sails and the engines. I dived the bottom and went through the checkout list while my crew bought provisions. The boat was in very good condition for a 6-year-old charter boat. We were the second boat out of the harbor, but had I been the skipper, it would have taken a couple of hours longer for me to become familiar with the boat before leaving the dock.

We sailed about 8 miles to the town of Milina on the island of Brac. It was blowing about 20 knots and the skipper didn't

**Dave and Sam stike a pose in the cockpit. The scene in the background is typical of Croatia's ancient port towns.**



# WORLD

want to anchor, so we tied up at the fuel dock for 150 *kuna* (roughly \$25) for the night. We had a late dinner aboard the boat, then the skipper and my crew went into town while I crashed at midnight.

There was a band playing in town with a lot of drunken party-goers having fun until 2 a.m. The next morning we left the dock early and sailed in 15-knot winds most of the way to the Pakleni Islands, off Hvar. We anchored in a bay with about 30 other boats to have lunch, swim and take a *siesta*. Later, we sailed another 8 miles to Vis Town, on the island of Vis, which was Tito's stronghold during WWII.

About 70 boats sailing around the world with Sail Week were in the harbor and the waterfront was very lively with bands and parties. Vis Town is a centuries-old city with beautiful old buildings.

The next morning we slept in, moved the boat to the dock for water, then motored in pancake-flat seas to the green cave on the small island of Budikovac, which lies on the south side of Vis.

The cave is beautiful and worth the stop for snorkeling. We continued west



DAVID HAMMER

***This international crew had some great meals, both ashore and in their own salon. It helps to have a fine cook on your crew.***

to Stiniva Cove, which was reported to have turtles and sometimes dolphins. Unfortunately, we found too many boats and no turtles or dolphins. But what was startling was swimming into the beach and finding a two-story beach bar that's supplied solely by boat.

The Sail Week fleet followed us like ants on a picnic. After lunch on the hook, we motored in no wind to Komiza, on the west side of Vis. Komiza is a picturesque

fishing village and we enjoyed the quiet village.

Dave and I took the dink and fished along the cliff on the north side of the bay. He caught a throwback and we picked up a young South African, Max, who was exploring an old WWII cave on the side of the rock cliff. Max came back to the boat with us for a beer. By cocktail time the 'ants' had found us and there were 70 boats surrounding *Octopus*. But with Sabrina busy in the galley cooking her incredible Italian food, plus great wine and antipasto, no problem. Our skipper, Jere, went ashore to drink with his buddies who were skippering other boats. While Sabrina cooked, Dave had a line in the water again, determined to catch an edible fish. We settled into the mellow life of living onboard, and I thought about how I could do this for many months — or at least until we ran out of wine.

The next morning we moved to the dock to take on water, then motored in flat seas to the Blue Cave on Bisevo Island. The cruising guide *Croatia Cruising Companion*, by Jane Cody and John

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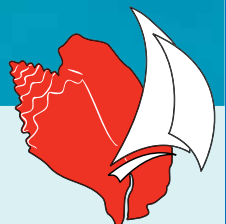
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# OF CHARTERING

Nash, says that private boats can't enter the cave. Turns out it is not restricted, but costs 40 kuna per person. The sun enters the cave through an underwater gap and reflects off the sea bed, creating a blue light throughout the cave.

We motored to Budikovac island off Vis and dropped the hook for a snorkel session and lunch. Afterward we sailed to the small cove of Milna, on the south side of Hvar island, just east of the town of Hvar.

Milna was the prettiest bay we had seen, with a nice beach surrounded by a boulder-lined shore with pine trees. We picked up a buoy, which was free so long as we ate dinner at the restaurant, Cortin. The fish there was excellent. We took a taxi to Hvar and watched the thousands of young people wandering from bar to bar looking for romance and excitement.

Wednesday morning we slept in and then motored in flat seas to the north side of Hvar island to a small bay where we anchored for snorkeling and lunch. Sabrina swam ashore and found some wild rosemary. That got her excited

about cooking a lunch of potatoes, zucchinis and onions, sautéed with locally produced olive oil and white wine.

David caught a fish that had a parasite crawling out of its mouth. It looked like the type that eats the fish's tongue and then remains in the mouth and acts in place of the tongue. Our two biologists, Dave and his wife, Sam, were excited about the find.

Thursday we sailed back to the south side of Brac and stopped at Smrka Bay, which has a submarine bunker from WWII. It was right out of a James Bond movie, except now it's full of fishing boats. A fisherman was peeling carrots for lunch in a makeshift kitchen along the wall of the bunker.

After a swim, we sailed to Milna for fuel, then motored a couple of miles to



DAVID HAMMER

*The happy crew is all smiles on a sunny summer day. Behind them, 'Octopus' lies at anchor in a flat calm anchorage.*

Bobovisca, a protected bay where we planned to anchor with a few other boats. Unfortunately, about an hour later, 14 sailboats with about 100 teenagers aboard rafted up next to us. We moved to the other side of the bay, but not before I went aboard a boat with eight girls and gave them a salsa-dancing lesson.

We rafted to a 75-ft schooner, which appeared to be closed up and not getting underway anytime soon. I thought our

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# WORLD OF CHARTERING

skipper knew the owner and had gotten permission, but at about 11 p.m. the owner came aboard, asked us what we were doing, and started casting off our lines. Or skipper was ashore with his buddies, but we had just called him to return with the tender, and he was there in a couple of minutes. We moved back across the bay.

On Friday morning we motored in flat water to the small cove, Vela Travna, on the south side of the island of Solta. There were just a few boats in the cove and no development. We snorkeled and found lots of sea urchins. We harvested about 20 females, cut them open and scooped out the eggs. Sabrina made pasta and then lightly sautéed the noodles and urchin eggs in olive oil. Excellent!

After lunch and another swim, I noticed we were dragging anchor, so we got underway and sailed in light air towards Split. Although my charter contract said we had the boat until 8 a.m. Saturday morning, the skipper said we were required to return Friday night, but could stay on the boat that night in the marina.



DAVID HAMMER

**Sabrina takes a turn at the wheel. There's no denying that big cats are comfy for chartering. This one was in good shape for its age.**

After we had docked, I pulled out my wallet and offered to pay the skipper for the six days, from Saturday at 4 p.m. to Friday at 4 p.m. He said I owed him for 7 days. After much discussion, I learned that we could have returned the boat on Saturday morning, which means he was our skipper until the next morning, even though we were in the marina. In my

opinion, both the charter company and the skipper are not fair in the way they contract. The charter company does not allow boarding until 6 p.m. on Saturday and requires the boat to be returned on either Friday evening or Saturday morning at 8 a.m. (depending on whom you talk with). The skipper charges for 7 days, no matter what day and time you board and leave the boat.

But we had a good week, saw a lot of the islands, got in some good sailing, and did some interesting snorkeling. The Adriatic does not have as much sea life as the Caribbean, but the water temperature was warm and visibility was generally 50 to 75 feet. I'd like to go back and sail the Kornati Islands, where there is a marine national park.

We stayed an extra night in Split, which is a fantastic old city first established by the Romans. It has great architecture, excellent food, wine, and ambiance. The only problem was I missed my flight the next morning, but that's another story.

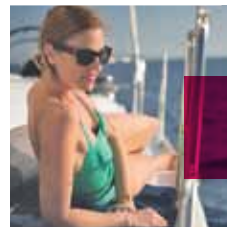
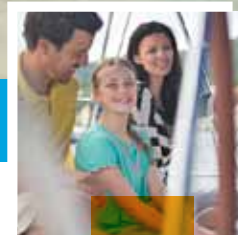
— david hammer

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# CHANGES

With reports this month from **Ichiban** on making it to the Marquesas from San Diego; from **Esprit** on cruising the French Riviera; from **Black Pearl** on finding a replacement mast on a remote island in the South Pacific; from **Reflections** on cruising Indonesia; from **Points Beyond** on cruising the Bahamas; from **Larrakin** on a Pacific crossing; from **Iris** on the passing of **Alex Rust**; from **Profligate** on a refit in La Cruz; and **Cruise Notes**.

## **Ichiban — Columbia 34 Mk II Justin Jenkins and Anna Wiley Big Cruise on a Small Budget (San Diego)**

I've never felt such a great sense of accomplishment as after making the 32-day, 3,000-mile passage from San Diego



**Justin and Anna**

to Controller Bay, Nuku Hiva, with my girlfriend Anna Wiley. It was both the scariest thing I've ever done and the most rewarding. It feels as though we've ascended to the top of the highest nautical mountain.

Anna and I are not like most cruisers. We're both just 30 years old and don't have much money. But we didn't see much of a future for ourselves in the United States right now, so we decided to buy the best boat we could with our limited funds and take off.

The boat turned out to be a surprisingly spacious Columbia 34 Mk II, which we got for just \$2,000. The small outboard wasn't going to cut it as an auxiliary in the South Pacific, so I bought and installed a rebuilt Atomic 4. I know a gas engine isn't ideal for cruising, but it was what we could afford. *Ichiban* also needed sails, so I bought a used main and a used jib for \$100 each. Naturally the boat needed lots of other work, which took up most of my time for the last year.

Our original plan was to start by cruising Mexico, but we weren't ready

**After 32 days on their \$2,000 boat, Justin and Anna made landfall at the Marquesas, 3,000 miles from San Diego. They had no problems.**

to leave in time for the season. So when we didn't leave San Diego until May 11, our destination became the Marquesas in the South Pacific rather than Mexico. After all the repairs and provisioning, our cruising kitty was down to just \$400. But it was time to walk the walk, so we left.

Other than getting hit by 30 knots of wind near Guadalupe Island, and getting thrashed in the doldrums, our crossing was surprisingly uneventful. We had a solid 15 knots on the quarter until we hit the doldrums at about 10°N. It was pretty squally in the ITCZ, with wind from five to 30 knots, and strong currents. We never knew which way the wind or current would come from, and it was like being in a washing machine. It took us six days to get down to 4°N, which is where we finally escaped the ITCZ.

The doldrums was the most nerve-racking part of the trip. One night the wind died and the current pushed us 20 miles back. That wasn't fun. But then the southeast trades filled in and carried us to Nuku Hiva's Controller Bay at a steady five knots.

*Ichiban* handled very well during the long crossing and, thank God, nothing broke. We didn't have a spinnaker pole, so we recently made one out of bamboo.

As soon as we arrived, we began to meet lots of cruisers. They've been wonderful about sharing their knowledge of sailing and cruising. What a great bunch of people! Igor and Louise, our new cruising friends from Australia, just had their first baby pop out last night. We're about to go to the local hospital to see what she looks like.

Starting out with such a small cruising kitty, we were lucky to find some jobs — repairing sails and cleaning boats —

almost right away. As a result, we were able to nearly double the size of our kitty. We've also been playing a lot of music, and have received quite a bit of free fruit from our gracious listeners.

The weekends here have been filled with the sounds of Marquesan drums, the sight of Polynesian dancing, and the taste of Hinano beer.

We're all checked in with the *Gendarmerie*, which has taken a load off our minds. But as



we'd like to spend more time exploring French Polynesia, we're hoping to get a one-year extension to our visas.

Anna and I are so glad that we went cruising. What a life it is! We're hoping to encourage other young folks with not so much money to join us in this adventurous lifestyle.

— justin 07/31/2013

## **Esprit — Peterson 46 Chay, Katie and Jaime McWilliam Monaco to Menorca (Boulder City, Nevada)**

After our stop in Monte Carlo, we day-hopped along the French Riviera and the Côte d'Azur coast of France. We made stops at Antibes, Cannes and St. Tropez before stopping for a few days at Île de Porquerolles, an island just south of Toulon.

The stop in Antibes was a must once Chay spotted the 289-ft *Maltese Falcon*

ICHIBAN

ICHIBAN





# IN LATITUDES

PHOTOS BY PHOTOWORLD

confident we weren't going anywhere. Although the anchorage was fairly crowded and we had one close call with a boat anchored a little too close, it was decent enough — except for the ferry wakes during the day. At night it was quiet. The small town was very busy with tourists, but we were able to pick up some spare parts we needed.

After a few days we decided to move on to the Balearic Islands of Spain, about 200 miles to the south. The passage was okay — winds on the nose with slightly uncomfortable seas — but we managed to sail a good portion of the way. And as is typical with *Esprit*, we had the best sail the last six hours of the trip.

We arrived in Menorca, the second largest of the Balearics after Mallorca, at 10:30 p.m., anchored in the dark, ate dinner, and had our celebratory beer before going to bed at midnight to the sound of karaoke from the shore.

The anchorage at which we made landfall was not exactly what we were expecting, so we moved over into a *cala* anchorage — a long, river-like bay — three miles east, which is where we are now. It appears that most of the good anchorages in the Balearics aren't so great anymore due to the installation of swim moorings and ropes that prohibit anchoring in close to the beach. But it's hard to get anything done when we're on the move, so it's nice to have found a spot to stay for a few days. Chay is taking the opportunity to continue his varnish work in the cockpit, while Jamie catches up on school.

After a long spell of light breezes, the winds have returned. Yesterday we saw 27 knots in the anchorage. The bottom is mud, but due to the number of boats that anchor here, it's very soft. We watched many boats drag during the blow. Luckily we had read about the potential prob-

**After the French Riviera, the McWilliams continued on to Spain's Balearic Islands, where there are numerous 'cala' anchorages.**



**Sailors' scenes from the South of France. Clockwise from above: The spectacular and unique 'Maltese Falcon'. Fort Royal at Île Sainte-Marguerite. The tunnel entrance to Old Town at Antibes. An anchorage off Île de Porquerolles. St. Tropez. The inefficiently-shaped yacht harbor at Antibes.**

— which had been built for Belvedere's Tom Perkins — anchored in the bay. As Jaime puts it, "With her towering, silver Dyna-Rig spreaders, the *Maltese Falcon* is the world's largest privately-owned sailing yacht. From her graceful bow to her sloping, blue stern, her deck spans nearly the length of a football field, and her size is matched only by her sleek elegance."

Jamie and Chay have been intrigued with the *Maltese Falcon* for several years, so it was awesome that we were able to see her up close and personal, and to share an anchorage with her. She is a beautiful yacht, and the photos in the magazines do not do her justice.

The next morning a thunderstorm came up, causing rough seas and putting us on a lee shore. So after one more

close look at *Maltese Falcon*, we took off for Cannes and anchored in front of Fort Royal at Île Sainte-Marguerite. The next day we toured the fort and museum. The fort is famous because it is where 'the man in the iron mask' was kept prisoner.

We stopped at St. Tropez for one night, but the anchorage was very rolly due to all the superyacht traffic. In fact, it looked like a superyacht freeway at rush hour.

The anchorage at Porquerolles, on the other hand, was one of the nicest we've had in a while. The water was clear and refreshing, but anchoring was tricky due to large domes of grass interspersed between valleys of sand. Jamie was able to dive in and set our anchor in sand, so we were



PHOTOSPAIN

# CHANGES

lem in our cruising guide, so we gently put our anchor in and slowly let it sink into the mud before setting.

The temperatures are in the 80s now and it's become very muggy. With the wind expected to veer north in the next day or two, we'll move around to the south side of the island and explore the anchorages there.

— the mcwilliams 08/15/2013

## **Black Pearl — Cal 30 Arthur Miller and James Lewis Miracle on Hiva Oa (Unknown)**

We can all get dismasted thousands of miles into a Pacific crossing, but how many of us can find a replacement mast at the first tiny island we reach?

After loading up with fresh fruit and veggies at Cabo, we set sail for the 2,800-mile-distant Marquesas on March 21. Two miles into our trip we were hit by wind from the northeast and swells from all directions. It made no sense, as having done research on the Internet, having read sailors' blogs, and having chatted with other yachties, we'd been expecting lovely ocean swells, continuous trades and a relaxing crossing. Ha! We hoped that the initial unpleasant conditions would last only briefly, but after 200 miles we came to the realization that this was how it was going to be most of the way. Sailing the Pacific Ocean isn't anything like sailing in the Sea of Cortez.

We alternated the two night watches: 7 p.m. to 2 a.m., then 2 a.m. to 9 a.m. During the day it was both of our responsibilities to watch out for boats, ships and debris. We didn't see much, just three fishing boats and two ships. But the sunsets were great. I was surprised that the reality of our isolation didn't register with me. Our next waypoint was the horizon, and that was only four miles away.

At 10 a.m. on our 30th day at sea, I was sitting on the transom, periodically reading *Maiden Voyage*, a book about an 18-year-old girl who sailed around the world in 1982. With the wind blowing less than 10 knots, I allowed myself to fantasize about the sights and experienc-

**Atuona is home to the grave of the talented but reprehensible Paul Gauguin. But not a sparmaker.**

es that awaited us just 350 miles ahead at Hiva Oa. Then it happened.

I heard a big crack and crash, and turned to see only sky where the mast and

sails had been just seconds before. We'd been dismasted, and the mast, boom, main, headstay and furling system were all dragging in the ocean. "This is going to really slow us down," I thought to myself. I also worried that if we didn't get the stuff out of the water pretty soon, it was going to put a hole in the hull.

The first order of business was to retrieve the sails. Considering the swell, it didn't go too badly. Unfortunately, getting the mast out of the water required that we set upon the headstay and furling system with the bolt-cutters and other tools. Six hours and two jellyfish stings later, we had the then-'L'-shaped mast on deck.

The next order of business was getting to land. Having used 80 liters of diesel to get through the doldrums, we had 60 liters left. If the ocean were as calm as a lake, we figured we could motor for 250 miles before we ran out of fuel. The only problem was that the nearest patch of land, the northern tip of Hiva Oa, was 360 miles away.

Having no choice but to jury rig a mast out of the what was left of the mast and boom, we set the main horizontally. We did quite a good job of it, and could even tack. Our GPS showed us doing a very decent 1.8 to 2.8 knots. When we ran the 3-cylinder Universal diesel at the lowest revs, we achieved a steady three to four knots.

After 150 miles, our fuel situation looked bad. The shifting winds and adverse ocean current had hurt our fuel economy. We shut the engine down with 203 miles remaining, and resumed at 1.6 to 2.5 knots under sail alone. It was going to take awhile.

Three days later, it was "Land ho!" After 35 days at sea, we limped into Hiva Oa's port of Atuona just before noon, and dropped the hook in a quiet spot at the far end of the fleet. After half an hour of making sure the anchor was set, it was time for a burger and a pint.

The following day we began walking around the island looking for inspiration to repair or replace the mast. As you might imagine, there is no sparmaker or boatyard on the remote island with a population of less than 2,000. With such slim pickings, we looked at wooden pylons, galvanized lamp posts — anything that had a remote chance of serving as a mast. Soon we began to think that we'd have to somehow repair the bent mast in order to get to Tahiti. In order to repair the mast, we had to get it, as well as the boom and the furling gear,



ashore. How were we going to do that? Then a light went off — we'd float them on our abundance of empty diesel jugs. It sounds crazy, but it worked.

Upon closer inspection, it became clear that the stainless tang on the port side just below the spreader had failed, starting a chain reaction of the spreader failing and then the mast folding over. So what to do? We thought about straghtening the mast and fitting the broken spot with a wooden core. With the few tools we had available to us, we began to wonder if duct tape, Elastoplast and epoxy resin would actually hold it all together.

Then our first knight in shining armor appeared. It was KI, a German guy anchored just behind us. He not only helped us out to no end, but he had everything on his boat — aluminum plates, tap and die sets, drill motors and drill bits, a generator — even vernier calipers! You have to love the Germans.

Arthur and I began to strip down the mast. We had to make it as light as possible, as we were going to have to carry it the three or four miles in the tropical





*Since the 'Black Pearl' folks were unable to provide us with photos for their dismantling adventure, we decided to juice up these two pages with photos of Gene and Sheri Seybold's adventures from cruising Indonesia and joining the Sail Indonesia Rally. Having previously cruised the South Pacific, the couple took a seven-year sabbatical in Honolulu, during which time they rehabbed their Stockton-based Esprit 37 'Reflections' and their cruising kitty.*

heat to the welding machine at the local college. Every pound we could remove would make the trek easier.

Before it came time to lift anything, Ben, from the Alaska-based *Kyanos*, our second knight in shining armor, showed up. With Arthur and me working, heads-down on the mast, Ben, to whom we hadn't been introduced, said, "Hey chaps, you might want to take a look at this."

Ben had done some exploring on Hiva Oa, and as exploring can be tiring in the tropics, he found a place to sit down. He'd sat down on something among the tall grass, and it turned out to be an old mast. Having brought a camera with him, he took a photo of it, which is what he wanted to show us.

The mast in the photo looked so similar to our bent one that we immediately took off to have a look. "Oh my goodness!" Arthur and I said in unison when we saw the mast, "it looks pretty close

to the same length as our broken one."

Out came the tape measure and — it couldn't be! After triple-checking our notes, we realized that in the high grass in front of us, on remote Hiva Oa, was a mast identical to the one that had broken on *Black Pearl*! Trying to calculate the odds of this made my head hurt.

Within the hour, we had found the owner, bought the mast, and got it delivered to the port — for a total of just \$300!

With the acquisition of the new-to-us mast came the work, such as removing the fittings, mast steps and all the rest. I wish I could say that none of the stuff on the "new" old mast had rusted or seized up, but I'd be a liar. But we weren't about to complain.

After six days of sweat — which is what you do in 85 degrees and 70% humidity — and lots of blood but no tears, our new-to-us mast, boom, rigging and much modified furling system were set for installation. Our jury rig, which we'd installed 380 miles off the coast of Hiva

Oa, had chafed multiple slashes in our mainsail; however. Ben stepped in again, this time with his sewing machine to make the repairs. We handed him our storm jib in appreciation for his mammoth efforts!!

With no nearby boatyard where we could step the mast, we thought about trying to find two obliging — and maybe slightly stupid — skippers who would be willing to maneuver their yachts to either side of the *Pearl*, and using their halyards to winch our new mast up. I say 'slightly stupid', because while this has been done, Atuona gets a pretty good swell. So we put that idea on the back burner and took off in search of a crane.

This is when we met a very friendly local woman by the name of Moo'e. Making use of the minute amount of French I learned by listening to language CDs while sailing across the Pacific, I managed to convey the fact that we needed a crane. And she managed to convey that she could arrange for one for \$100/hour.

But we were soon joined on the dock

# CHANGES

by Taki — "As in 'take it easy'", he told us — to survey the situation. The crane was quoted at \$100 an hour, but Taki was convinced that a JCB — a piece of heavy equipment — could do the job for only \$50 an hour. Half the price!

After the arrangements had been made, and the delivery ferry that serves Atuona moved out of the way, we moored *Black Pearl* to the concrete dock, with our bow and stern anchors set to keep her as steady as possible in the swell. Before long, Mr. Digger turned up with his JCB and crew, found a good hoisting point, and sprang into action.

To say the installation went well would be a massive understatement. Less than an hour later, *Black Pearl* had her new mast up and was looking like her old self. She just needed her sails to be fitted on to be ready for a test sail.

— james 08/15/2013

*Readers — Unfortunately, we've received no follow-up report from Black Pearl, so we have no idea how the replacement mast has worked out.*

## **Points Beyond — Shannon 38 Devan, Alisa, Brady, 11, Jamie, 8 Key West to Georgetown, Bahamas (Newport Beach)**

After keeping our boat in Key West — which for the geographically challenged is on the opposite side of the United States from Newport Beach — for the better part of 10 years, our family decided to do a little cruising and end up with the boat a little closer to home.

After making the passage to Bimini, the shortest hop across the sloppy Gulf Stream from Florida, we made our landfall in the Bahamas. Bimini is a delightful destination, with clear water ranging in color, depending on the depth, from iridescent teal to deep blue.

North and South Bimini are small but

***Bimini may be 20 miles farther "across the sea" than Catalina is from mainland Southern California, but it has warm blue waters.***

frequently visited by boats from South Florida, which is only 45 miles away. The one main street of Alice Town is picturesque. Developers, however, have begun building a casino, along with another marina and a housing development. Hopefully Bimini won't lose all of its charm.

We snorkeled the *Sapona*, a partially submerged ferrocement ship used during World War II for bombing practice. We'd been anchored at the same spot in 1983 when, in broad daylight, 21 bales of drugs were tossed out of a passing Cessna. The bales were promptly retrieved by some guys with guns in a cigarette boat. We acted like Sergeant Schultz, and calmly sailed past a fortune in dope.

By now it was the last of June, and our plan was to continue down through the Exumas district of the Bahamas, which has an island for every day of the year. Ah, the Exumaaaaahs. Think quintessential palm-studded beaches and unbelievably transparent turquoise waters. It doesn't get much better. But getting to the Exumas wouldn't be fun.

We departed Bimini heading east for Chub Cay in the Berry Islands, another district of the Bahamas. We got away later than we had hoped, with the unpleasant consequence that we made landfall after dark. The Northwest Channel Light is the critical waypoint in safely making it through the reef-strewn waters to Chub Cay, but the light was nowhere to be seen. We had sailed charter boats here a lot in the 1980s, and had always relied on this light when crossing the Great Bahama bank at night.

Were we off course? Was the light not functioning? We slowly inched forward using GPS toward where we thought the light should be, but never did see it. Despite some tense moments, we made it. Meanwhile, the wind and waves had continued to increase from the wrong direction, which would have made anchoring at Chub Cay a dicey proposition even if it were daylight. So we decided to continue on through the night to 40-mile distant Nassau.

Continuing was the prudent decision, but not the comfortable one. We pounded into sloppy seas all the way to Nassau, trying to dodge the lightning storms as we went. It



was not only a brutal passage, it took us four hours longer than expected. We are putting that passage right up there with our five worst ever. The only upside is that it made our crossing of the lumpy Gulf Stream seem almost enjoyable by comparison. We immediately crashed as soon as we got into a cheap little marina in the grimy city of Nassau.

A few days later we headed for Norman Cay, formerly a popular staging area for drug smugglers. The wind continued to be farther forward than we liked, but it was only a 50-mile passage, so we were able to complete it in daylight. What a difference daylight makes!

After a night on the hook and a morning snorkel of a drowned DC-3 at Norman Cay, we set off for Shroud Cay, which was the first of a number of islands that are a part of the Exumas Land and Sea Park. Shroud Cay did not disappoint. We dinghied to a pristine beach, snorkeled a bit, and spied a huge helmet conch amidst all the other conch



POINTS BEYOND



**Spread; Alisa and the porcine. The pigs at Big Major Spot at Staniel Cay don't fly, but they do swim out to greet cruisers arriving by dinghy. Insets; The Mullin boys loved swimming in the blue waters of the Bahamas, from the wrecks of airplanes and ships, to Thunderball Grotto.**

shells. Later we motored up a mangrove-lined creek to a to-die-for spit of sand at the base of a hill. We climbed the hill to take in the gorgeous 360-degree view, where we toasted our 25th anniversary.

The next day we trekked farther into the park to Warderick Wells, which may be the most beautiful anchorage I've ever seen. We hiked to Boo-Boo Hill, saw lots of sea life while snorkeling, and did more wandering. The place is stunning. On the evening of the Fourth of July we were treated to a fireworks display rivaling any we've ever seen — courtesy of some rich guy with a nearby private island.

Our next stop was Staniel Cay and Big Major Spot, home of the swimming pigs. Yep, swimming pigs. We screamed in delight — and a bit of terror — as the huge pigs swam out to greet us when we dinghied ashore. Hilarious! The anchorage was gorgeous, with spectacularly

light blue-green water.

Just around the corner is the town of Staniel Cay, home to some of the most kind and friendly people we've ever come across. Within minutes of landing, we were given a ride to the village on a golf cart. Later, my son Jamie and I passed a group of six workmen going in the opposite direction. It was late afternoon, hot, and the men had clearly been doing manual labor all day. "I'm thirsty, mom", said Jaime. One of the men stopped in his tracks, turned, and called out, "Do you want my drink?" He smilingly gave Jamie his unopened bottle of juice. We weren't in Kansas/California anymore.

Staniel Cay is also home to Thunderball Grotto, where part of the James Bond movie *Thunderball* was filmed. It is a surreal space, with beams of

sunshine coming through cracks in the 'roof', lighting up the water in the center of the friendly fish-filled grotto, while the edges of the domed space remain in darkness. I looked around, but I didn't see 007. Or even Sean Connery.

After the porcine delights of Staniel Cay we headed southeast to Georgetown. During the 'season' Georgetown becomes a ginormous cruiser mecca, with hundreds of boats, complete with regattas, pot-lucks and volleyball on the beach. But



**The one and only, Thunderball Grotto.**

by the time we arrived, the place had become a bit of a ghost town, with just a few dozen cruising boats. We didn't mind the quiet though, as it meant the Chat & Chill Bar and Grill beachside hangout offered faster service and the dinghy dock in Lake Victoria was no longer overflowing. We hiked along the beautiful beaches on both sides of Stocking Island, one of which is several miles long.

Georgetown is sometimes known as 'Chickentown', because it's where so many U.S.-based cruisers give up the dream of continuing to the Eastern Caribbean. Granted, the upwind slog to the Dominican Republic and/or the Windward Islands is a bit daunting. While there, three boats that we know of headed east only to return a short time later.

But rather than going to the Eastern Caribbean, our next destination would

**Although 1,000-mile-distant Cartagena and Colombia beckoned, it was hard to leave the beautiful waters and anchorages of the Bahamas.**



ALEGRIA

# CHANGES

be 1,000 miles to the south, Cartagena, Colombia, famous for being a UNESCO World Heritage Site — and where members of the U.S. Secret Service refuse to overpay for hookers.

— alisa 08/15/2013

## Larrakin — Catalina 42 Peter and Gabriela Verdon Crossing to French Polynesia

(Australia)



**Buddha rounded out the crew, but didn't cook or stand watch.**

We made it to the Marquesas after an amazing 24-day passage from Mexico. We started on May 1, very late in the season, because we were waiting for parts. If the parts came any later, we weren't going to leave. After all, May 15 is the official start of the hurricane season, and with Paul having gotten so close last season, we weren't going to take any chances.

We'd done the 2,850-mile Pacific crossing before, but while running big boats with unlimited fuel, huge freezers, marble toilets and six crew. This time it was just our Catalina 42, the two of us, and our prayers to Buddha.

Larrakin has major fuel capacity by cruising boat standards, but the Captain was still anal about making sure we had plenty. So what happened? We started our crossing in some of the glassiest conditions we'd seen in our decades of ocean sailing. With hurricane season

**After a month at sea, with three-on, three-off, watches, the Captain and the Wench were still "mad for each other." A successful crossing.**

coming on, we couldn't wait for a breezier weather window. The initial mild conditions made it easy to get acclimatized to life onboard, however. Three hours on, three hours off — that would be our routine for a month.

Twelve days out we noticed that the temp in the fridge was rising and that the unit was not cycling off. The Captain re-gassed the system and we crossed our fingers. Alas, the condenser still wasn't happy. We had a replacement, but at sea wasn't the place to do a swap-out. So we consolidated some of the fridge food in the less-cold part of the freezer and turned the fridge off. The drop in power consumption made for one happy captain, as running two compressors requires a bunch of fuel when there is not a lot of sun on the solar panels.

It was about then that Jody Perry, who was checking the different weather sites for us, spotted a tropical low forming off Nicaragua. A hurricane forming with us in the zone was just what we didn't need, so it was pedal to the metal to get away from it. The low became *Alvin*, which headed northwest as a tropical storm. It wasn't until Day 15 that we were sure we were out of his path.

Even though we weren't directly affected by *Alvin*, by that time the bastard had spent enough time in the lower latitudes to throw off the normal pattern in the ITCZ. So all of a sudden we were heading into southerlies instead of the doldrums, and that hadn't been in the brochure Verdo had shown me. We made as much westing as we could, but still had an uncomfortable three days of bashing before we finally got below 5°N and back into the normal pattern. What a relief to get free, as motorsailing into big seas and squalls to 40 knots was not fun. And there went our exercise sessions, our French lessons, and all the other activities we'd been on a roll with.

The only good thing was that after one of those mother squalls went through, there was nothing dirty left on the boat. It was the first really good washing the rig had in a year.

The last 1,000 miles of our trip flew by, as we had some of our fastest runs. Our best 24 hours was 190 miles, while our worst had been 65 during the bashing part. Despite being loaded down, Larrakin has performed beautifully. If there is a whiff of breeze, she's off. And the runs with the kite have been exhilarating. We



couldn't be happier with her. Even the captain has stopped prefacing his comments with, "For a production boat . . ." He's been impressed.

The day before landfall was surreal. There was no sight of land and we'd been at sea for nearly a month, but the next day we'd be enjoying fresh baguettes, cafe au lait, and speaking frog. My French is coming along, and the Captain's will get better in time. Our French tapes sucked, as the instructor's voice grated so badly that the tapes went into the same drawer as Verdo's Spanish tapes. We stuck with the books.

After all this time out here on a small boat, I have developed an even greater admiration for singlehanders. Jessica Watson, the Aussie girl who circumnavigated at age 16, is my new hero. To have done what she did at such a young age, and to have not gone batty, is beyond me. As they say, more people have gone to the moon than have sailed solo around the world nonstop. Watson is a class act — although Verdo tells me that she's a





LATITUDE/RICHARD

***Ever put your cat on the beach or your monohull on a grid in lieu of hauling out? If so, we'd love to know where you did it and how it worked out.***

terrible dancer.

The next three months will see us continue through the Marquesas, Tuamotus and Society islands. All are absolutely beautiful, and hopefully they won't be too crowded, as we're always searching for hideaways. Most other cruisers seem to prefer to stick together.

We'll soon get the fridge sorted out, as well as the SSB, which also crapped out. It's sad not having the BBC World Service, which is normally a huge part of our day. Luckily, we have an Iridium phone, so we have gotten daily updates out to our families to keep them less worried. We've also gotten daily GRIBs for Verdo's weather routing.

Not too many photos this month because it was a clothes optional crossing and we can't have anyone getting sick.

The longest passage of our cruise was passed with flying colors, for after being alone together at sea for a month, the

Captain and the Wench are still mad for each other. Life is good.

— gabriela 06/12/2013

### **Iris — Hylas 42 John and Janet Colby Remembering Alex Rust (Portland)**

I want to thank *Latitude* for noting the passing of 28-year-old circumnavigator Alex Rust of Indiana, who died in his sleep at a guest house in India. He had been stricken with typhoid fever, but was thought to be recovering.

I first met Alex, who went around on the *Fast Passage Bubbles*, while I was sailing alone at Rodrigues Island in the middle of the Indian Ocean. He and two crew had made the long passage from Indonesia without a working engine or a windvane, which meant they had to hand-steer all the way.

When *Bubbles* and our *Iris* tied near each other at the cement quay in downtown Port

Louis, Mauritius, I watched as Rust worked through the night re-assembling his diesel engine after he had retrieved it — in parts — from local mechanics who failed to complete the job. The next day the engine was lowered through the hatch and hooked up, and ran.



***The late Alex Rust***

I next saw *Bubbles*, Alex, and his crew in Richards Bay, South Africa. *Bubbles'* hatchboard was missing, allowing monkeys to 'tour' the boat while Alex and crew were touring game parks.

It was in Durban where Alex got serious about refitting *Bubbles*. It was a good thing, as the headstay and foil had failed off Madagascar, and the mast was being partially supported by halyards. There was also the matter of Rust's rusted out stove.

After Durban, we both docked in Simon's Town on the Cape Peninsula. Our paths didn't cross again until four months later, when we unexpectedly anchored near each other at Barbados. There Alex told me he was without dinghy and outboard, as they had been stolen in Guyana. "No worries," he said.

He also invited me to his 'last port before completion of a circumnavigation' party to be held in St Martin. I wasn't going to attend, but after being lent a crewmember for the 120-mile passage from Guadeloupe to St Martin I changed my mind. As I was much older than most of the twenty-somethings at Alex's party, I only lasted part of the first night. But I didn't leave before toasting Alex in front of the 28 people assembled in *Bubbles'* main salon, drinking Madagascar rum from a 5-gallon jerry can. I told everyone

***Rust pondering his future near the end of his circumnavigation. His biggest concern was what he would do next. He went to India.***



# CHANGES

that Alex had been an inspiration to me, and we hugged.

I'd meant what I said. Not only did Rust do the repairs necessary to *Bubbles* at every port, but he also hit every tourist attraction in sight, and never stopped partying. Nothing seemed to get him down. His only concern seemed to be what he would do once he completed his circumnavigation.

I initially thought of Alex and *Bubbles* as the sailing version of the movie *Animal House*. But Alex had a heart of gold and went much deeper. He was bigger than life. Few will ever fit so much life into 28 short years. Sail on Alex!

— john 09/15/2013

## **Profligate — Surfin '63 The Wanderer and de Mallorca Refit At the La Cruz Shipyard (Punta Mita, Mexico)**

The *Profligate* refit project started at Driscoll's Boat Yard



***De Mallorca 'discusses' the importance of the post-project clean-up with Polo.***

in San Diego a couple of years ago when they rebuilt the cat's 12-ft by 18-ft cockpit sole, which had been in danger of failure. Maybe 50 people partying on it at once had been too many. And it continued with the yard fortifying the aft bulkhead of the salon, which was showing stress cracks as a result of absorbing much of the loads from the spinnaker halyards.

We wanted more work done on *Profligate*, but yards that can handle boats with a beam of 30 feet are hard to find between San Francisco and Panama. By happenstance, we ended up at La Cruz Ship Yard in La Cruz Mexico, one of the few yards that could accommodate the cat. Just as important, it was June, the start of the slow season for Peter Vargas

***Peter Vargas, third from right, and his Sea Tek crew. Vargas wanted to give a shout out to his good friend Bob Lane of 'Medicine Man'.***

and his Sea Tek team of workers.

Vargas is well-known in Southern California, as he worked with Sea Tek founder Allen Blunt for many years, building and tweaking rigs for the big sleds. He later bought the company, then six years ago moved to Mexico to do all manner of boat projects.

As we continued to make change orders to the initial refit, the one-month *Profligate* project stretched to two months. But in the end we got exactly what we wanted: much stronger decks that are painted more attractively than before. Fifty-five feet of the inside of both hulls beefed up by much thicker skins and additional frames. And all new soles in both hulls.

Since we were replacing 50 feet of soles in both hulls, we decided to turn the bilges into numerous watertight chambers. To a large extent, *Profligate* is now a double-bottom vessel. This isn't something that we planned on or felt was needed, but since the opportunity was staring us in the face at virtually no additional cost, why not? Besides, we never used the bilges for anything but collecting dust.

During the course of our daily project inspections, we came to know and respect the Sea Tek work crew. They worked hard in the tropical heat, and didn't cut corners — even when the 'corner' was grinding off the last couple of square feet of deck paint at the end of a long work day. We would have lasted half an hour trying to do their jobs. And they always had a smile.

All things considered, we feel pretty fortunate with *Profligate*. When Dencho built her in Long Beach 16 years ago, we got a massive cat — minus the mast, sails and winches — for not much more than the price of a new Valiant 40. *Profligate* had more than a few teething problems — most to do with the hydraulic steering that we eventually chucked, and her first mast, which we replaced — but she was still a huge bang for the buck.

*Profligate* was perhaps more lightly constructed than ideal, but maybe that's what enabled her to hit as much as 25 knots while loaded down with literally tons of cruising gear. But now that we're officially an Old Fart, and having done 16 Ha-Ha's and a round-trip to the Caribbean, and taken thousands of people sailing for free on *Profligate*, we're more inter-



ested in longevity than speed. So while it's true that a ton of additional epoxy and hundreds of yards of cloth aren't going to make *Profligate* any faster, we don't care. After all, she's not only stiffer now, she's still floating six inches above her lines. Besides, with just a little effort we could probably remove 2,000 pounds of junk that's accumulated on her over the years.

So in a way, we've gotten two cats for the price of one, each one appropriate for our stage in life. A lighter, faster cat for when we were younger, and a sturdier, comfortable cat for when we're older.

By the way, having spent an unplanned summer on Banderas Bay between La Cruz and Punta Mita, we've found it to be entirely different than in winter, and fabulous. Yeah, there is lightning and some rain, and from the end of July on you'll want access to air-conditioning. But if you love a warm ocean devoid of seaweed and tar that's



LATITUDE/RICHARD

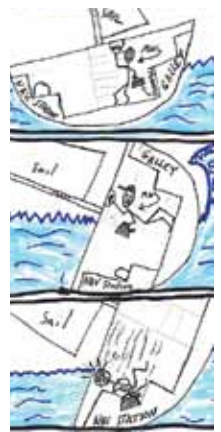


# IN LATITUDES

LATTITUDE/RICHARD

to brave the allegedly high cost of cruising in Europe are Jim and Debra Gregory, who at last word were cruising the Med aboard their Pt. Richmond-based Schumacher 50 **Morpheus**. This after several seasons of cruising the Northeast United States and the Caribbean. Jim's crew for the St. Martin-to-Portugal crossing, with a stop at the Azores, consisted of Bob Branley and Michael Wallach of the Richmond YC, and Kim Comfort of the New York YC. Debra sat out the April 24 to May 20 trip.

While it was mostly a very fine passage, Wallach injured his arm and ribs a couple of days out of Portugal while going to heat water. He describes the accident in the accompanying three-panel cartoon. Wallach was examined at a private clinic for about \$300. One doctor suggested rotator cuff surgery. Wallach decided to hold off until he got home, 'Dr. Bob' prescribed red wine and cheese at a sidewalk cafe. The cure has been taking.



**How sailing accidents happen.**

Who remembers **Linh Goben**, the first ever Commodore of the Punta Mita Yacht & Surf Club? A better question might be how anyone could forget her. She and her husband Teal did the 2004 Ha-Ha with their Seattle-based Williams 41 trimaran **Savannah**, during which time a whale even put a little crack in one hull. They continued cruising the Sea of Cortez and mainland Mexico for a couple of years, then returned to Seattle with two goals: 1) Start a family, and 2) Get a larger multihull. It's been about six years since we last heard from the couple, but

**Linh was a hot mama during her cruising days in Mexico. Now the mother of a violin-playing daughter, she's a hot momma in more ways.**

MICHAEL WALLACH

LATTITUDE/RICHARD



Photos from a refit, clockwise from left. Four 55-gallon drums of epoxy were used. As were a dozen sheets of honeycomb for the new soles. And hundreds of feet of mat and cloth. The new aft cabin hulls feature a thicker inner skin, four additional transverse frames, and four air-tight chambers. Despite all the new weight, 'Profligate' still rides above her lines.



perfect for sailing, swimming, surfing and SUP-ing, Banderas Bay is terrific.

— wanderer 08/20/2013

## Cruise Notes:

You know how most Americans feel they can't cruise the **Med** anymore because it's so expensive? According to Chay, Katie and Jamie McWilliam, who have been cruising the world six months a year or so since doing the 2003 Ha-Ha aboard their Kelly-Peterson 46 **Esprit**, and who have been spending this summer cruising from Turkey west to Spain, it actually doesn't cost much more to cruise the Med than anywhere else.

"We were able to anchor out more often when cruising the South Pacific than here in the Med," writes Chay, "but most of the marinas here have charged less than \$100/night. At least until the start of high season, when the prices can rise exponentially. For example, we paid 50 euros at Porto Cervo, Sardinia, on

the night of June 30th. But when high season rates kicked in the next night, July 1, it went up to 250 euros/night! That said, we paid less than \$100 a night at Monte Carlo in the high season. The bottom line is that some costs are higher here in the Med, some costs are lower, but in the end we seem to spend \$2,000 a month regardless of where we are."

According U.S. Federal guidelines, a family of three living on \$19,530 a year, or \$1,627 a month, is **living in poverty**. We're trying to wrap our heads around the idea that you can cruise the Med — assuming that you already own your boat — for just over the level of impoverishment in the States. And mind you, the McWilliams are not just surviving, they are seeing everything.

Another Northern California couple who decided

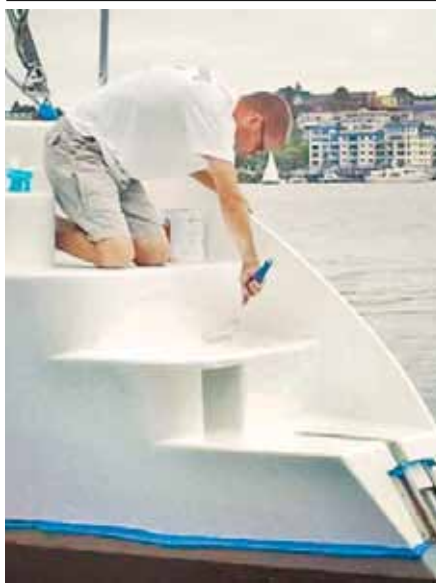


# CHANGES

we're happy to report they are achieving both their goals. Most importantly, they have a lovely daughter, Emma, who we're told loves the boat and sailing, and who has already mapped out their cruising destinations. Secondly, they bought a used Featherlite 43 catamaran.

"Teal proceeded to strip the cat to bare hulls and has been rebuilding her himself," says Linh. "He loves doing it. He has been working on the cockpit and galley, and this past summer he finished adding sugar scoops. He's gotten particularly good at adding curves to the boat, telling me that every man appreciates curves. We saw the article on *Profligate's* refit in Mexico, and we're using lots of the same honeycomb panels. After Teal finishes the refit — he's about 70% done — we're going to play in the Pacific Northwest for a few years before heading south and doing another Ha-Ha. We can't wait to return to the cruising life!"

"There are at least **20-30% more cruising boats** in the South Pacific this year," reports John Neal of the Victoria, B.C.-based Hallberg-Rassy 48 **Mahina Tiare III**, "so we've been having some great potlucks and beach BBQs along



LINH GOBEN

*Teal, Linh and Emma bought a used Featherlite 43 cat, but by the time they go cruising, it will be a custom Featherlite 46 or so. Nice.*

the way. This year's 9,000-mile expedition, a circle of the southwestern Pacific starting and ending in New Zealand, has featured lots of wind so far. We're excited about returning to Savu Savu, Fiji, where

Amanda's parents are waiting for us. They, 71 and 66 respectively, report they had a pretty good passage up from New Zealand. This will be the second year that we've gotten to cruise together."

Just over a year ago, Max Young of the Antioch-based **Reflections** was single-handedly up the coast of Baja at the end of an 11-year circumnavigation, when his Perry 47/52 was hit by a whale. He didn't think much of the initial impact, but it wasn't that many hours later that he had to be rescued from the sinking ketch he'd owned since new.

Young always carried two anti-whale devices. One was a large pipe filled with stainless bearings that he'd drag off the side of his boat when he was sailing to alert whales of his presence. The other was a cassette tape of killer whale noises, the theory being they would scare other whales away. Alas, the cassette was no good because his new stereo doesn't work with cassettes, and the pipe with bearings wasn't employed because he was motoring at two knots. Why so slow? To avoid entering an unfamiliar harbor at night, something he'd only done twice

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in 11 years. It's not clear if either 'anti-whale' device would have kept the whale from ramming his boat anyway.

Like all smart cruisers, Young carried an EPIRB. In fact, he carried two. The Coast Guard initially received signals from both EPIRBs. But by the time their C-130 arrived on scene halfway down the coast of Baja from its Sacramento base, the old batteries in the EPIRBs had given out. Fortunately, the C-130's radar was able to spot Young's sinking boat — 30 miles from the original position indicated by the EPIRBs! The Coast Guard advised Young to get into his liferaft. Although he'd purchased the most expensive Canadian model available, he couldn't get it to inflate. When he tried to pump up his West Marine dinghy, he knocked the pump into the water, rendering that option useless also.

At least the Coast Guard knew where he was, and told him that a ship would be alongside in six hours. Six hours?! Young didn't know why it would take so long as he could see a ship on the horizon. The Coasties explained that the nearby German ship didn't want to stop,

so he'd have to wait for a bulk carrier that was 60 miles away. When **Ocean Bargo** finally did arrive, it bumped into the liferaft between the ship and the sinking sailboat — causing the liferaft to finally inflate! Young was taken aboard and let off at the ship's next stop, Panama.

"The circumnavigation was an amazing trip that I would do again in a heartbeat if I were younger," says Young, who noted that he prefers flotilla cruising. But he suspects it's more likely he'll get a slightly smaller boat, maybe a 45-footer, and just do a loop of the South Pacific.

For decades the most bustling cruiser stop between the Eastern Caribbean and the Panama Canal has been **Cartagena**, Colombia, and specifically **Club Nautico**, owned and run by Candelaria 'the Dragon Lady'. The club had everything and was hugely popular with cruisers — but not the mayor and some of the local power brokers. In fact, they forced the



**As Cartagena was recently the dinghy theft capital of the universe, we're shocked to learn that dinghies are left unlocked at Club Nautico.**

clubhouse to be torn down a few years ago, leaving only the docks. But after a nearly interminable "hellish battle", the Dragon Lady came out on top, and the new clubhouse is supposed to be open again in time for Christmas. We're not sure in exactly what capacity they helped, but we're told that Greg and Sheryl Daily of the Jeanneau 47 **Uno Mas**, a Northern California couple, have provided major assistance. Greg teaches English locally, while Sheryl works with

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# CHANGES

special needs children.

If you think the cruising life is easy as opposed to an active adventure, consider the report from Greg King of the 65-ft Long Beach-based schooner **Coco Kai**:

"We're here at Australia's Cocos-Keeling Islands, which are midway between Australia and Sri Lanka, and I needed Internet access so I could send some photos and reports to family and friends. All that I needed to do to get that access was: 1) Dinghy two miles into 20 knots of wind and chop to get from Direction Island to Turtle Beach on Home Island. 2) Walk a mile to the pier to catch the 7 a.m. ferry. 3) And after the 10-mile ferry ride, take a four-mile bus ride to the Internet place."

Then, of course, he had to get back to the boat. As most *Latitude* readers know, King spent months in the heat and humidity of Thailand doing a fabulous refit on the schooner. Owner Jennifer Sanders of Los Angeles, and daughter Coco, are now aboard, and in a week they'll start the 4,000-mile trek to Cape Town, with stops at Rodrigues Island, Mauritius, Reunion Island and Durban.



YUDA POINT

**When yachts stop at Cocos-Keeling Islands, most crews take time before the long Indian Ocean crossing to leave their mark.**

"It's going to be a fast and wet ride, with the biggest waves we've seen in years," predicts King. "Readers can follow our track at [www.shiptrak.org](http://www.shiptrak.org), login kf60id, hit satellite, and zoom in."

"Stephi and I are well and have been enjoying the Bay of Los Angeles in the Sea of Cortez for the last two months," reports Robin Kirkcaldie of the Santa Barbara-based Bounty II **Red Witch II**. "We're due to head south in a week or two, and are looking forward to signing up for the 2014 Pacific Puddle Jump. Although she was built in the late 1950s in Sausalito, and was one of the first sizeable fiberglass boats ever built, *Red Witch* continues to surprise us with her wonderful sailing qualities."

If you were going to make a movie based on James Michener's **Bali Hai**, where would you film it? Thanks to Nancy and Burger Zapf of the Berlin, GER-based Alden 50 **Halekai**, we now know that parts of it were filmed at Portinax Beach and Es Vedrà, which are on the Spanish island of Ibiza in the Med. If that's not weird enough for you, Michener admitted that he based the fictional South Pacific paradise on a "miserable village" on Mono Island in the Solomon Islands, and Aoba, a "steaming, savage island" in what is now Vanuatu.



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Michener said the islands were so off-putting that no sane person would willingly visit them, so he "took the privilege of dressing them up a little." Geez, first you can't believe everything you read, now we can't even believe the movies. What next, lying politicians?

"It was almost exactly five years ago that I sailed out of Vancouver Harbor aboard my Kristen 46 **Precious Metal**," writes Pamela Bendall. "I've had many cruising adventures since then, in Mexico, Central America, and South America. But today *Precious Metal* and I are safe and sound back in False Creek, and the sun is out and the skies are blue. Victoria, with the surrounding mountains and scenery, is so beautiful, Home sweet home!"

Pamela recently authored a book titled *What Was I Thinking?* about her many sailing adventures. It's pure speculation on our part, but we think six months from now, when Victoria's been cold, dark and gloomy for months, our friend Pamela is going to start writing a sequel titled *What Was I Thinking, II?* It's

going to be about how much more pleasant and less expensive it is to be cruising in the tropics than being stuck in a high-latitude winter.

In one of the most pleasant bits of news we've gotten in ages, we've learned that Caribbean legend **D. Randy West** and his sweetheart **H.G.**, after years of long-ing, have acquired the 70-ft Spronk catamaran **Ppalu**. Built in the early 1970s of ply and epoxy, she's ketch rigged and has deep v hulls. D. Randy has memories galore from sailing and racing her in the old days, so he's been happily laboring to bring her back up to snuff at the St. Kitts Boatyard. In addition to *Ppalu*, West has owned two other smaller Spronk cats, the 45-ft *Skyjack* and the 60-foot *Shadowfax*. So he knows how to make these light and low-riding cats fly. While D. Randy, who has millions of friends up and down the Antilles,




PPLAU

*It's great to see a classic cat such as 'Ppalu' end up in the hands of a sailor such as D. Randy, who loves, respects and understands her.*

to say nothing of the United States, will no doubt be hitting all the islands showing off his new prize, she'll be based out of Gustavia, St. Barth.

Both Doña de Mallorca and the Wanderer go way back with D. Randy. As a single gal in the '80s, de Mallorca raced with him on *Skyjack*, and two of the Wanderer's first sails on catamarans were aboard *Shadowfax* off Antigua and off St. Barth. Indeed, before we had *Prof-ligate* built, D. Randy had lobbied for us



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# CHANGES

to buy *Ppalu*. So when D. Randy offered us the chance to race with him in next April's Voiles de St. Barth on *Ppalu*, we couldn't wait to confirm.

Continuing to have a great time in the South Pacific are Dietmar Petutschnig and Suzane Dubose of the Las Vegas-based Lagoon 440 **Carinthia**. After they did the 2008 Ha-Ha, they cruised Mexico a bit, sailed across to New Zealand with Kurt Roll, and then stayed in New Zealand for a few years. The couple are now on their way through Vanuatu, where cruising boats are few and far between. "We hogged the anchorage at Hog Harbour, Santo, Vanuatu," Dietmar jokes, "as there have only been three boats here since June. We get provisions from Luganville by way of the local resort, so all we have to do is keep the ice trays filled."

Dietmar and Suzanne did stop in Luganville long enough to dive at Million Dollar Point, which is where countless millions of dollars of equipment were dumped into the water following the end of World War II. The couple like to think they are easier on the environment, having used just 88 gallons of fuel in two



CARINTHIA

*Dietmar goes for an underwater joyride in one of the countless jeeps that were dumped into the ocean at Luganville's Million Dollar Point.*

months for all their propulsion, water-making and energy needs. "That's just \$8/day.

Kirk McGeorge of the Brisbane, Aus-

tralia-based Hylas 49 **Gallivanter**, soon to be based out of the U.S. Virgins once again, has taken off. Kirk and crewmate Joe are currently in Cairns, headed for Lizard Island inside the Great Barrier Reef, Darwin, Bali, South Africa, the Atlantic Ocean . . . and St. Thomas. If you're looking to do some ocean sailing, Kirk, who has been around the world before, is open to taking more crew.

Chico's John Franklin, owner of the East Coast- and Caribbean-based Atlantic 55 **Spirit**, gave us some additional details on his 13th and most recent passage between the Caribbean and the Northeast.

"This year we made the 855 miles from the U.S. Virgins to Bermuda in just under four days, and we never ran the engine until we entered The Cut at St. George's. It was our fastest time ever, although we didn't plan or want to set any speed records. Five days — i.e. a smooth passage — would have been fine with me. We left Bermuda with the usual Bermuda High — eight knots and calm like a lake — making its presence known. We crossed the Gulf Stream three

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# IN LATITUDES

days later with no wind and even fewer waves — a very rare occurrence. After leaving the beauty and wonderful warm temperatures of Bermuda, our last day into Nova Scotia was shockingly cold and foggy. There wasn't any reason to step outside the pilothouse, as you could barely see the light at the top of the mast. But two days after arriving at Mahone Bay, the sun was out and we were again sailing in the beautiful protected waters."

What's the best *turista* cure? While *Profligate* was getting a major refit at the La Cruz Shipyard, we came down with a low-grade — 3 on a scale of 1 to 10 — case of *turista*. While we just gutted it out, a couple of people recommended "surefire cures". Peter Vargas of Sea Tek, the company doing work on *Profligate*, suggested three shots of tequila. Maybe four. "It will cure you quickly," he assured us. Dan Orlando of the Vallarta-based Maple Leaf 48 *Echoes of Summer* insisted that the best cure was "the juice of four lemons, straight." The next time we get a touch of *turista*, we might try combining their cures. Anybody else have a cure they'd like to recommend?

"Peters & May, Ltd, a yacht transport company based out of the United Kingdom, has added La Paz-to-Victoria, British Columbia, to their schedule," report Dennis and Susan Ross of **Two Can Play** and Ross Marine Services and Consulting in La Paz. "They will fill the void that was created when Yacht Path International went bankrupt and halted their West Coast Service."

Peters & May has been in business for many years, but has focused on the Atlantic and Asian markets. They had a West Coast sailing from Manzanillo, but we finally got them to include La Paz. Their service might be of interest to Ha-Ha'ers and other boats wanting to get to the Pacific Northwest quickly after the winter cruising season is over in Mexico. Although we have no clue why anybody would want to leave La Paz for the Pacific Northwest. As is/was



TWO CAN PLAY

**Phil and Katie Habberger's Port Townsend-based Catalina 42 'Avalon' was lifted aboard the 'Huanghai Glory' in La Paz in July.**

the case with Dockwise and Yacht Path, Peters & May cannot pick up and drop off in the same country, so they can't load in La Paz and drop off in Ensenada. As such, the service won't be good for those who just want to avoid a Baja Bash.

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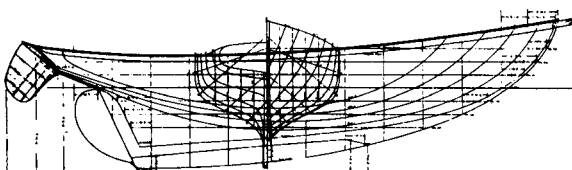
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**6-MAN OFFSHORE LIFERAFT, 2012.** Alameda. \$2,050. 6-Man Valise DSB (made in Germany) commercial quality raft. New June 2012 from Coast Marine San Francisco. Will guarantee repack. Perfect condition. (415) 488-0218, (415) 999-2270 or sjr90@comcast.net.

**9-FT PORTA BOTE DINGHY/TENDER.** \$600. Folding portable boat. Stable, dry, rows well; nice wood oars included. Planes fast with small outboard. Unsinkable, durable. Easy to transport on land or sea. See website for pics and more. <http://tinyurl.com/pb4sale>. Contact (707) 696-2230 or s\_cox2@yahoo.com.

**24-FT KENT RANGER SAILBOAT, 1978.** Coyote Point. \$1,500. Evinrude 2-stroke 6hp outboard, sails, full flotation, Burma teak, stainless shrouds, stays, aluminum mast and 8'4" boom, fiberglass laminates: hull, deck, interior, rudder, needs TLC. Sails well. Contact (408) 561-5399 or woolleyre@yahoo.com.

**24-FT J/24, 1978.** \$8,500. TP built, vermiculite job, main bulkhead replaced, Dyform standing rigging, calibrated turnbuckles, windward sheeting, roller stations all at minimum height, 8-1 boomvang, carbon fiber spinnaker pole, Tacktick wind, speed, compass and depth. New 4hp Nissan long shaft (never had gas in it) and all Ullman class sails, plus one non-class carbon jib, solar charger and gel battery, two-axle trailing with gear box, dry sailed last 7 years. Fun, fast boat. Thanks, Chris. (209) 603-7991 or ccorbin@costco.com.

**FLYING JUNIOR, \$300.** Older FJ, needs rub rail. Good sails, wooden spars, no trailer. Also, 1939 Lawson gas single-cylinder marine engine. Model ZW918, 5-1/2hp, 2:1 reduction with propeller and original brochure; \$500. Call Bob. (707) 829-8222.

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**28-FT BRISTOL CHANNEL CUTTER.** 1977. Park City, Utah. \$50,000/obo. Bristol Channel Cutter project on custom trailer. Stored inside, almost everything included to finish. Additional details and photos at website: [www.samlmorse.com/forum/read.php?4,12504](http://www.samlmorse.com/forum/read.php?4,12504). Email/call with questions, calderstratford@gmail.com or (435) 503-2879.

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## 24 FEET & UNDER



**24-FT SEAWARD, 1990.** Brookings, Oregon. \$12,900. New 8hp 4-stroke electric start remote Tohatsu, bimini, Porta-Potti. Main, furler genoa, icebox, 30 gal water, Delta anchor, SS portholes, solar, fishfinder, mast raiser, propane stovepot, foot pump, tandem aluminum trailer. Photos available. (541) 469-9379 or sandsations@nwtec.com.



**14-FT SNIPE, 1996.** Livermore, CA. \$7,600. Race-ready Snipe with like-new trailer and new sails. (408) 497-6107 or colebrooke@comcast.net.

**20-FT MELGES, 2009.** Tiburon. \$30,000. Join a great fleet, with local and national activity. Priced this boat to sell quickly at \$30k firm. Sail inventory: 2012 spinnaker (runner). 2012 spinnaker (reacher). 2012 Dacron mainsail. 2012 3DL jib. Boat condition/equipment: 2009 hull is in excellent condition. Cockpit: Raptor non-skid (12/2012). Trailer w/1 storage box. Covers: mast up top cover, trailing bottom cover. Instruments: Tacktick compass. 2.5hp engine. (510) 842-6375 or kausisailing@gmail.com.



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**27-FT CATALINA, 1976.** Oakland Marina. \$6,500. Wheel steering, GPS, depth sounder, autopilot. Newer 135% roller furling jib, new colorful spinnaker, Atomic 4 that runs great! Lots of Moyer upgrades. Solar panel, stereo, VHF, 2 batteries, much more. Best Bang for Buck on Bay. (925) 487-7848.



**28-FT LANCER, 1985.** San Rafael. \$7,500. Great Bay cruiser for sale, solid keel, shoal draft (4'), Evinrude 9.9hp 2-stroke, starts on first pull. Last sailed Sat. July 13. Includes all equipment necessary to sail, life jackets, autopilot. (415) 420-8575 or surtruck18@sbcglobal.net.



**25-FT CATALINA POP-TOP, 1978.** Alameda. \$6,500. Nissan 9.9hp electric/pull start, hauled/painted 5/2013, depth, holding tank, 2 mains, 2 jibs, interior upgrade. Very clean, pretty, fun, family boat. Trailerable. (510) 776-0821 or (510) 604-1208 or srt80@live.com.

**26-FT MACGREGOR 26X, 2000.** Santa Cruz. \$17,000. Very good condition. Suzuki 4-stroke 50hp motor. Mainsail, overlapping jib, genoa, and spinnaker. Includes trailer. Comes with many after-market upgrades. Low engine hours. (831) 234-7594 or emery.laurie@gmail.com.

**27-FT HUNTER, 2005.** Moss Landing. \$37,500. Pocket cruiser well-equipped as singlehander: jib and main in-mast furling, all lines aft, wheel steering, autopilot, 18hp diesel, 230 hrs. Aft cabin double berth, V-berth, galley, head: 6'+ headroom. Professionally maintained. Bottom painted 2011. (831) 334-3630 or jaykay32@yahoo.com.

**27-FT CATALINA, 1983.** CA Delta. \$9,000. This TURNKEY boat is a "must see"... loaded!! Ready to sail away. Very clean. www.flickr.com/photos/19831496@N03/. Contact (916) 768-4810 or (916) 853-5805 or tbcseghi@prodigy.net.

**27-FT CATALINA, 1974.** Alameda. \$3,500. Excellent for Bay or ocean. Good for Baja Ha-Ha. Settee model, sleeps six, stove, '95 Johnson Seamaster 9.9. Fuel tanks, genoa, needs TLC. Best offer this month takes. Call Dave for info. (408) 378-3700 or (408) 334-0233 (cell) or davidperry222@gmail.com.

**COLUMBIA 28 MK II, 1970.** Crescent City, CA. \$8,100/obo. Columbia with trailer. Upgrades. Decent sails, Autohelm, head, fridge, stove, water, recent upholstery, 25hp diesel. Recent bottom paint. Boat/trailer in good condition. See Craigslist ad for details/photographs. (541) 941-2042 or nwbiolog@gmail.com.



**27-FT CHEOY LEE, 1965.** Alameda. \$12,000. Teak deck, cabin and interior, fiberglass hull, Yanmar diesel, new bottom paint June 2011, 2+ sets of sails, pressure and pump water, stove, head, new upholstery, boat cover. In great shape. (408) 267-9262 or cptjohn@pacbell.net.



**28-FT ISLANDER, 1976.** Berkeley. \$12,500. Well maintained. Boat has had only two owners, Volvo diesel with 400 hrs, refrigeration. Two boat owner motivated to sell, has some small blisters. Contact bill.cindy87@gmail.com or (916) 479-1740.



**25-FT HELMS, SWING KEEL, 1975.** Burson, CA / Camanche Reservoir. \$4,800. Open sail, main, lapper and genoa sails / original very good condition. Boat solid and ready to sail. Call Ray Lopez. (209) 772-9695.

## 29 TO 31 FEET



**29-FT TRINTELLA, 1968.** North Bay. \$21,500. Solid offshore cruiser, Hull #495, fiberglass hull, Cape Horn windvane, 3-cyl diesel, new brightwork and electrical, recent bottom paint, rigging, meticulously cared for. More information available at website: <http://groups.yahoo.com/group/Trintella29/>. Contact (707) 537-5522 or trintella495@yahoo.com.



**30-FT BIRD BOAT, 1928.** Sausalito. \$28,000. Price Reduced!. The Bird Boat story is the history of sailing on the San Francisco Bay. "Nothing sails like a Bird". Six Bird Boats are still racing on the Bay from the original 24 built between 1921 and 1945. For sale: John Alden-designed Bird Boat, *Petrel*, #8. Full maintenance just completed. Ready to sail. Diesel motor, sails, Marine radio. Owned and raced by Pierre Josephs for 15 years. Want to sell to someone who will sail her in our racing season. Am selling to get funds to finish restoring the *Puffin* #12, which I will then race. Comes with Sausalito Yacht Harbor dock plus parking permit. (415) 924-2731 or pierrejosephs@yahoo.com.



**30-FT CATALINA, 1985.** Sausalito. \$19,500. Nicely maintained Universal 25hp diesel engine. New batteries, fuel filters, fuel pump. Water pump. Bilge pump. Bottom paint, two coats (8/10/12). Edson wheel, has dodger frame (presently off boat). Autopilot, roller furling jib. New stainless exhaust. Has self-tailing winches, water heater and shower. Standard rigging condition of boat is good entry size for the Bay. (707) 357-3891 or (707) 937-0655 or TLCmendo@mcn.org.



**30-FT CATALINA, 1988.** Sausalito. \$28,900. Great condition. New bottom paint. New anchor, chain, rode. Newer main and 110% furling jib. 23hp Universal diesel. Canvas covers, autopilot, cushions, inverter, VHF, extra sail, large cockpit cover, 2-burner stove. Extra battery. Chrome fishing rod holders. Contact (415) 519-4102, (415) 456-4111 or rwolfson@me.com.

**30-FT BIRD BOAT, 1924.** Sausalito. \$18,500. Classic SF Bird Boat, *Mavis* #4. Restored; two sets of sails including spinnaker. In-board Yanmar engine. Elegant interior. Contact (415) 891-8244 or johnfergo21@gmail.com.

**30-FT CATALINA, 1981.** Stockton Sailing Club. \$15,000. Universal diesel with 400 hours, tall rig, Spinnaker with pole, 3 head sails, new mainsail cover, wheel steering, dodger assembly, a must see. (209) 481-0448 or d.felkins@sbcglobal.net.

**30-FT ISLANDER BAHAMA, 1981.** Pt. Richmond, CA. RYC. \$12,400. Nice Islander. Sails nicely. 2 sets of sails, Volvo Penta diesel engine in great shape. New toilet, batteries and sail covers. Sleeps 6. Nicely maintained. (916) 220-9791 or artkhan1@gmail.com.



**30-FT PEARSON 303, 1984.** Vallejo. \$24,000/obo. Quality built, excellent condition, new bottom paint 3/2013, blister free, roller furling, autopilot, Edson wheel, mast stepped on keel, Yanmar inboard engine, Harken adjustable traveler, shower, teak interior, large V-berth, new head, much more. (707) 252-7135 or rvjohnson1000@comcast.net.

**30-FT CHEOY LEE BERMUDA KETCH.** 1964. Port of Redwood City, C-26. \$6,500/obo. Glass hull, Sitka spruce masts, good sails and covers, near new cushions, original diesel engine. Leaky teak deck needing repair. Brightwork needs TLC. Contact (609) 619-0324 or arundelcomputers@hotmail.com.

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**30-FT BRISTOL CHANNEL CUTTER.** 1997. \$120,000/obo. 30-ft Lyle Hess Bristol Channel Cutter, *Tigress*, 1997, sistership to the Pardeys' 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. See more at [www.tigress-bcc.com](http://www.tigress-bcc.com) or call (650) 868-0348.



**30-FT CATALINA, 1989.** Marina Bay, Richmond. \$28,000. Beautifully maintained, 2012 - bottom paint and cushions. Radar, autopilot, VHS, Kenwood stereo, 2-burner stove, 120V inverter, refrigerator, extra sail, GPS, wind speed, depth, cabin heater. More information at [www.flickr.com/photos/99619987@N08/with/9392065803/](http://www.flickr.com/photos/99619987@N08/with/9392065803/). Contact (916) 838-2614 or [gary@gmcairns.com](mailto:gary@gmcairns.com).



**31-FT BENETEAU, 2008.** Richmond Marina D-4. \$102,000. One owner, excellent condition, well maintained. New sails in 2012. Currently enlisted in Tradewinds Sailing Club. (510) 734-2314 or (510) 215-8737 or [jlm-ii@sbcglobal.net](mailto:jlm-ii@sbcglobal.net).



**30-FT RAWSON, 1964.** Alameda Marina. \$15,000. Restored bluewater classic. Bronze hardware throughout 50hp Perkins 4-107, Tanbark sails, new drifter. Price reduced from \$25,000. Extensive equipment! Owner financing available. For complete description with photos, see website: <http://restoredrawson30.blogspot.com>. Contact (408) 234-5359 or [carlbabb@mail.com](mailto:carlbabb@mail.com).



**31-FT CAL, 1979.** Marina Bay, Richmond. \$18,000. Sure-footed performance, timeless looks and a beautiful teak interior. Newer Universal 30/transmission, also stackpack, GPS/depth/fishfinder, all lines aft including traveller. Professionally maintained by Tradewinds Sailing Club. Email for sell sheet: [ronvwell@yahoo.com](mailto:ronvwell@yahoo.com).



**30-FT CORONADO, 1966.** Vallejo. \$4,500. Sturdy, fiberglass, aft cockpit sloop. Fully equipped: anchor windlass, roller furler jib, wheel steering, all mainsail controls in cockpit, transparent acrylic hatch boards, propane galley with fridge, 6'4" headroom in cabin, enclosed head with holding system, depth sounder, knot meter, VHF. Nissan 8hp outboard installed, Palmer gas engine not running, but believed repairable. (916) 719-2037 or [fountain\\_robert@yahoo.com](mailto:fountain_robert@yahoo.com).



**NEWPORT 30 MK III, 1982.** Berkeley. \$17,450. In excellent condition, fast and comfy, 2006 Doyle main, 3 jibs, 2 spinnakers. Low hours diesel, teak interior, wheel, roller furler, new standing rig, all lines aft, sleeps 6. Contact (510) 524-2609 or [lebontraks@yahoo.com](mailto:lebontraks@yahoo.com).

## 32 TO 35 FEET



**33-FT SOVEREL, 1985.** Alameda. \$8K 1/3 Equity. Why spend so much money on a boat when you can have it all for 1/3rd the price? Join the *Good & Plenty* Soverel 33 partnership. Fast is fun, racing or cruising. PHRF 96. Her ideal race conditions are light wind and flat water. Currently doing very well in the Estuary Friday nights, come join the fun. Adirondack chairs included. \$8,000 1/3rd equity buy in and \$200/mo. See more at <http://soverel33goodandplenty.com> or call Justis, (510) 390-4674.



**32-FT ISLANDER, 1978.** Alameda. \$20,000. New sails, canvas with full cockpit enclosure. New standing rigging, and lifelines. New varnish, and cockpit cushions. New interior upholstery. Engine perfect, with new batteries, charger, and alternator. New driplless outlass shaft seal. Interior in brand new condition with fresh paint, varnish, and carpet. New head and holding tank. New stove/oven. Have survey for boat. Bottom cleaned in May '13. Extra gear not installed: Schaefer roller furling unit (2100 series). Pedestal guard. This boat is ready to sail - no work needed. Really, this boat is perfect. [www.flickr.com/photos/75382361@N04](http://www.flickr.com/photos/75382361@N04). (415) 912-9692, (415) 271-2429 or [leo@leosolomon.com](mailto:leo@leosolomon.com).



**CAL 34-2, 1975.** Ballena Isle Marina, Alameda. \$7,000/obo. Price reflects that the fuel, water tank, and refrigerator need to be replaced. The diesel engine runs well, and it's a solid well-made boat. (510) 499-6152 or [b\\_stapp55@msn.com](mailto:b_stapp55@msn.com).

**32-FT WESTSAIL, 1971.** Marina Bay Yacht Harbor. \$18,000/offer. Ketch rigged. 50hp Perkins. Selling as-is. Call (707) 887-2644.

**32-FT GULF PILOTHOUSE, 1986.** Coyote Point, San Mateo. \$35,000. Great for year-round cruising, radar, microwave, fridge, many extras. Email for photos and more info, [gulf32coyotepoint@live.com](mailto:gulf32coyotepoint@live.com).



**32-FT CATALINA 320, 1994.** Portland, Oregon. \$62,500. New Volvo engine 2010, New fuel tank 2013, Large aft cockpit; Walk-thru transom; New North asymmetrical spinnaker; Martek dinghy davits, 2008 9-ft Aquapro inflatable, and 5hp Mercury. [www.patsysweb.com/Antares/antares.html](http://www.patsysweb.com/Antares/antares.html). Contact (503) 246-9233 or [jonwduc@gmail.com](mailto:jonwduc@gmail.com).



**34-FT O'DAY, 1982.** Delta. \$35,000. Ha-Ha vet, hard dodger, bimini, EPIRB, radar, electric windlass, color plotter, AIS, VHF with RAM, dinghy on davits, 10hp OB, 3 spinnakers, 2 poles. Universal diesel, 2-blade, 3-blade and folding prop. Autohelm, stove and oven, refrigeration, 3 house batteries and 1 starting, ample solar panels. Ample ground tackle, sleeps 5, roomy salon, full galley, custom cabinets. Owners moved to bigger boat currently in Mexico. *Flibbertigibbet* must go. (510) 918-0515 or (925) 818-9383 or [jimpolygraphman@sbcglobal.net](mailto:jimpolygraphman@sbcglobal.net).

**34-FT PETERSON, 1977.** Sausalito. \$34,000. Offers a wonderful mix of classic beauty, sailing ability and accommodations. This racer-cruiser was configured for distance cruising; she is well known for her performance and high quality build. See <http://web.magewind.com/magewind>. Contact (415) 332-4810 or [lat38@magewind.com](mailto:lat38@magewind.com).



**34-FT EXPRESS, 1988.** Richmond Yacht Club. Best reasonable offer. Well maintained, great sails, fast, great sailing boat. Contact [c\\_longaker@sbcglobal.net](mailto:c_longaker@sbcglobal.net) or (415) 450-1113.



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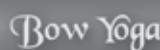
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**34-FT O'DAY, 1982.** Alameda. \$30,000/obo. North sails, jib furler, spinnaker. 24hp Universal diesel. Gori folding prop. (7) 2-speed self-tailing winches, Autohelm, 3-burner stove and oven. Refrigeration. New batteries and inverter. Excellent Bay, Delta and club racer. (510) 581-4720.

**32-FT SAMPSON C-MIST.** \$5,000/obo. Professionally plastered and cured. Westsail cutter-rig. aluminum, stainless, 6 Dacrons. Needs new cockpit and major overhaul. Lively to windward at 5 knots. Gordon Strassenburgh, 275 N. Broadway, #304, Coos Bay, OR, 97420.



**33-FT NORWEST, 1978.** Santa Cruz. \$24,000. Recent \$10,000 haulout included brand new upgraded rudder and thru-hulls. Engine professionally serviced: new fuel lines and filters, exhaust elbow, waterlines, pump, new fuel tank. Newer Hodges sails in very good condition. Schaefer furler. New head and holding tank. New batteries and charger. Regular dive service. Transferrable monthly berth or will deliver boat anywhere in California. The Norwest 33 is a respected offshore cruiser. Streamlined design exhibits high performance and easy handling characteristics. Contact (831) 207-1556 or Dove\_Sailing@yahoo.com.



**32-FT FUJI, 1977.** San Diego. \$27,500. Well loved and cared for, but illness prevents cruising this fall. New sails including staysail and drifter, new dodger, upholstery and electrical, reliable diesel - 800 hours. Priced to sell quickly. More at <http://sandiego.craigslist.org/csd/boa/3862977666.html>. Contact (202) 680-0091, (202) 714-2002 or adam.hopps@gmail.com.

**BOAT WANTED.** Looking for Catalina 34 Mark II or 36. Must have full batten main. 1999 or later. Contact (415) 250-1968 or rtoller@comcast.net.

**33-FT SPAULDING, 1969.** \$19,900. Quick, balanced, designed by Myron Spaulding, highly regarded Bay Area designer and sailor. 9th built with finest materials by talented pattern maker Ivan Davies. More info at [http://en.wikipedia.org/wiki/Myron\\_Spaulding](http://en.wikipedia.org/wiki/Myron_Spaulding) and [www.spauldingcenter.org/myron-spaulding.html](http://www.spauldingcenter.org/myron-spaulding.html). Photos at [http://plus.google.com/photos/107257849662934202751/albums/5901004776320496369?authkey=CJCU\\_e2mzdShDw](http://plus.google.com/photos/107257849662934202751/albums/5901004776320496369?authkey=CJCU_e2mzdShDw). Email [jonah\\_ward@hotmail.com](mailto:jonah_ward@hotmail.com).



**33-FT RANGER, 1976.** Moss Landing, North Harbor. \$14,000. #252, 2nd owner, low hour Yanmar. Bottom, batteries, main, #2 genoa; 2012. Shrouds, lifelines; 2013. (831) 840-0200 or johnrherne@gmail.com.



**35-FT ALBERG, 1964.** Emeryville Marina. \$21,000. Diesel, chartplotter, VHF, dodger, custom covers. New interior. 30 gal holding, 20 gal fuel, 45 gal water. Stove/oven, BBQ, ladder. Roller jib, spinnaker with sock, anchors, windvane, liferaft. Contact (408) 205-1113 or (408) 735-1018 or klawuhn@sbcglobal.net.



**35-FT HUNTER LEGEND, 1990.** Marina Bay, Richmond. \$42,500. Pacific Cup veteran, full batten main, roller furling jib, Yanmar diesel, wind, depth, speed instruments, ST winches, VHF/stereo, CNG stove, spinnaker gear, dodger, open transom, sleeps 6, many spares, and extra sails. Contact (510) 235-4005 or quixote9094@aol.com.



**35-FT HINCKLEY PILOT YAWL, 1966.** SFYC. \$70,000. *High Tide* is a two-owner, full-keel classic Sparkman & Stephens design. Hand-laid fiberglass hull. Westerbeke diesel. Wheel steering. Gray Awlgrip topsides. Varnished teak trim. Roller furling jib, full batten main, lazy jacks, jiffy reefing. Sleeps four. Honduras mahogany + teak throughout. Teak and holly sole. Head w/stainless sink, shower, hot/cold pressure water. 3-burner propane stove, refrigerator. 3 screened hatches. 8-ft Avon inflatable, Honda outboard. <http://hinckleypilot35.ning.com/photo/photo/listForContributor?screenName=2oz7adc9pf1um>. Contact (415) 435-9565 or sswan200@aol.com.



**33-FT WAUQUIEZ GLADIATEUR, 1983.** Sausalito. \$47,500. Extremely well built racer/cruiser. Lots of upgrades and extras. Radar, GPS, liferaft, Lewmar winches, furling, diesel, refrigeration, heating. Full electronics. Beautiful interior w/teak and holly cabin sole. Sleeps 7+. More at [www.quest33.info](http://www.quest33.info). (415) 332-5970 or onthewater@pacbell.net.



**33-FT JEANNEAU SUNFAST 3200.** 2009. San Diego. \$145,000. Veteran of Pacific Cup doublehanded, Transpac and Cabo. Turn key ready for 2014 Pacific Cup doublehand or SHTP. Excellent condition with many extras. Full details and photos on website. [www.mechdesign.com/3200](http://www.mechdesign.com/3200). (435) 640-0587 or [sail@mechdesign.com](mailto:sail@mechdesign.com).

**34-FT CAL, 1968.** South Beach Harbor, San Francisco, CA. \$8,900. Good condition, Atomic 4 engine, runs and sails great! Call or email for info. (408) 315-4254 or [Sullivan\\_const@yahoo.com](mailto:Sullivan_const@yahoo.com).



**35-FT BRISTOL 35.5, 1978.** Berkeley. \$34,000. Beautiful, solid, well equipped Ted Hood design. Yanmar diesel, Andersen winches, radar, electric windlass, Force 10 stove, refrigeration, new thru hulls/bottom job, much more. Been to Mexico. (510) 524-9976 or (510) 847-8375 or [b\\_leary1@yahoo.com](mailto:b_leary1@yahoo.com).



**32-FT PEARSON VANGUARD, 1966.** Alamos Bay. \$10,000. Custom teak interior, newly upholstered cushions throughout the boat, new rigging and mast rebuilt by Seatek, bottom paint, hull painted April 2011. Roller furling, Autohelm tiller pilot, VHF radio, Loran, AM/FM radio/CD player. Under 300 hours on Atomic 4 rebuilt by Terry Brown. (714) 960-6489 or (714) 270-3046 or [jj.wedde@gmail.com](mailto:jj.wedde@gmail.com).

## 36 TO 39 FEET



**37-FT CABO RICO, 1995.** Vallejo. \$124,000. Crealock-designed cutter well maintained. Two time Mexico vet, Yanmar 2200hrs, new rigging. 2008 RIB tender 6hp 4-cyl. Nicely equipped Ha-Ha ready. Consider shared equity. (707) 477-6980 or [jack@hewatt.net](mailto:jack@hewatt.net).

**36-FT JEANNEAU 36.2 SUN ODYSSEY.** 1998. San Rafael. \$81,000. Meticulously maintained, ready for cruising. Recent haulout, beautiful inside and out. Rerigged for singlehanded sailing. See web address for pictures and equipment list: <http://hitchcraft.net/Zingara>. Contact (415) 299-0263 or [miglopra@gmail.com](mailto:miglopra@gmail.com).



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**38-FT FREEDOM, 1990.** Santa Barbara. \$59,900. Performance cruiser built by Tilton Pearson. Full galley, head, exterior/interior showers. Beautiful teak interior w/ two cozy cabins. 6"1" headroom. Pedestal/bulkhead-mounted wind instruments, depth sounder, GPS. Electronic windlass, two Fortress anchors, 150+ feet of chain. Epoxy primed and painted with Flag Blue Awlgrip LPU (2012). Yanmar 27hp overhauled (2013). Fresh bottom paint (2013). Four sails, including self-tacking jib (Hoyt boom) and self-gybing spinnaker. Designed for short-handed cruising. Offered by original owners. Email [rwrawles@gmail.com](mailto:rwrawles@gmail.com).

**38-FT ALAJUELA CUTTER, 1977.** Seattle, WA. \$99,000. Factory-built by the Alajuela Yacht Corp. I have owned *Lively Lady* for thirty years and she is ready go around the world again. Contact (360) 376-5284 or (360) 298-6236 or [skottphoto@gmail.com](mailto:skottphoto@gmail.com).

**38-FT CATALINA, 1981.** South Beach Harbor. \$29,000. Price Reduced! Hull #110, offered by original owner. All Barent winches including Barent 32s self-tailing, 4 jibs, plus 2 spinnakers. Battened main plus lazy jacks. 24hp Universal 3-cylinder diesel. Gori folding prop, hydraulic back stay. All teak interior, exterior teak trim with new cockpit cover. Hauled, June 2013. Email [avalleaup@yahoo.com](mailto:avalleaup@yahoo.com).

**37-FT CREALOCK, 1979.** Monterey. \$41,000. Cruising consultants, new LPU entire boat, new interior, new Yanmar. See [www.crealock37forsale.com](http://www.crealock37forsale.com). Email for pics and video, [dcd987@gmail.com](mailto:dcd987@gmail.com) or call (831) 234-4892.



**38-FT CATALINA 380, 2000.** Marina Village. \$117,500. Well maintained in beautiful condition. Recent survey. Deep keel, tall rig, all electronics, microwave, inverter, new batteries '12, new bottom '11, Westerbeke 40hp, 515 hrs, prof. serviced, beautiful interior, 6'9" headroom, queen aft cabin. See more at <http://catalina380bonneviudeux.shutterstock.com>. (408) 828-0837 or [billsails2@yahoo.com](mailto:billsails2@yahoo.com).

**38-FT CATALINA, 1982.** Alameda. \$48,000. Baja Ha-Ha vet, ready to go again. Lots of extra equipment. 2 mains, 3 jibs, 3 spinnakers, etc. Bottom job 4/11. Contact [dgilmoresailor@yahoo.com](mailto:dgilmoresailor@yahoo.com) or (916) 747-6933.

**36-FT SCHUMACHER, 1989.** Paradise Cay. \$39,900. *National Biscuit*. Located in Paradise Cay. Ready for racing! Carbon spinnaker pole, over 15 bags of sails, new running rigging, Yanmar 3-cylinder engine, triple-spreader fractional rig. Contact: (415) 271-2722.



**39-FT DUFOUR, 1995.** Marina del Rey, California. \$64,000. German Frers design, 3 cabin, 1 head, dodger, bimini, roller furling, lazy jacks with sail bag, wing keel, dip pole, rigged for singlehanded. Fridge/freezer, stove, 10-ft Achilles. Contact (310) 749-9453 or [Fred@Soelter.us](mailto:Fred@Soelter.us).

**39-FT CAL.** Long Beach, CA. \$49,000. Excellent condition, new roller furl, 24 mile radar, inverter, AM/FM stereo/CD, new VHF radio/GPS, chartplotter/GPS, LP gas stove/oven, dodger/bimini, new bottom paint '11, LP mast, head, water heater, hot and cold shower, refrigeration, 50hp diesel, autopilot, full wind/speed instruments. New hydraulic backstay, large solar panel, lazy jacks, 8-1 engine hoist, new golf cart and starting batteries, 2 anchors and chain/rode, great sail inventory. All standing rigging replaced in last 4 years. (562) 607-7310.



**36-FT CRUISING CUTTER, 1978.** Newport Beach, CA. \$29,500. A no-compromise cruising boat, designed for a couple to cruise. Fiberglass. VERY solidly built. Long, cruising keel, with cutaway forefoot. Large, warm, wooden interior - large tankage, large locker space and much in the way of storage. Center cockpit, cutter-rigged. A cozy aft cabin, with much storage, and a comfortable, athwartship double bunk. Main cabin has an L-shaped galley, large settee area (convertible for sleeping), much storage, full head, and separate shower. A solid, roomy, cozy boat - perfect for living aboard, extended weekends, or long distance liveaboard/cruising. Contact (949) 500-3440 or [nb92663@hotmail.com](mailto:nb92663@hotmail.com).

**39-FT ATKIN MARGERY DAW.** Ukiah, CA. \$2,500. Unfinished 39+ ft. X 11 ft. beam. Fiberglass hull and decks, wood cabin top. Many extras including sails. You finish. Call Frank, (707) 467-3826 or [lindadake63@gmail.com](mailto:lindadake63@gmail.com).

**39-FT FREYA, 1978.** Berkeley Marina. \$70,000. Very clean, ready for cruising. Professionally built and maintained, beautiful. Custom light interior, maple sole, ash bulkheads, rigged for singlehanded, loaded with equipment. Don't miss this opportunity to own a legend. Contact (510) 917-5229 or [dalydolphin@aol.com](mailto:dalydolphin@aol.com).

**36-FT CATALINA, 1986-2013, \$49,750.** Continuous upgrades, complete mast out refit: engine, electrical, instruments, plumbing. Interior perfect, new cabin sole. All new upholstery, new lifelines, new Doyle bi-radial 120% jib, on Harken furler. New full batten main on Harken traveler. Contact [rhumphrey@sbcglobal.net](mailto:rhumphrey@sbcglobal.net) or (510) 812-3715.



**37-FT ISLANDER, 1968.** Berkeley, CA. \$28,000. Great condition, proven quality classic, 2nd owner, professionally maintained, cruise or liveaboard, Universal diesel, numerous upgrades. Bottom done at KKMI - 11/2012, roller furling jib, wheel steering plus original tiller. (510) 253-3044 or (510) 899-6118.

**36-FT ISLANDER, 1975.** Clipper, Sausalito. \$15,000. New bottom '04, new standard engine '06 (approx. 1000 hrs), propane, pressure washer, Raymarine, other upgrades, topsides need TLC.

**39-FT C&C LANDFALL SLOOP, 1985.** Grand Marina, Alameda CA. \$59,000/obo. Twice Mexico cruiser, safe, and comfortable. Mid-cockpit, includes upgraded house batteries, EPIRB, and West Marine Strongman dinghy. Rod rigging with insulated backstay. Live your fantasy, we did! More at <http://seabear.waybac.com>. Email [seabear@miller.org](mailto:seabear@miller.org).

**36-FT HANS CHRISTIAN, 1975.** Oyster Point Marina. \$32,000. Proven cruiser from Alaska to New Zealand. 'Good Bones', needs new sails and little TLC to restore her to off-shore condition. Monitor windvane, dinghy and more. USCG documented. Contact (415) 337-5303 or [svtekin@gmail.com](mailto:svtekin@gmail.com).

## 40 TO 50 FEET



**41-FT FORMOSA YANKEE CLIPPER.** 1978. San Pedro. \$59,000. 47', 12.5' beam. Rebuilt Perkins 4108 <200 hours, Kemp Selden Spars internal halyards-3/8" with Stalok fittings. Stainless steel water tanks, aluminum fuel tank, large cradled liferaft, SSB radio, Comnav autopilot, separate shower, full Pullman berth, U-shaped galley, double sink, Seaward stove, two refrigerators, watermaker, electric toilet, dodger and bimini, Isotherm water heater, Achilles dinghy, additional upgrades. Available 8/6/13. Beautiful boat. (562) 833-1800 or [sequoia79@msn.com](mailto:sequoia79@msn.com).

**41-FT MORGAN OUT ISLAND, 1972.** Marina del Rey. \$54,000/obo. Sloop/cutter, center cockpit refurbished. 50hp Yanmar diesel (100 hours), radar, Icom 710, watermaker, 5 sails. For pictures, see website: [www.yachtsoffered.com](http://www.yachtsoffered.com), go to listing 1291754. Contact (661) 548-6603, (661) 388-7670 or [hwothuis@juno.com](mailto:hwothuis@juno.com).



**40-FT J/120, 2001.** San Francisco. \$155,000. Very clean and well maintained 2001 J/120. Extensive Quantum race sail inventory, lightly used, full B&G instrumentation including GPS interface, Yanmar diesel, plus much more... Contact (650) 363-1390 or (650) 722-2389 or [richferrari@yahoo.com](mailto:richferrari@yahoo.com).



**48-FT CUTTER-KETCH, 1966.** Moss Landing, CA. \$125,000/negotiable. Full keel, bronze-fastened mahogany on oak cutter-ketch. 90hp Ford-Lehman, 300gal fuel and 200gal water tanks. Beautiful heavy-duty circumnavigator easily handled by two; sleeps 7, 2 heads, central heat, center cockpit, u-shaped gourmet galley. Email [ragdol@AIM.com](mailto:ragdol@AIM.com).



**40-FT BRUCE ROBERTS.** Cutter rigged sloop, 1984. Bradford Island, CA. \$27,000/obo, land trade. *Windy*: Documented, 37-ft LOD, bluewater, custom built, classic design. Hull is 1-1/8" fiberglass, laid with Seaflex matting with integrated reinforcing fiberglass rods. Heavy-duty windlass, 4 anchors including 45lb CQR. Flush deck, hard dodger, 36hp diesel. Very sea kindly; proven Mexico cruiser. Comfortably built solid wood interior/mahogany, teak, maple. Bosch on-demand hot water heater, queen bed. "Little ship". Brad. (209) 406-0965 or (209) 855-4085 or [brndeltadreamer@aol.com](mailto:brndeltadreamer@aol.com).



**44-FT CATALINA MORGAN, 2007.** Seattle, WA area. \$269,950. Mint condition. A real deck salon. Great bluewater cruiser. 75hp Yanmar 8+ cruising, 600 hours. New batteries, new solar, cruising spinnaker, power winches, hydronic heat, Raymarine C120, radar, autopilot, bow thruster. Trades acceptable. (408) 666-3261 or [jerryfsaia@aol.com](mailto:jerryfsaia@aol.com).



**46-FT HUNTER 466, 2004.** Richmond YC. \$249,000. *Wind Spirit* is ready to cruise! She is spacious and loaded with creature comforts: air conditioning, generator, Spectra watermaker, updated instruments with E120/E80 and AIS, full cockpit enclosure, SSB w/Pactor modem, Viking liferaft, SOS emergency rudder, fabulous entertainment package, cruising spinnaker, low engine hours, fresh bottom paint and newly polished topsides, meticulously maintained. A 2011 Ha-Ha vet, her systems have been tested and are working perfectly! Owners' plans changed. Contact (510) 236-2633 or tivoli42s7@gmail.com.



**40-FT CAL SHAMAN, 1966.** Alameda, CA. \$98,000. Best equipped Cal 40 on the West Coast. Fully equipped for racing to Hawaii, coastal races, around the buoys, fully crewed or shorthanded, as well as cruising on the weekends with the family. Huge 3DL sail inventory, many upgrades including rig, instruments, autopilot, watermaker... Easomized. Must be seen. Complete specs on blog: [www.sailblogs.com/member/cal40shaman](http://www.sailblogs.com/member/cal40shaman). Contact (415) 725-9581 or swaterloo@gmail.com.



**46-FT KELLY PETERSON, 1982.** Morro Bay, Ca. \$159,000. Stretch/upgraded version of the Peterson 44. Built to highest standards by Jack Kelly Yachts. Teak interior. Fully enclosed cockpit w/fiberglass dodger. Fiberglass decks. Solar panels, wind generator, genset, watermaker, separate freezer, 2 autopilots, Raymarine electronics, heavy ground tackle, ample SS tankage, furling jib and staysail, electric main, gennaker. Custom deck box for SCUBA compressor and gear. Cruise ready. Latest survey put replacement cost at \$545k. (408) 710-0693 or (805) 459-1909 or eddiekamp@sbcglobal.net.



**44-FT TARTAN 4400, 2003.** Channel Island Harbor. \$379,000, 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](http://www.youtube.com/watch?v=ckZHxXEAMec). Contact amgjohn@sbcglobal.net or (530) 318-0730.



**44-FT KELLY PETERSON, 1977.** Daytona Beach, FL. \$95,000. After many years of great sailing, health issues are making it necessary to swallow the anchor. She is better than new after most systems have been addressed, rebuilt or replaced. Perkins 90hp engine/rebuilt, standing rigging/new, fuel and water tanks/new, interior settees, cushions, headliner/new, ground tackle, Maxwell windlass/new and rebuilt, \$4000 inverter charger/new, rebuilt holding tank/new odorless hoses and pumps, 10-ft Avon RIB and zero-time Suzuki 6hp engine. All spares, tools and safety gear including scuba equipment and 50' hose. She only needs provisioning and the world is yours with beauty, safety and speed. She's been our magic carpet to the world. All serious offers considered, it's your turn! Inquiries: [www.grace44.com](http://www.grace44.com). (702) 767-8323 or jking38701@aol.com.



**47-FT VAGABOND, 1982.** Brisbane, CA. Entertaining pre-listing offers. S/V *Natural High* is for sale. 1982/95/99 Vagabond 47, 56' LOA. Too many details to list, see website for more details and photos: <http://svnaturalhigh.com>. Email [info@svnaturalhigh.com](mailto:info@svnaturalhigh.com).



**IRWIN 46 MK III SLOOP, 1988.** South Beach Harbor, SF. \$79,500. Rare deep draft (6-6) fin keel. Low engine hours, never raced. Priced for quick sale. Check <http://irwinyachts.com> for specs. (408) 505-9328 or (951) 244-1116 or [tenrightca2544@yahoo.com](mailto:tenrightca2544@yahoo.com).



**46-FT FARR, 1985.** Seattle. \$199,000. Original owner, fast cruiser, frac rig, midship cockpit, Perkins 4-108, fully equipped for coastal and offshore - including radar, AIS, SSB, inverter, watermaker. Call or email for photos and specs. Contact [jsprouse01@gmail.com](mailto:jsprouse01@gmail.com) or (360) 471-4540.



**45-FT GARDEN YAWL.** One-off double ender, 3 years in restoration, 98% completed, cold-molded over original strip planking. \$30K as is, or \$? to finish renovation. Contact (916) 847-9064 or [steve@paradigmpilgrim.com](mailto:steve@paradigmpilgrim.com).



**48-FT MAYFLOWER KETCH, 1985.** Puerta Vallarta, Mexico. \$139,500USD. Sleek and graceful bluewater cruiser properly equipped can fly up to five sails with a crew of two. Designed by third-generation naval architect George Stadel III, the *Oriana* has proven performance, good construction, and detailed appointments. The deck, hull, and spars were repainted in 2013. With its ample captain's cabin, attractive, roomy salon, and fully equipped galley, the boat is a comfortable liveaboard in any of the world's ports. Powered by the proven Perkins 92M, the craft cruises comfortably at 7.5 knots. Equipment includes roller furling on all masts, self-tailing winches, 300 ft. chain anchor rode, three sturdy anchors, watermaker, and more. More at <http://TheOriana.com>. Contact (480) 447-7316 or [info@theoriana.com](mailto:info@theoriana.com).



**47-FT 473 BENETEAU, 2006.** Marina Village, Alameda, CA. \$260,000. Cruise ready. White hull. Deep keel. Teak decks, 3 cabin. 75hp Yanmar, 7.9 Westerbeke generator, Spectra Newport watermaker, air conditioning, custom upholstery, Cherry wood interior, bow thruster. Much more. (530) 545-9540 or [jmbtahoe@yahoo.com](mailto:jmbtahoe@yahoo.com).

**40-FT C&C AFT CABIN, 1983.** Marin. \$63,900. Rare aft cabin 40 model. All standing rigging, instruments, roller furling, hydraulic backstay, and many other improvements less than five years old. Absolutely the most boat for the money. (415) 516-1299 or [cc40sailboat@aol.com](mailto:cc40sailboat@aol.com).



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**47-FT SAMSON KETCH.** Costa Mesa. Nearly completed, bluewater Samson ketch, Costa Mesa. Insulated ferrocement, full keel, center cockpit, full mahogany interior, 3 staterooms, 2 heads, 2 helms, 80hp Ford Lehman, 7 sails. Contact Rod for video/inventory list. (714) 963-9282.



**40-FT SWIFT CENTER COCKPIT.** fiberglass ketch, 1978. San Francisco. \$76,000. Sparkman & Stephens design, hull No. 1, Lloyds certified construction. Pisces Marine (Isuzu 3AB1) 3-cyl 40hp diesel. Substantial deck hardware upgrades and improvements. Strong, stable, sea kindly. Berthed Pier 39 Marina. Email [challengesea@yahoo.com](mailto:challengesea@yahoo.com).



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**44-FT MILLER MARINE, 1981.** San Rafael. \$125,000. Comfortable, fast cruiser ready for Mexico. Bainbridge Island shipwrights, custom teak interior, Perkins 85hp, solar, davits, great condition. Veteran of Mexico, Panama, Alaska. Winner, Oregon Offshore Race to Victoria BC. See [www.yachtcontessa.com](http://www.yachtcontessa.com) or email [rbrandes@magnoliahg.com](mailto:rbrandes@magnoliahg.com).



**43-FT SERENDIPITY, 1981.** Jack London Square. \$89,000. Doug Peterson design 43 customized for serious offshore racing/cruising, comfortable yet it can regularly sail 10+ knots. Recent remodels and this Serendipity 43 is one of a kind; see website: <http://gosailsf.com>. Contact (510) 926-7245 or [hookedsailing@gmail.com](mailto:hookedsailing@gmail.com).



**44-FT NORDIC, 1984.** Bellingham, WA. \$129,900. *Allaban*. Equipped for long term cruising, too much inventory to list, includes: freezer/fridge, watermaker, Espar heating, solar panels, etc. Over \$30,000 spent on recent upgrades. (828) 885-2877 or [davemenis@hotmail.com](mailto:davemenis@hotmail.com).



**40-FT KAURI WARWICK.** (one-off), 1983. Whangarei, New Zealand. \$200,000. Kiwi-built triple-skin cold-molded kauri cutter. Details, go to house website: [www.americankiwihome.com](http://www.americankiwihome.com). Email [neptune@central.com](mailto:neptune@central.com). 150A Beach Road, Oneahi-Whangarei 0110, New Zealand.



**40-FT J/40, 1986.** Flathead Lake, Montana. \$95,000. 43hp Volvo turbo 1100 hours, new Quantum roller furling headsail. Have road-ready three-axle trailer, sold separately for inland sailor's dry storage. Pictures, equipment list available. (406) 253-5566 or [j22racr@hotmail.com](mailto:j22racr@hotmail.com).



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



**48-FT CT 41, 1981.** San Rafael Yacht Harbor. \$15,000. Pilothouse dual station ketch, Perkins 4-154 out, but running. Boat is in the water and can be viewed from SRYH. Good project or liveaboard. Seller knowledgeable about vessel and has owned for 20 years. US Hull number. Contact [conradsherman@gmail.com](mailto:conradsherman@gmail.com) or (415) 336-7802.

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**40-FT HUNTER, 1990.** Emeryville Marina. \$70,000. Hunter Legend. Boat is very spacious with centerline queen aft stateroom with plenty of storage, 2 heads, large galley, forward-facing navigation station, dinette seating and a large forward cabin. Great performance under sail and functions well both as a fast cruiser and a capable PHRF racer. Well equipped with good electronics, strong Yanmar engine, upgraded mainsail, new rigging, and detailed inside and out. Beautiful boat great for Bay sailing, very comfortable. (702) 303-4228 or fawcett1204@hotmail.com.



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**58-FT STAYSAIL SCHOONER, 1925.** Port Townsend, WA. \$159,000. *Suva*, 1925 staysail schooner designed by Ted Geary. A gorgeous and sound classic yacht that sails wonderfully! Teak. Financing available. See [www.schoonersforsale.com](http://www.schoonersforsale.com). Contact [schoonersuva@gmail.com](mailto:schoonersuva@gmail.com) or (360) 643-3840.



**50-FT FD-12, 1981.** Sea of Cortez. \$130,000-Special Price! Limited time summer special price: \$130k. The opportunity to purchase this superb blue-water cruiser directly from the owners at this bottom line price expires 9/30/13. *Daydreamer* is an unsinkable 50ft FD-12, cutter-rigged and of medium displacement with long fin keel and skeg-hung rudder. Her 2 staterooms forward and master stateroom aft provide excellent separation and privacy when visitors are aboard. The pilothouse with spacious navigation and huge galley make for easy navigation and cooking and pleasant watches during inclement weather. Critical systems have designed-in redundancy for fail-safe reliability. Full info and contact details at website: [www.svdaydreamer.com](http://www.svdaydreamer.com), or call (928) 227-0697.

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**42-FT CATALINA, 1990.** South Beach Harbor, San Francisco. \$89,900. Great condition. Extensive upgrades. Full specs at: <http://leluya.blogspot.com>. Contact (650) 716-4548 or [leluya123@gmail.com](mailto:leluya123@gmail.com).



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**63-FT ON-DECK STAYSAIL SCHOONER.** 1981. \$78,000 cash/no trades. Professionally built Ferro. 453 Detroit diesel. Generator/hydraulic bowthruster. Steel masts full complement of sails. Sleeps 12 in 3 suites with 3 heads. Email with number: [bucquinnear@gmail.com](mailto:bucquinnear@gmail.com).



**54-FT SCHOONER, 1924.** Morro Bay. \$63,000. Ralph Winslow-designed and Blanchard Boat Works-built schooner *Quascilla*. This classic and pretty "Pocket" schooner brings out the romance of sail. From boomkin to bowsprit she oozes adventure. Extensive work (including period matched internal joinery, below waterline planking, teak decks and beams and most equipment) presents her beautifully. Believed to have circumnavigated twice and served her country. Who will continue the tradition and take her helm? I am motivated to sell. Ray Northup. (805) 772-7809 or [ray.northup@att.net](mailto:ray.northup@att.net).

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**38-FT FONTAINE PAJOT ATHENA.** 1995. San Francisco, CA. \$169,000. Our beloved ocean cruising vet *Family Circus* is for sale. New LPU in the salon, new canvas, new trampoline, dual Yanmars, one just rebuilt. 4 cabins, two heads. Radar, GPS, plotter, etc. Ocean gear - drogue, liferaft, autopilot, spares, etc. Fantastic sailing platform for Bay and ocean fun. Ready to go! Our family keeps growing- the boat needs to as well! More at <http://htzortzis.wix.com/family-circus>. Contact [ctzortzis2014@gmail.com](mailto:ctzortzis2014@gmail.com) or (925) 878-9659.

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**38-FT CHAMBERLIN CAT, 1992.** Nevis St Kitts, Caribbean. \$85,000. Custom composite Vac-bagged Divinycell/Vinylester/Biax racer/cruiser. 2 doubles, 1 head, galley up, bridgedeck with seated headroom (4'6", 5'9" in hulls). Queensland-built, 20,000 ocean miles. Must sell. Email [sydeva@gmail.com](mailto:sydeva@gmail.com).



**38-FT FONTAINE PAJOT ATHENA.** 1999. San Francisco Bay. \$170,000/obo. SV *Breakaway* is a truly turnkey cruiser. Highlights include: solar panels, wind generator, 2000W inverter, huge battery bank, watermaker, chartplotter, autopilot, radar, tons of ground tackle, tons of engine spares, folding props, etc. Has everything you need (and want) to go cruise anywhere in the world. For questions and a complete list of features: contact (510) 828-1992 or (408) 499-8513 or [marinesurveyorusa@yahoo.com](mailto:marinesurveyorusa@yahoo.com).



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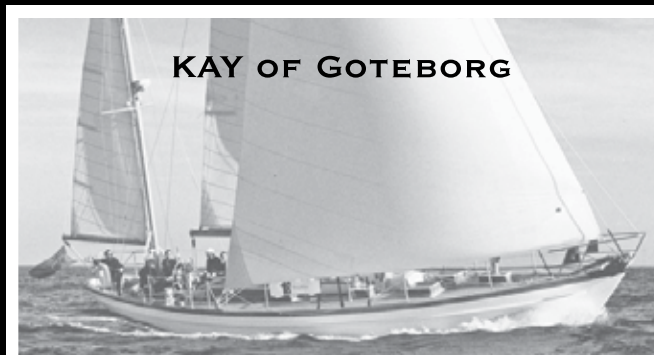


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