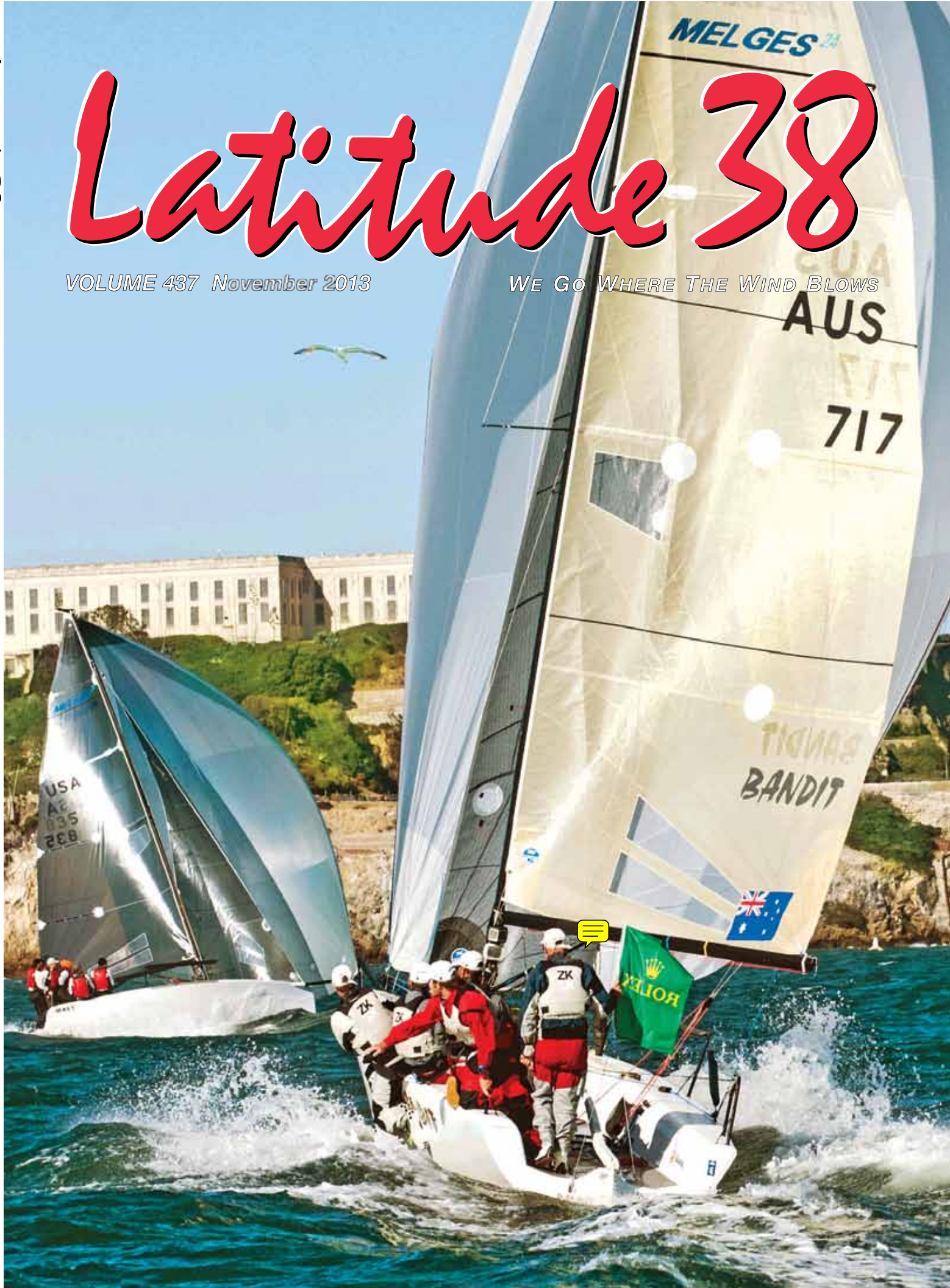


Latitude 38

VOLUME 437 November 2013

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National News (the good kind)

Mike Mannix bought *Harp*, his Catalina 38, brand new, in 1984. Mike has won his share of races over the years, and this year *Harp* won the Catalina 38 Nationals, held here on San Francisco Bay this past July.

Mike has taken good care of his boat and in 1996 began replacing his sail inventory with sails from Pineapple Sails. *Harp* has been 'Powered by Pineapples' ever since.

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PHOTO MARIAH'S EYES PHOTOGRAPHY

*Harp**

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Cover: For the first time in the 49-year history of the Big Boat Series, small boats were allowed to enter. Here the Melges 24s *Bandit* and *Mikey* prove that the little guys can sail big.

Photo: Erik Simonson / www.pressure-drop.us

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

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Latitude 38

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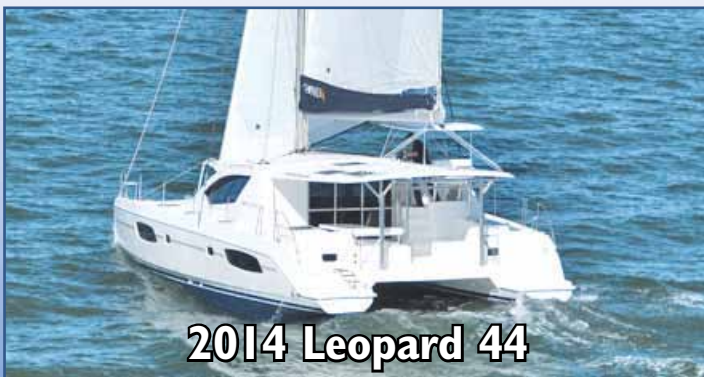
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2002
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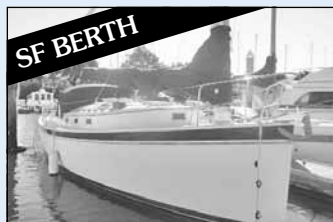
36' Catalina
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36' Islander Freeport
1978
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1984
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CALENDAR

Non-Race

Oct. 27-Nov. 9 — Baja Ha-Ha XX Cruiser's Rally, from San Diego to Cabo San Lucas. Info, www.baja-haha.com.

Nov. 1-30 — *Lady Washington* and *Hawaiian Chieftain* come and go in the Bay Area. For dates, times and details on tours or booking passage, see www.historicalseaport.org.

Nov. 1-30 — America's Cup & Historic Racing on San Francisco Bay exhibit at the Maritime Museum, 10 a.m.-4 p.m. Includes historic boats, historic and modern photos, and a rare model of *America*. Open daily, free with museum admission. Info, www.maritime.org or (415) 447-5000.

Nov. 1 — Downwind Marine's Evening Cruisers' Seminar Series kicks off with 'Cruising the World—A Bluewater Family Adventure' by Bob & Gail French, 6-8 p.m., \$3, back door at Downwind Marine. More seminars at same time and location. **11/4:** What's New for Cruising Mexico (Capt. Pat Rains); **11/5:** 12-Volt Cruising (Barry Kessler); **11/6:** Off the Beaten Path in Mexico (Mark & Emily Fagan); **11/7:** TBA; **11/8:** Planning for Cruising (Capt. Ann Kinner). Info, www.downwindmarine.com.

Nov. 1, 4-6 — Basic Navigation course at San Francisco YC, 5:30-9:30 p.m. \$250. Info, www.sfyf.org.

Nov. 2, 9, 16, 23 — Sail aboard San Francisco Maritime National Historic Park's scow schooner *Alma*. Learn the Bay's history on this 3-hour voyage, leaving Hyde St. Pier at 1 p.m. \$40 adults, \$20 kids 6-15. Info, www.nps.gov/safr.

Nov. 2 — Cruisers' Kick-Off Potluck at Downwind Marine in San Diego, 12-4 p.m. Info, www.downwindmarine.com.

Nov. 3 — Daylight Saving Time ends.

Nov. 3 — Sailing program forum to discuss how to grow the sport, organized by Alameda Community Sailing Center at Oakland YC, 1 p.m. Info, atariane@sailalameda.org.

Nov. 3-24 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Nov. 6-27 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$25. All YCs' members welcome. More info under 'Events' tab at www.sfyf.org.

Nov. 7 — High Tech Sail Making by North Sails' Bill Pearson at Corinthian YC, 6:30 p.m. Free. RSVP at www.cyc.org or (415) 435-4771.

Nov. 7-8 — VHF Certification Training at San Francisco YC, 5:30-9:30 p.m. \$165. Info, www.sfyf.org.

Nov. 9 — First Aid at Sea Training at San Francisco YC, 9 a.m.-6 p.m. \$130. Info, www.sfyf.org.

Nov. 9-10 — ISAF Sea Survival Training at San Francisco YC, 8:30 a.m.-6:30 p.m. \$240. Info, www.sfyf.org.

Nov. 11 — Take a veteran sailing today!

Nov. 13 — Singlehanded TransPac race seminar #2: Power Management & Self-Steering at Oakland YC, 7 p.m. All seminars are free and open to the public. For more about the race or future seminars, email transpac@sfbayss.org.

Nov. 14 — Are you a single boatowner needing crew? The Single Sailors Association has crew to help sail your boat. Monthly meeting at Ballena Bay YC in Alameda, 6:30 p.m. Info, www.singlesailors.org or (510) 239-7245.

Nov. 16 — SF Maritime's Sea Music Concert Series wraps up with John Roberts & Debra Cowan aboard *Balclutha* at Hyde St. Pier, 8-10 p.m. \$14. Info, www.maritime.org or (415) 561-6662 ext. 21.

Nov. 17 — Sail under the full moon on a Sunday night.

Nov. 20 — La Paz Beach Party at La Costa Restaurant, 4-7 p.m. Free for the first 50 Ha-Ha'ers; everyone welcome.

Nov. 24 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

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2008 Ranger 21 *Tug O My Heart* \$39,000

Preowned Catalina Yachts at Our Docks

Catalina 470 MkII, 2011.....	\$365,000
Catalina 42 MkII, 2005.....	REDUCED! 178,000
Catalina 42, 1989.....	84,500
Catalina 400, 2001.....	SOLD!
Catalina 380, 1997.....	NEW LISTING!
Catalina 36 MkII, 2001.....	SOLD!
Catalina 34 MkII, 2007.....	115,900
Catalina 34, 1986.....	REDUCED! 40,995
Catalina 309, 2009.....	93,500
Catalina 30, 1988.....	28,000
Catalina 30, 1979.....	13,950

Catalina 28 MkII, 1997.....	SOLD!
Catalina 250, 2005.....	REDUCED! 21,900
Preowned Sailing Yachts	
Norseman 447, 1984.....	REDUCED! 169,000
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Ericson 32, 1970.....	REDUCED! 26,900
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Ranger 25 Tug, 2014.....	JUST ARRIVED!
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Ranger 29 Tug, 2011.....	224,000
Ranger 25 Tug, 2010.....	105,000
Ranger 25 Tug, 2009, includes trailer.....	105,000
Ranger 21 Tug, 2009.....	NEW LISTING! 44,000
Ranger 21 Tug, 2008.....	39,000
Preowned Power Yachts	
Stephens 70 Classic Motor Yacht, 1966.....	1,100,000
Ocean Alexander 44, 1991.....	REDUCED! 139,000



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CALENDAR

Nov. 28 — Work off all that turkey and pumpkin pie with a hearty Thanksgiving daysail with the family.

Nov. 28 — Thanksgiving Cruiser Party hosted by El Cid Marina at Plaza Machado in Mazatlan, 5-8 p.m. Tickets \$25. Info, marinaelcidmazatlan@elcid.com.mx.

Nov. 29-Dec. 20 — Christmas Boat Decorating Contest at Marina Mazatlan. Any boats with decorations are automatically entered. Prizes awarded Christmas Eve. Contact Jaime Ruiz at Marina Mazatlan, jaimeruiz@marina-mazatlan.

Dec. 5 — Angel Lights Countdown Benefit, a fundraiser for the Angel Island Conservancy. Info, www.angelisland.org/angellights.

Dec. 7 — 37th Annual Lighted Yacht Parade on the Oakland/Alameda Estuary. Starts at 5:30 p.m. This year's theme is 'Global Holidays'. Presented by Encinal YC, Oakland YC and Marina Village Yacht Harbor. Find out more and enter your boat at www.lightedyachtparade.com.

Dec. 7 — Vallejo YC Harbor Lighted Boat Parade. Info, www.vyc.org or (707) 643-1254.

Dec. 7 — Stockton SC Lighted Boat Parade. Info, www.stocktonsc.org.

Dec. 7 — Santa Cruz YC Lighted Boat Parade in the south harbor, 5:30 p.m. Info, www.scyc.org.

Dec. 14 — Sausalito YC Lighted Boat Parade along the waterfront, 6 p.m. Info, www.sausalitoyachtclub.org.

Racing

November, 1983 — It Was Thirty Years Ago from the feature 'Chichester Memorial Alameda Circumnavigation':

In 1972, Sir Francis Chichester, the famed English ocean sailor, passed away after unsuccessfully attempting to compete in that year's singlehanded TransAtlantic Race. Sailors around the world marked the demise of this adventurous 71-year-old with sadness. Here on the Bay, his death was noted in a unique way: the establishment of the inaugural Sir Francis Chichester Circumnavigation of Alameda.

"Commodore Tompkins was the first one to suggest it," says Don Trask, who was in charge of the event up until three years ago. "It appealed to sailors all over the West Coast. They used to come by the truckload from San Diego, Los Angeles, Las Vegas and Seattle. The first two years, we had over 100 participants!"

It was appropriate for Tompkins, an ocean voyager of some repute himself, to conceive of the Alameda race as a tribute to Chichester. The circuit of Alameda was not as dangerous as sailing past Cape Horn, but it did present its difficulties.

The biggest were the four bridges that had to be negotiated. Since three of them are part of busy roadways, the chances were slim to none that they would be open as the contestants sailed by. The boat chosen for the Chichester circumnavigation, the 14-ft Laser dinghy, has a mast which rises 20 feet off the water, making it impossible to sail under the structures without taking some sort of action.

A major factor in the race has been one's bridge tactics. Upwind it was found best to stand up in the cockpit and heel the boat over far enough to pass clear under the bridge while still sailing. If the tide was too high and the opening too low, other techniques had to be devised. In a following tide, you could capsize and just drift through. Sometimes you had to jump onto the bridge structure itself and pull the boat through by holding onto the mast.

The other major tactical problem to solve in the Chichester is deciding which way to go. From the beginning, competitors were free to circumnavigate in either direction. The starting

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CALENDAR

line was a rectangle set off Mariner Square on the Alameda side, and Jack London Square on the Oakland shore. With five minutes to go to the start, everyone had to be within the box; at the gun they could sail west or east. The first one back won.

We've never sailed the Chichester, but it looked like fun this year and it's one of those regattas that sailing needs — a playful poke in the ribs where the important thing is taking part and having a good time.

- Nov. 2** — Summer's Last Gasp. HMBYC, www.hmbyc.org.
- Nov. 2** — Red Rock Race. TYC, www.tyc.org.
- Nov. 2** — Fall Series #3. SSC, www.stocktonsc.org.
- Nov. 2-3** — Club Boat Series #1. StFYC, www.stfyc.com.
- Nov. 2-3** — Perry Cup/Kelp Cup. MPYC, www.mpyc.org.
- Nov. 3** — Midwinter #1. SYC, www.sausalitoyachtclub.org.
- Nov. 3** — Jack & Jill+1, the woman-skipped triple-handed race on the Estuary. IYC, www.iyc.org.
- Nov. 9** — Lake Washington's annual Turkey Shoot Regatta. LWSA, www.lwsailing.org.
- Nov. 9-10** — Club Boat Series #2. StFYC, www.stfyc.com.
- Nov. 9-10** — Opti Winter #1. SFYC, www.sfyc.org.
- Nov. 19** — YRA Year End Awards Party at Berkeley YC, 6:30 p.m. Info, (415) 771-9500 or www.yra.org.
- Nov. 23** — Fall Series #4. SSC, www.stocktonsc.org.
- Nov. 24** — Commodore's Challenge. IYC, www.iyc.org.
- Nov. 29** — Wild Turkey Race. TYC, www.tyc.org.
- Nov. 30** — Perry Cup/Midwinters. MPYC, www.mpyc.org.
- Dec. 14** — Fall Series #5. SSC, www.stocktonsc.org.
- Dec. 29** — Christmas Race. MPYC, www.mpyc.org.

Midwinter Regattas

- BERKELEY YC** — Midwinters: 11/9-10, 12/14-15, 1/11-12, 2/8-9. Bobbi, (925) 939-9885 or bobbi@jfcbat.com.
- BERKELEY YC** — Chowder Races: Sundays through March except when it conflicts with above. Patrick, (415) 328-2819 or psman99@hotmail.com.
- CAL SAILING CLUB** — Year-round Sunday morning dinghy races, intraclub only, typically in Laser Bahias and JY15s. Info, racing_chair@cal-sailing.org.
- CORINTHIAN YC** — Midwinters: 1/18-19, 2/15-16. Kim, racing@cyc.org.
- ENCINAL YC** — Jack Frost Series: 11/16, 1/18, 2/15, 3/15. Info, rearcommodore@encinal.org.
- GOLDEN GATE YC** — Manuel Fagundes Seaweed Soup Series: 11/2, 12/7, 1/4, 2/1, 3/1. Info, (916) 215-4566 or raceoffice@ggyc.com.
- ISLAND YC** — Estuary Midwinters: 11/10, 12/8, 1/12, 2/9, 3/9. John, (510) 521-2980 or iycracing@yahoo.com.
- OAKLAND YC** — Sunday Brunch Series: 1/5, 1/19, 2/2, 2/16, 3/2. Jim, urrailmeat@yahoo.com.
- REGATTAPRO** — Winter One Design & IRC: 11/9, 12/14, 1/11, 2/8. Jeff, (415) 595-8364 or jzarwell@regattapro.com.
- RICHMOND YC** — Small Boat Midwinters: 12/8, 1/5, 2/2, 3/2. Opti Midwinters: 12/7, 2/1, 3/1. Info, RaceChair@richmondyc.org. Laser Sundays: 11/3, 11/10, 11/17, 11/24, 12/15, 12/22, 1/12, 1/19, 1/26, 2/9, 2/16, 2/23, 3/16, 3/23. Info, rycsunday.myfleet.org.
- SANTA CRUZ YC** — Midwinters: 11/16, 12/21, 1/18, remaining TBA. Info, (831) 425-0690 or www.scyc.org.
- SANTA ROSA YC** — Winter Series: 11/16, 12/21, 1/18, 2/15. Info, www.santarosasailingclub.org.
- SAUSALITO YC** — Sunday Midwinters: 11/3, 12/1, 1/5, 2/2, 3/2. Dave Borton, (415) 302-7084 or race@sausalito-yachtclub.org.



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Redwood Cup: 11/23, 12/21, 1/18, 2/22, 3/29. Info, www.sequoiayc.com.

SOUTH BEACH YC — Island Fever Midwinters: 11/16,
12/14, 1/18, 2/15, 3/15. Info, www.southbeachyc.org.

TIBURON YC — Midwinters: 1/11, 2/8, 3/8. Rob, race@tyc.org.

VALLEJO YC — Tiny Robbins Midwinters: 12/7, 1/25,
2/22, 3/22. Info, www.vyc.org or (707) 643-1254.

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please, no phone-ins! Calendar listings are for marine-related
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Calendar is not meant to support commercial enterprises.

November Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
11/02Sat	0435/1.7	1100/6.2	1726/-0.4	
11/03Sun	0017/4.9	0415/1.9	1036/6.4	1707/-0.8
11/09Sat	0452/5.1	1006/2.6	1553/5.3	2226/0.0
11/10Sun	0549/5.3	1128/2.2	1712/4.9	2328/0.3
	LOW	HIGH	LOW	HIGH
11/16Sat	0340/2.0	1000/6.3	1639/-0.6	2339/4.9
11/17Sun	0422/2.3	1033/6.2	1716/-0.6	
	HIGH	LOW	HIGH	LOW
11/23Sat	0406/4.6	0910/3.1	1428/4.7	2114/0.5
11/24Sun	0450/4.7	1020/2.9	1527/4.4	2203/0.8
	LOW	HIGH	LOW	HIGH
11/28Thu	0039/1.7	0728/5.7	1402/0.8	2024/4.1
11/29Fri	0128/1.9	0805/6.0	1444/0.2	2126/4.3
11/30Sat	0215/2.1	0844/6.3	1525/-0.5	2221/4.6
12/01Sun	0301/2.3	0924/6.6	1608/-1.0	2313/4.8

November Weekend Currents

date/day	slack	max	slack	max
11/02Sat	0114	0340/3.1E	0701	0954/3.1F
	1250	1558/4.9E	1947	2244/3.9F
11/03Sun	0104	0327/3.1E	0641	0935/3.1F
	1226	1542/5.2E	1930	2229/4.1F
11/09Sat		0257/3.6F	0625	0844/2.5E
	1219	1457/2.2F	1745	2055/4.1E
11/10Sun	0052	0359/3.5F	0719	0948/2.7E
	1333	1612/2.3F	1901	2159/3.6E
11/16Sat	0020	0248/2.6E	0606	0856/3.0F
	1146	1457/4.7E	1854	2200/3.8F
11/17Sun	0109	0330/2.4E	0648	0935/2.8F
	1224	1536/4.7E	1936	2241/3.8F
11/23Sat		0207/2.9F	0539	0749/2.0E
	1127	1357/1.6F	1636	1956/3.4E
	2351			
11/24Sun		0254/2.7F	0625	0841/2.1E
	1231	1456/1.5F	1738	2047/3.1E
11/28Thu	0302	0604/2.8F	0912	1209/3.7E
	1611	1857/2.7F	2205	
11/29Fri		0028/2.6E	0350	0650/2.9F
	0951	1257/4.3E	1656	1949/3.2F
	2303			
11/30Sat		0121/2.6E	0436	0735/3.0F
	1031	1344/4.8E	1741	2038/3.6F
	2357			
12/01Sun		0213/2.6E	0522	0820/3.1F
	1112	1431/5.3E	1826	2125/4.0F



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LETTERS

↑↓ WHEN BILLIONAIRES BATTLE

The best quote to come out of the 34th America's Cup was from Jim Clark before the start of the America's Cup finals: "I don't support cheaters [Oracle Team USA]." Well, here's another Yank for fair play.

Nick Nicolle
Rise & Shine, Colin Archer ketch
Langkawi, Malaysia

Readers — Let's make sure everyone understands the background of this Silicon Valley spat. Oracle's Larry Ellison was an adopted child who grew up in humble circumstances. The University of Illinois dropout moved to Northern California in 1966, and later had to sell his Berkeley liveaboard sailboat to buy food. But with an investment of \$1,200 in 1977, he co-founded a company that a few years later would become Oracle, and he is now personally worth about \$40 billion. Much of the fortune is a result of Ellison's holding on to Oracle stock in the early days instead of giving in and taking money from venture capitalists.

Then there is Jim Clark of Plainview, Texas, a high school dropout who was introduced to electronics in the Navy and during night classes at Tulane University. In 1982 Clark, by then an



WEBB LOGG

Jim Clark and his Aussie swimsuit model wife, Kristy Hinze, called foul on Oracle.

associate professor of engineering at Stanford, created Silicon Graphics with some graduate students. The company became the world leader in the production of Hollywood movie visual effects and 3-D imaging. In 1993, Clark and Marc Andreessen came up with the first easy-to-use software for browsing the web. This software became Netscape. Clark's \$5 million investment in that company earned him a cool \$2 billion. He was subsequently involved in several other start-ups. According to Forbes, Clark was worth over \$1 billion in 2005. After the financial crash of 2007, Clark fell off the Forbes list of billionaires. But he made huge bets on Apple at under \$100 during the recession, which have subsequently increased as much as fivefold, returning him to the billionaire ranks.

While Clark never had Ellison money, he'd made enough to be able to hand over \$125 million in a divorce, and commission the Frers 156 Hyperion (subsequently sold), the 292-ft schooner Athena, and the 135-ft J Class Hanuman. He's currently attempting to have a 90-ft racing boat built in secret in the Northeast. Clark gave Stanford an endowment of \$150 million, the largest ever, reportedly to assuage slight pangs of guilt at having spent so much money on Athena.

Enough of the backgrounds. When the International Jury heard the case against Oracle over the illegal modifications to their AC45s in the World Series, crewmember Dirk de Ridder was kicked off the boat, Oracle was assessed a two-point deduction and some other relatively minor penalties were handed down. There wasn't any — or at least not enough — evidence to prove that any of the Oracle higher-ups were culpable.

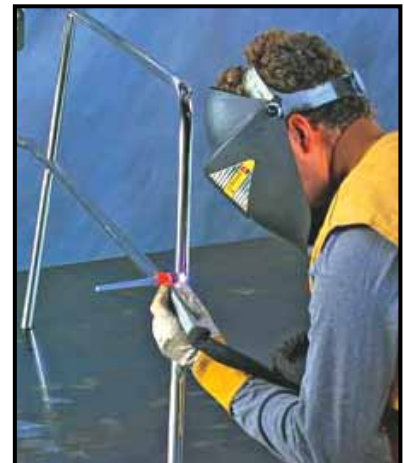
Clark found it impossible to believe the modifications had been solely the work of Oracle team grunts. He wanted a confession and an apology from Oracle. When none was forthcoming, Clark bought the biggest New Zealand flag he could find and flew it from the foremast of Athena — which was prominently

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LETTERS

stern-tied at the America's Cup Village next to Ellison's two boats. An intermediary reportedly was dispatched to Athena to ask Clark to replace the Kiwi flag with an American flag.



CHRIS CAMERON

'Athena' sported the biggest New Zealand flag Clark's minions could find.

Clark refused, and flew the Kiwi flag to the very end.

Not to take anything away from Oracle's miraculous victory in the America's Cup, we, like Clark, find it hard to believe that higher-ups in the Oracle organization didn't know about the modifications to the AC45s. Personally, we doubt that Ellison was that hands-on, but how could Coutts not know?

↑↓ THE LAUGHS JUST KEEP COMING

Thanks for the humor in the September 27 *'Lectronic* fol-



LATITUDE / RICHARD

This young lady was trying to foil but only succeeded in planking.

lowing the 34th America's Cup. I laughed out loud at the publisher's photo and caption of the young lady who "attempted to foil on a puddle in the America's Cup Village." After all the highs and lows of spectacular racing versus big money skull-duggery, the laugh was greatly appreciated.

Latitude just keeps getting better with age. Thanks again and keep up the great work!

Eric Beckman
Petaluma

Eric — If you laughed out loud, it makes us feel as if we've done something really good. There is not enough laughter in this world.

↑↓ "WE FOUND OUR FLY-BY THRILLING"

Like Marla Forrest, our boat was also the subject of a foiling fly-by by the Oracle AC72. Unlike Forrest, we found it to be absolutely thrilling!

Chuck & Ellie Longanecker
Cat Ballou, Catana 42
Sausalito

↑↓ 'WHAT'S THE POINT IN WINNING IF . . .'

In the October issue, Marla Forrest complained about nearly being sideswiped by the Oracle AC72. I'm confused as to which boat had the right of way.

In response to Bob White's letter about the 'If you can't beat 'em, cheat 'em' ethos in motor racing, I remember doing a race aboard a friend's boat in Monterey years ago. We were way ahead of everyone else, but just barely touched a mark when rounding it. Although nobody else would ever have known — and I don't think most of the crew did either — my friend did the 720 necessary to absolve himself of the infraction.

When I commended him on his honesty, my friend shrugged and said, "No point in winning if you can't do it fair



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LETTERS

and square." Maybe Larry Ellison and his crew should think about that.

P.S. I will miss LaDonna Bubak's writing, but I hope she and her husband Rob have a wonderful trip, and that she'll write about it for *Latitude* readers!

Mo Newman
Tiburon

Mo — There are some sports that have to rely entirely on the integrity of the participants, and sailing is certainly one of them. That being the case, it's incomprehensible to us that anyone would cheat, as you'd only be cheating yourself. Of course, when you get into big-time racing, other considerations — such as M-O-N-E-Y — intrude.

LaDonna might say she's leaving at the end of the year, but we doubt it, as Latitude is sort of like Hotel California. We, for example, have unsuccessfully been trying to escape for the last quarter-century. Nonetheless, LaDonna's Rob is working feverishly on a plan that will enable them to sail all the way from San Francisco to Cabo San Lucas — without having to make any overnight passages. Punta Tosca to Cabo would seem to be the biggest challenge to that plan.

↑↓ **THEY DIDN'T USE A SIMRAD EITHER**

Was it legal to use an autopilot in the America's Cup? We ask because Oracle clearly used an Autohelm. Look at 19:20 in the video of the final race. There were other examples, also.

As you can see from the video, the Oracle cat is clearly going in a straight line, and Spithill doesn't even have his hands on the wheel. Then you see him push a button to take it off Autohelm, at which point he starts to steer manually. We know that Oracle had an autostabilization system for the foils, which apparently was legal, too.

Name Withheld By Request
Planet Earth



ACEA

N.W.B.R. — We don't think it's Spithill that you're seeing, but the temporary helmsman on the leeward side getting ready to briefly hold the wheel when Oracle jibes and Spithill has to sprint from one side of the cat to the other.

That's not Jimmy Spithill taking the helm.

Autohelm is one brand name for an autopilot, and Oracle didn't have an Autohelm or any autopilot. If Oracle had an autostabilization system, the Measurement Committee — which measured the boat no fewer than 15 times during the Cup — must have been wearing blinders.

↑↓ **TOO LEGIT TO QUIT**

What a huge relief it is to learn that Oracle's win was, at *Latitude* put it, "legit." Apparently you have the requisite knowledge to declare that the technology underlying the "modification" Oracle made to their boat had nothing to do with the dramatic reversal of their fortunes that can only be described as among the most astronomically improbable outcomes in the history of sport. Sometimes the sea eventually does give up her secrets.

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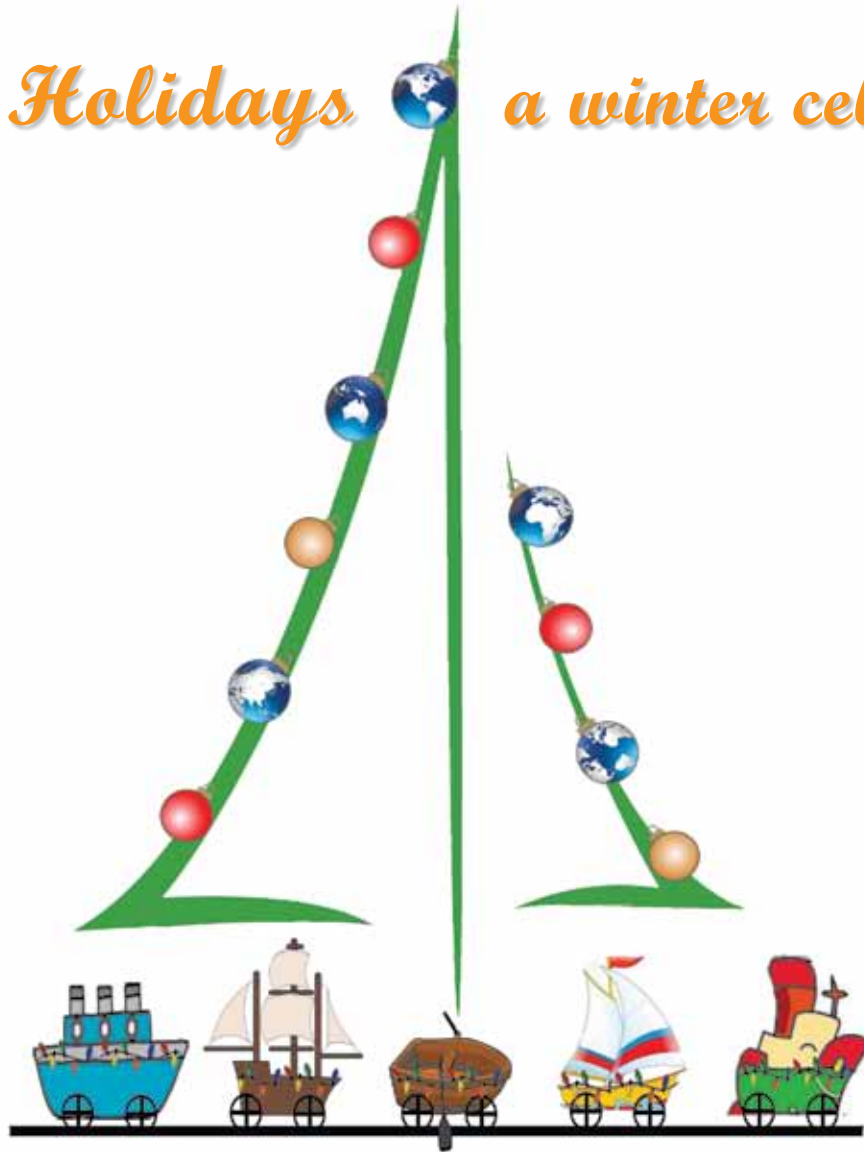
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LETTERS

Te — And sometimes the highly improbable does occur. In the time since the Cup ended, a lot more has been revealed. Oracle's victory came down to the fact that Oracle made a number of small modifications to their boat — Matthew Sheahan revealed several of them — which, combined with major improvements in their sailing technique, allowed them to greatly improve their performance upwind. Specifically, it gave them another 'gear' that the Kiwis admitted they didn't have. Mind you, the Kiwis were the first to admit that both boats were dramatically faster at the end of the Cup than at the beginning. Grant Dalton, head of the Kiwi syndicate, explained that, at the beginning of the Cup, the best speed they could maintain through a tack was 10 knots. By the end of the Cup, they were able to maintain 14 knots through the tacks. The learning 'curve' was all but vertical.

For conspiracy buffs who think the Cup was rigged, consider two things. First, neither Dean Barker, Grant Dalton, nor anybody else on the Kiwi team believes they were cheated — other than in the sense they didn't have as much money as Oracle. And second, the only thing that kept the Kiwis from taking the Cup to Auckland was the fact that the wind died in the 13th race shortly before the Kiwis could cross the finish line. Consequently, any conspiracy theories must include the conviction that Ellison can control the weather.

THE DEFINITION OF AMERICAN

In September 27's *Lectronic* there was the following statement: "There seems to be a lot of confusion about who is and who isn't an American. You don't have to live in the United States to be an American."

I don't think that's so confusing. If somebody lives in any of the Americas — North, South, Central — wouldn't you say they were also Americans? I think residents of the United States were called Americans because nobody except the Mexicans had a shorter term — *gringos* — to refer to us. What were the options? U.S.'ans, pronounced 'Oozens'? 'Statesians'? *Gringos* works for Mexicans, but I get the feeling that 'Americans' aren't particularly fond of that term.

In the early days of our cruising, I remember someone asking where we were from. When I answered, "America," she said, "Well, so are we. We're from such-and-such a province of Canada. Where are you from?" What a gracious way for that person to make the point that residents of the United States are a bit cheeky to usurp two entire continents and an isthmus as their own.

Maybe *Latitude* readers could come up with a better term for us than 'American'.

P.S. In 1986 we went cruising "for a few years." After 24 years and 50+ countries, we are still cruising.

Jeanne Pockel
Watermelon, Jeanneau Sun Fizz 38
Green Cove Springs, FL

Jeanne — While it might be a little informal for some occasions, we think 'Yanks' is the most appropriate term. At least it's on a par with the British being called 'Brits', the New Zealanders being called 'Kiwis', the Canadians being called 'Canucks', and the Australians being called 'Aussies'.

As for whether Americans like being called 'gringos', we think it's all about whether the word is used affectionately or with disdain. As with all words, the true meaning is not what you find in the dictionary, but in how it is used. Which is why, for better or worse, the 'N' word can express both extreme affection or extreme hatred.

We'll have more Cup letters later, but for now we're going to change subjects.

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LETTERS

↑↓APOLOGIES TO OZ

I want to extend a heartfelt apology to Robert Mackie and Annie Brennan of the *Nellie Dick* in Paris for my inappropriate and uncalled-for comments in a *Latitude* interview about the cuisine of Australia. (Please excuse *Sea Level's* captain from this apology, as the comment was mine alone.) Having escaped attacks by box jellies, salties, brown snakes and all the rest while in Australia, I find myself in danger of choking on my own foot.

We suffered an adverse move in the exchange rate while cruising Australia, but were pleased to have purchased the kit for our Schionning 1480 catamaran — from Australia — when the exchange rate was such that we could afford it. Had we wanted to buy the same kit when we actually cruised Australia, we wouldn't have been able to buy it.

Australia has one of the few really thriving economies we encountered on our trip around the world, with the \$17/hour minimum wage being a real eye-opener. Australia is a grand and hospitable spot. We are pleased to have been able to visit, and happy to have made friends with great people from Bundaberg to Tasmania.

I'm very sorry for making Susan Flieder's delivery of our favorite sailing magazine — with my comments — to her Dutch barge a somewhat unsavory experience.

Kent Milski, Galley Wench
Sea Level, Schionning 49
Lake City, Colorado

Kent — We don't want to hurt anyone's feelings, but having traveled to Sydney, and later from Brisbane all the way north to



Aussie food has nothing on a bowl of hot and spicy pho from a street vendor.

Port Douglas, we must admit that we agreed with your original assessment of Aussie food. Maybe we didn't know where to look, but Aussie food struck us as bland and boring. We would have given anything to find some semblance of the delicious \$1 pho dinners we enjoyed on the dark and dirty curbs of Hanoi. Given all the Asians pouring into Australia, we were surprised not to see more 'hole in the wall' Asian places reeking of spices.

↑↓LONDON CALLING ABOUT CREWING IN THE ARC

Do you have any advice to help me find a crew position for the Atlantic Rally for Cruisers (ARC) that starts on November 10? And if I had several opportunities, would you recommend that I join a boat that will stop in the Cape Verdes or go all the way across? I'm inclined to go all the way through to have a little more time in Las Palmas, go on daysails to brush up on skills before setting off and, since Tenerife is so close, why not go there, also?

I'm currently in London and will be heading for Las Palmas in the middle of October, but I'm not sure if that will give me enough time to network. Are there any articles I should read or a website I should visit in order to help get an unpaid position? My skills are basic, but I'm confident that I would be an asset to any boat crossing the Atlantic.

I'm so excited about spending some time in the Canary Islands, going across the Atlantic, and then the Caribbean.

Anna Mascaro Fredriksson
London

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LETTERS

Anna — Sounds like a great adventure. You're doing exactly the right thing by getting to the Canary Islands as soon as you can. There is no substitute for being onsite so possible captains/owners can interview you — and you can interview them — face to face. The only other advice we'd give you is to travel light. No owner likes crew with a lot of baggage, be it physical or emotional.

As for whether to join the ARC+, the new offshoot of the ARC that starts early, stops in the Cape Verdes, then finishes in St. Lucia at the same time as the main ARC, our suggestion would be to stick with the main event. After all, it has so many more boats that you'd be likely to make more friends for later sailing in the Caribbean. On the other hand, if you find a really good berth in the ARC+, you might remember that a fish in the hand is worth two flopping around on the hook.

ECO ENFORCEMENT AT MARINAS IN LA PAZ

I don't know if *Latitude* has heard, but last spring the new port captain in La Paz posted notices stating that all work that could introduce contaminants into the water — such as sanding, painting and so forth — now requires a permit from his office. (Fortunately, the clause about scrubbing bottoms was quickly removed.)

I know from personal experience that the port captain and naval officers are patrolling the marinas and will accost/warn/sanction boatowners. Boatowners are also responsible for the actions of any workers, including Mexican workers, they might hire.

A permit can be obtained by submitting three copies of a letter, in Spanish, to the port captain's office detailing the type of work to be done, by whom, the dates, and the materials and steps taken to avoid and/or mitigate pollution. These are stamped, with one forwarded to the navy, one for the boatowner, and one for the marina.

Damon Cruz
Nomad, Horstman 45 tri
Anchorage, AK

Damon — Too often government cures are worse than the



WEBB LOGG

No doubt La Paz's port captain just wants to keep the Bay beautiful.

to warn boatowners, then patrol for compliance.

diseases. We applaud the La Paz port captain's desire to keep the marina waters clean, but what you've described is about the most inefficient and wasteful way to try to do it. A more environmentally sound solution would be to post signs with the rules at every marina gate

WHERE THERE IS SMOKE, THERE HAD BETTER BE B-I-I-S

I'm a delivery captain and recently underwent fire training again as part of my regular STCW refresher. I also teach safety and offshore sailing skills. I want to respond to the October 14 *Lectronic* report from Andrew Rosen of the Beneteau 46 *Murar's Dream*, which caught fire at Vuda Marina in Fiji. Naturally, I was relieved to read that Rosen and crew were able to deal safely with their fire emergency. The points he made about fire preparedness are mostly good, but I must disagree with two.

His fourth suggestion — to "open areas above [the fire] to

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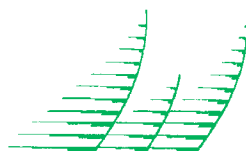


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LETTERS

let out hot gases" — is dangerous on a boat, as the introduction of fresh oxygen will expand the fire, and the hot gases can ignite new fuel above, such as biminis and mainsails. A better practice would be to seal the doors or hatches to the fire area, which would reduce oxygen and protect personnel and materials from radiation and convection. Then the combustible materials should be removed from directly adjacent areas and bulkheads to eliminate the fire's spreading by conduction.



ANDY ROSEN

Opening the lazarette may have only made the fire burn hotter.

When possible, such fires should be attacked from below and the side, with wide sweeping motions of dry chem or CO2. In the case of a lazarette fire such as that shown in the accompanying photo, when there is no other point of attack, opening the hatch just enough to point the nozzle of an extinguisher down onto the base of the fire is the safest and most effective solution. CO2 is excellent for contained fires, such as in relatively closed lazarettes, as it immediately starves the fire by forcing out all the oxygen.

Rosen's fifth point implies that water can be used on a fire once the electricity has been disconnected. That's not entirely safe. Electronic devices — especially things like the AC unit noted in the story — may contain capacitors that carry a deadly charge much higher than the supply voltage, and can hold that charge for hours after the electricity has been disconnected. I recommend that water, foam and wet chem *never* be used on any fire suspected as electrical in origin, even after source disconnection. Only CO2, dry chem and Halon should be used on fires suspected of having an electrical origin. Halon is being deprecated due to its proclivity for releasing toxic HCl into the atmosphere.

Water is generally only effective for organic fires — paper, wood, cotton or wool clothing, and so forth. Dry chem and CO2 extinguishers are significantly better to have and use aboard a boat, as they are more functional than water on a wide range of typical fire classes. The Coast Guard requires uninspected passenger vessels of 26 to 40 feet to carry a minimum of two B-I extinguishers. UPVs of 41 to 66 feet need a minimum of three. B is the classification for oil, gas, grease and fuel fires, while the number following is the weight. I = 2 lbs payload. II = 10 lbs payload, and III a 20-lb payload.

I recommend that cruising vessels of 30 to 60 feet carry a minimum of four B-II extinguishers and learn how to use them on various classes of fires. Knowing how to properly dispense extinguishers is critical to firefighting, as it's not just 'point and shoot'.

Finally, I recommend that all sailors and cruisers take and regularly update training courses on marine firefighting, and conduct drills on their sailboats on a regular basis. Safety training is only as effective as our ability to remember that training when it is needed.

Charlie Wood

www.captcharliewood.com

Charlie — Thanks for the information. We really should have confirmed all of Mr. Rosen's well-intended advice prior to publishing it.

In the course of just having Profligate surveyed, we reviewed

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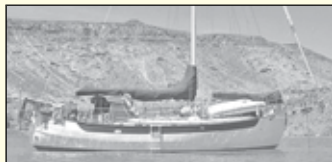
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LETTERS

the number and type of extinguishers we have. We carry four of the B-IIs, which have 10-lb payloads, plus about four little ones. In our opinion, knowing there are 10 lbs of dry chem in them is less informative than knowing they are only good for 17 to 25 seconds of spraying. That's not a lot. As a result, we're going to get rid of our smaller secondary extinguishers, which are only good for a ridiculously short 7 to 15 seconds of spraying, and replace them with additional B-IIs. The possibility of fire at sea spooks us more than almost anything.

↑↓ **EIGHT BELLS FOR DON SANDSTROM**

I am sad to report the passing of Don Sandstrom, my father, at the age of 76. He died suddenly on the evening of his and my mom's 54th wedding anniversary.

Dad always said he was bitten by the adventure travel bug as a result of reading *National Geographic* as a teenager in the 1950s. During the 1960s he took up sailing, and suc-



SANDSTROM FAMILY

Don Sandstrom will be missed by many Bay sailors.

cessfully campaigned a 15-ft Sea Spray catamaran in Southern California. Long before Oracle Team USA — and without the massive budget or team — he spent countless hours in the garage building custom daggerboards and rudders using the latest NASA-developed foil sections. In fact, he capsized during one practice session and, seeing one of his master creations floating away, swam after the board rather than righting the cat.

In the early 1970s he merged the adventure with the sailing and started building *Anduril*, the family's 40-ft Cross trimaran. During that effort, at just age 36, he was diagnosed with early onset Parkinson's disease. Despite a debilitating tremor that he would battle for the next 40 years, he launched *Anduril* in 1975. Packing up his wife, the kids, the cat and the sextant, he took us on a five-year circumnavigation via the Suez and Panama Canals.

Dad, the rest of the family, and *Anduril* completed a second circumnavigation in the late 1980s by way of the Cape of Good Hope and the Panama Canal.

Between and following those major adventures, my father spent a great deal of time on the Bay Area Multihull Association's race deck, including for the eventful Doublehanded Farallones races of 1982, 1984 and 1995. He was also a multihull ambassador, and gave freely of his time mentoring, teaching, and encouraging anyone who had an interest in sailing and in multihulls. I know that he touched the lives of many sailors both here in the Bay Area and around the world.

My dad took pleasure in the simple things and in the traditions of the sea. To all who might want to remember or honor him, he would appreciate a toast of the finest spirits aboard, reserving a tot for Neptune, as is fitting for a sailor embarking on his final voyage. He will live in our memories and in the people he inspired.

Donald Sandstrom
Oakland

Readers — Two family circumnavigations on a self-built 40-ft trimaran in the 1970s and 1980s, before GPS and EPIRBs, and after being diagnosed with Parkinson's. Few West Coast sailors have accomplished so much with so little, even in perfect health. We certainly will have toasted the memory of Don

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LETTERS

Sandstrom during this year's Ha-Ha.

↑↓ A SHOUT-OUT FOR THE 'WHAT'S ON MY BOAT?' APP



The 'What's On My Boat' app.

I enjoyed *Latitude's* article on Hoarders versus Tossers. It reminded me why I wrote the 'What's on My Boat' app, which has proven to be hugely popular. It would appeal to both the Hoarder and the Tosser.

I am a local app developer who sails a Sabre 32 on the Bay and who has advertised in *Latitude* in the past. This letter is an unashamed request to let me give a 'shout-out' about my app, which can be found at intelligentmaintenance.com.

Adrian Stanway
Lee Hound, Sabre 32
San Francisco

↑↓ IN PRAISE OF SSB RADIOS

Folks starting to cruise this season need to be reminded of the Baja Net and the Mañana Net on SSB radio. The Baja Net is on daily on 7.233.5 LSB at 1600 hours. The Mañana Net is on every day except Sunday on 14.340 USB at 1900 hours.

Food for Thought, the recent article by Kurt and Katie Braun, who just did a 12-year circumnavigation with their Deerfoot 74 *Interlude*, recommends SSB radio. "To cross oceans, an HF radio — SSB/Ham, or at least shortwave — is a must," they advise.

Ken 'The General' Roper of the Finn Flyer 31 *Harrier*, and many Singlehanded TransPacs, introduced me to the Mañana and Baja nets years ago. When I lost a headstay and then my engine on an offshore return to California from Mexico, both the nets were a big help. And as *Latitude* knows, the folks on the nets live and breathe to help cruisers.

Frank Gumbinger
San Pedro

Frank — We couldn't agree with the Brauns more completely about HF radios for oceanic passages, and with you about SSB net folks 'living' to help other cruisers.

↑↓ WHEN TO GET A SSB

I read *Latitude's* recent article on SSB radios. My questions are: 1) When does a sailor need a SSB radio? And 2) what kind of minimum knowledge of SSB do you recommend?

Sandy Edens
Gratitude, Hunter 42 Passage
San Diego

Sandy — By the time you get a SSB radio installed and the special antenna properly grounded, you're looking at more than \$3,000, so it's not a purchase you want to make unless you need it. You don't need a SSB if you're just cruising the States, as a satphone is much less expensive, easier to use and more versatile. If you're spending a season in Mexico, SSB is good for the cruiser nets, but you can easily live without one. It's when cruising across the Pacific or into the Caribbean that SSB becomes close to a necessity, as it's the way cruisers stay in touch with one another for news, pleasure and safety. In the December issue we'll have a Changes that will illustrate how useful SSB was to a couple after they lost the rudder on their Davidson 44 in the South Pacific.

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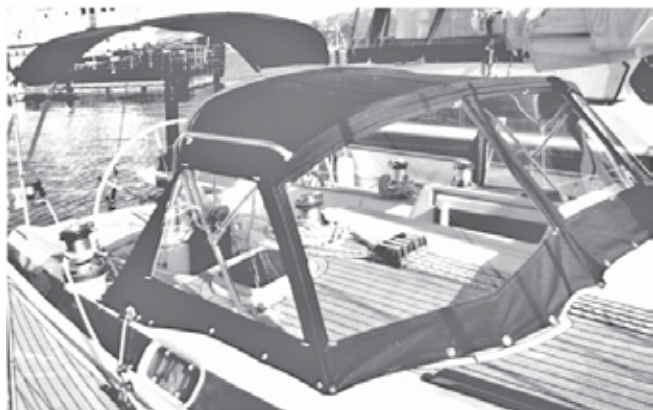
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LETTERS

SSB radios are much more complicated than VHF radios, which is why one of the most common requests for assistance at the first stop of the Ha-Ha is from boatowners asking for help in understanding how to use their SSB. If you have your radio and antenna professionally installed and checked out, and have the SSB set up with channels so you don't have to tune to frequencies, you should be able to pick up the SSB basics in about a half-hour. Learning how to use SailMail and get GRIB files can take considerably more time.

SMALL BUT IMPORTANT CORRECTION

I just reviewed the *Lectronic Latitude* wrap-up of the 2013 Rolex Big Boat Series, and wanted to make a rather trivial correction, necessary only for the record to be factually correct. *Mirthmaker*, the winner of IRC Division D, is not owned by Tad Lacey, nor is the boat based out of Belvedere. In fact, at this time *Mirthmaker* is the only Archambault 35 in the United States. She is owned by me, and she is based out of Sausalito. I loaned the boat to Tad, a friend of more than 30 years, for the event.

With two kids in private school, I am not really in a position to be racing in high profile venues these days, while Tad was looking for a boat to skipper in the BBS and knew *Mirthmaker's* abilities. So I was happy to have the boat showcased by one of the Bay's best, most experienced racing sailors. I'd say things worked out satisfactorily for both of us, and for the Archambault brand. With that, *Latitude* is now the only sailing media outlet to have the (trivial) facts. Thanks.

Kirk Denebeim
Mirthmaker, Archambault 35
Sausalito

Kirk — No problem at all, as we're happy to have the record set straight. It's not always easy for reporters covering sailing events, as sometimes owners want to remain anonymous and therefore list the skipper or someone else as the 'owner', and use his or her homeport. Then there are loan or charter situations, where the one who owns the boat and the one who actually enters and races the boat aren't the same. And finally there are instances where the person listed as skipper doesn't, for a variety of possible reasons, even sail on the boat. We try to copy from the yacht club results to keep from getting confused, but can sometimes end up sounding foolish or being wrong.

By the way, we're pretty good friends with the guy at the St. Barth YC who is the Caribbean dealer for the Archambault



Heck, just take the kids to the Voiles de St. Barth for a real education!

Tad and a couple of your friends for a different kind of yacht racing. The sailing is just the same as in San Francisco — except that you race in the open ocean, and the air and water are 20 to 30 degrees warmer. The after-sailing partying is a little different, too, as the women "walk like cats" and it's just assumed that everyone will dance on the tables.

P.S. Our smartass remarks mean no disrespect to your kids.



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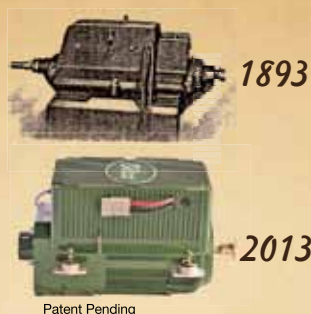
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LETTERS

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↑↓ **ESTABLISHING RESIDENCY IN FLORIDA**

In your reply to Mike Crew's letter complaining about county tax assessors in California trying to tax boats that have left their counties, you point out the many benefits of establishing residency in Florida and other states and using a mail-forwarding service such as St. Brendan's Isle to do it. We have done this and have been very pleased with the service.

There are lots of advantages to doing this, but boatowners should be aware of one pitfall. As a Florida resident, if you purchase a boat and then sail it to Florida, the Sunshine State will expect you to pay sales tax and to register your vessel as soon as you enter the state — even though she is federally documented with the Coast Guard. The requirements and considerations are too convoluted to detail here, but John Kettlewell tackles the subject admirably in the May/June issue of *Ocean Navigator*.

Despite our following Florida's rules — including purchasing, docking and registering the boat in another state — we recently received a bill for sales tax, plus penalties, for the boat we purchased a year ago. Until we straighten that out, I'd better withhold my name and the boat name from this letter. Given Florida's confusing policies, we do not plan to stop there as we head back to Green Turtle Cay in November.

Anybody considering buying a boat and then cruising in Florida might want to first contact the state of Florida to get your specific questions answered in writing.

By the way, the hailing port on your boat and documentation doesn't matter to the state or the Coast Guard as long as it is displayed properly.

Name Withheld By Request.
Currently in Beaufort, North Carolina

N.W.B.R. — The rule of thumb for not being subject to sales/excise tax is never bringing a new-to-you boat into the state in which you have legal residence for more than a year. But if you have thousands of dollars at stake, get the facts instead of relying on rules of thumb.

↑↓ **TAKING THE CARIBBEAN OPTION**

I read the Wanderer's response to Mike and Holly Sanderson regarding options of sailing a year or two in either Mexico or the Caribbean, or maybe one year in Mexico and one in the Caribbean. *Latitude's* insight was much appreciated, especially with regard to the observation that Mexico is generally more homogeneous and sedate, while the Caribbean is much more diverse and has a much livelier social scene for younger cruisers. I've been thinking about making the jump from Panama to the Caribbean for over a year now and your response helped put some wind in my sails.

My question is what equipment and gear you think you might need in the Caribbean that you wouldn't need in Mexico. Since I have an 80-gallon water tank and will be cruising alone, I'm probably not going to invest in a watermaker.

My other question is, if heading to the Eastern Caribbean from Panama, would you: 1) Jump directly across the Caribbean Sea to Cuba and then on to the islands of the Eastern Caribbean, or 2) come up the coast of Central American then cut across the Caribbean Sea, or 3) take the southern route and head up to Cartagena, Aruba, and Trinidad to Barbados, then Martinique and the rest?

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Scouser, Beneteau 36
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LETTERS

Steven — When cruising Mexico, the most important thing is to have a reliable engine because the winds are often light and frequently die completely. In the Caribbean, the most important things are robust sails for winter winds of 25 knots or more and robust anchoring gear.

It blows and blows and blows in the Caribbean, so you don't really need an engine. As evidence, singlehander Steve Schmidt, formerly of Saratoga, cruised and raced Hotel California, Too, his Santa Cruz 70, for two years in the Caribbean despite the fact that her broken transmission meant he had to do it entirely under sail, and often singlehanded. When we got our Olson 30 La Gamelle to St. Barth, we removed the outboard from the boat. We just didn't need it. While it's nice to have an engine on a cruising boat in the Caribbean, it's more important to have strong sails plus oversize anchor gear. Without the latter, you won't get any sleep when it starts howling in the many crowded anchorages.

The other thing to remember is that getting work done on your boat in the Eastern Caribbean can be much more expensive than in Mexico, Cartagena or even the States. It's not that they don't have boat parts or materials in the Eastern Caribbean, as the duty-free chandleries in St. Martin are the best we've seen anywhere. And the prices aren't bad. It's the labor. We'll never forget Tahoe's Greg Dorland asking a diver in St. Martin for a quote to scrub the bottom of his Catana 52 Escapade, and getting a quote of something like \$750. That's about \$700 more than it would have cost in Mexico. The engine guy we rely on charges \$150/hour.

We think the best way to start to get to the Eastern Caribbean from Panama is to sail to Cartagena, Colombia. It's not too hard and Cartagena is a great city you don't want to miss. It's once there that you have to make your decision to: 1) Reach off to the east coast of Central America and to Cuba; 2) Sail as close hauled as you can to hopefully lay Jamaica; or 3) Take the southern route via Colombia's Cabo Velo and the top of South America. The best route is going to depend on the time of year you plan to make the trip and how quickly you want to get to the Eastern Caribbean.

If you sail up the coast of Central America to Cuba, it's going to add 600 more miles to what would have been a direct route to the Eastern Caribbean, and the last 1,000 miles will be almost as long and nasty as if you started from Panama — although you can take refuge at several islands along the way. It's almost as long and bad if you sail to Jamaica from Cartagena. These are good options, however, for people who want to see eastern Central America, Cuba, Jamaica and the D.R., and who have lots of time to wait patiently for big weather windows.

If you want to make it to the Eastern Caribbean quickly and pretty much directly from Cartagena, we think your best bet is the southern route across the top of South America. If you check Passage Weather frequently, you'll notice that the 400 miles of water ENE of Cartagena is among the nastiest in the world on a regular basis. But there are a couple of remote anchorages, and once you make it around Cabo Velo, you can work east along the north coast of South America in reasonably decent conditions. Mind you, Venezuela has about the highest murder rate in the world right now, and too many cruisers have been attacked if not killed in northeastern Venezuela. See this month's Changes.

Generally speaking, the best time to make any of these upwind passages across the Caribbean is November through early December, or June and July, which is when the seasons are changing. The ideal time for the southern route is when there's a hurricane to the north that screws up the normal

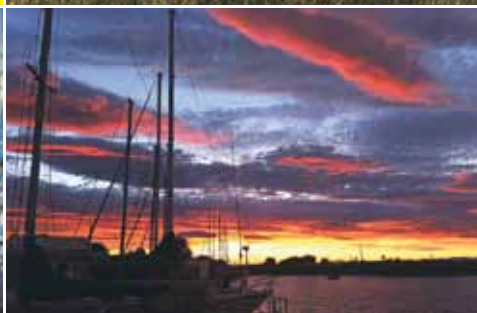


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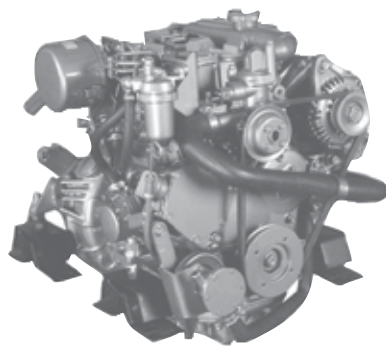


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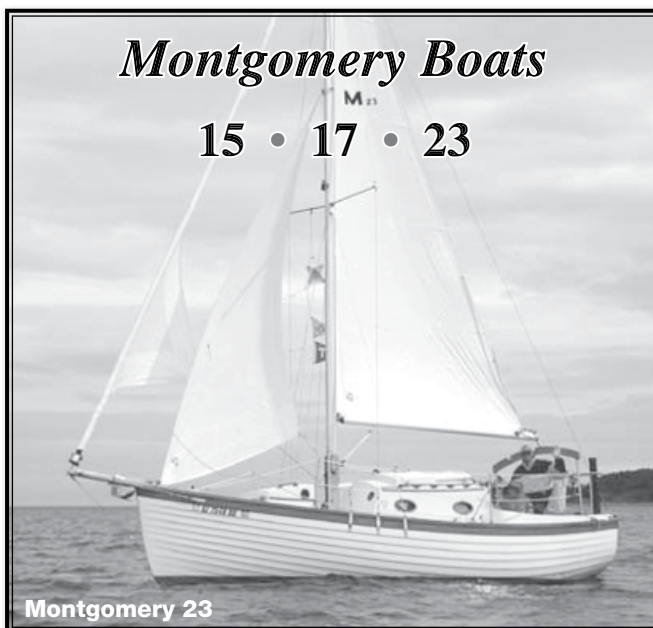
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LETTERS

windy pattern in the Caribbean. Trying the southern route from mid-December through April, on the other hand, is like asking to get thrashed.

Barbados? The only sailors who stop at Barbados are those who are coming downwind from the other side of the Atlantic or up from South America. It's a long and hard slog upwind from Panama to the islands in the Eastern Caribbean, so nobody is much interested in doing more of it just to get to Barbados, which, Rhianna and Mt. Gay Rum notwithstanding, is not that interesting for a cruiser.

↑↓ USING DSC-ENABLED VHF RADIOS

Max Ebb's great articles in *Latitude* make the magazine even more valuable. However, his story about a sailboat in distress probably should have been followed up with an article on how a crewmember on a boat with a DSC-enabled VHF radio would have made the distress call.

I bought a new Catalina 350 some 10 years ago, and the radio has a red 'Distress' button under a flap. There are important steps in the installation and operation to make the DSC part work as designed. But once the preliminary steps have been completed, it's quick and easy to make a call for assistance. You press the 'Distress' button for five seconds, and all the information that was previously registered is transmitted, including your current latitude and longitude, to the Coast Guard. The Coasties will then acknowledge your call on Channel 16.

There is a lot of information on DSC on the internet, and the United Safe Boating Institute has an easy-to-understand brochure.

P.S. *Latitude* has no equal! Thank you for getting it to Southern California each month.

Horst Lechler
Seahorst, Catalina 350
Marina del Rey

Horst — Thanks for the good advice and kind words. Interestingly, Editor LaDonna Bubak was planning to write an article on registering her own DSC radios for this month's Sightings but the government shutdown meant the FCC's website was also shut down.

↑↓ HATS OFF TO THOMAS KEEBLE/CAMWRAP

My hat finally arrived!

But the story began nine years ago in New Zealand when



JIM HILDINGER

Jim looks stylin' in his new Greek fisherman's cap from Camwrap.

I bought a Greek fisherman's cap named the 'Nelson'. It was made of wool in Scotland for Thomas Keeble. Three years ago it simply started to wear out, so I started to search for a replacement in every store that might have one. I even had a close friend search both islands of New

Zealand on two different trips looking for a replacement.

Finally, last year The Hat Co. in Santa Cruz referred me to John Helmer in Portland, who in turn referred me to BBC America in New York, which in turn referred me to Camwrap in Mobile, Alabama. All this took at least two years — but my hat arrived tonight and I am ecstatic! The hat, also called

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LETTERS

the Nelson, is made in Scotland by Camwrap Woollens. It fits perfectly, and best of all the wool feels good on my head.

If anyone is looking for a Greek fisherman's cap, this is the one you want, as it has a soft rim. The ones with stiff rims are not comfortable.

The cap is available from Thomas Keeble/Camwrap, 259 Charles Street, Mobile, AL 36604; (800) 353-9004; www.camwrap.net; camwrap@birch.net. I had an email connection one evening, then the next morning I called and said, "I want to order a hat." The immediate response was "Oh, you must be Mr. Hildinger." Boy, was I impressed!

Jim Hildinger
Cadenza, Catalina 27
South Lake Tahoe

Jim — While the Greek fisherman's cap is associated with seamanship, it also became popular with musicians. While



Donovan, Dylan and Lennon made the look popular.

you can see Bob Dylan wearing one on the cover of his first album in 1962, it was John Lennon who really made the hat popular during the Beatles' 1964 tour of America. In fact, during the mid-'60s it became known as the 'John Lennon hat'. Ringo started wearing one, too, then folk-rocker Donovan sported one on the cover of four of his albums. Women have liked the style, too, including Princess Anne, actress Diana Rigg of The Avengers — although not when dressed in her leather outfits — and Sienna Miller. While those people are posers, sailors wear wool hats because they know the body loses much of its heat through the head.

LOOKING FOR ANOTHER DREAMER

Anyone who has lived for the dream of commanding their own vessel, and paid the price in blood to do so, will understand how difficult it is to sacrifice that dream. Having to lose the synthesis of materials that becomes like an extension of one's own self is like losing a limb. Or worse. It's like losing love. If I had the choice, I might prefer to pluck my eye out

than to lose my boat. Sadly, I don't have that choice. But it's not for me to complain, as many people are having it tough these days, and most are having it tougher than me.

My dream started when I saw an ad for a boat in *Latitude* 10 years ago while I was living happily in Hawaii.



'Mana', currently on the hard in San Blas, is looking for a new caretaker.

But the ad reignited a childhood dream and changed my life. I had always wanted to sail around the world, to become a true man of the sea, and to learn to maintain my vessel and guide her safely through all conditions. Unfortunately, I didn't make it as far as I planned, but in getting as far as I did, I was blessed to have learned so much about the sea and the wonderful sailboat *Mana*.

While in Mexico this year, *Mana* fouled her anchor and dragged onto the rocks. In the process, her stainless rudder



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LETTERS

post was bent and there was damage to the fiberglass along her keel and in various places on her starboard hull. *Mana* was so stoutly built that the only wood damaged was a bit at the keelson, which has already been replaced. The rest of the wood that was exposed has been sealed.

After the unfortunate incident, *Mana* was sailed under her own power to San Blas where she was hauled, and where she awaits a proper repair and relaunch. Unfortunately, family emergencies and other factors prohibit me from being able to be the one to repair her. Yet I am liable for the dry storage fees, and I fear the day that liability would cause *Mana* to be sacrificed as a derelict. It would be such a waste of one of the best cruisers of her type.

The 39-ft *Mana* was constructed in the early 1970s by Robert Mulvany, another dreamer. He built the 9-ton, hard-chine ketch from plans drawn by East Coast naval architect Victor Harasty, who was known for designing work boats to fish the rough waters around Nova Scotia. *Mana* is of the larger Atlantis 39 version of the two yachts Harasty designed, and I still have the plans. *Mana's* hulls are one-inch plywood, the quality of which is no longer available, and covered in glass. Mulvany's plan was to sail to the South Pacific, where his parents had moved to live out their lives. Alas, after spending three years building *Mana*, Mulvany discovered that he was prone to seasickness. He sold the boat he'd labored so long over, then found other means to get to the South Pacific.

The couple who bought *Mana* cared for her for 23 years,



The keelson was repaired after 'Mana' dragged onto the rocks this year.

infrequently sailing her along the coast of Northern California. I purchased *Mana* from them in September 2004. I spent 2½ years on her in a slip at the Arques Marina, reconditioning her and sailing her on beautiful San Francisco Bay. I left the slip for good in March 2007, determined to follow my dreams. And I did, sailing her as far south as Zihuatanejo before returning north to the Puerto Vallarta area for the hurricane season. I have lived in that area for the past three years.

When *Mana* was hauled out at San Blas, her 27-hp Isuzu Mariner diesel, installed by Stone Boatyard of Alameda in 1983, was pulled and dismantled to check the condition. The mechanic estimated it would cost \$500 to grind the valves, put in new gaskets and so forth, after which she would be "like new." He has already been paid for the pulling of the engine and the cost of reinstalling it. I'm no mechanic, but the engine never failed me in 10 years, and it's what provided the power for me to get to the boatyard.

Mana's rig was built in Sausalito for a Marco Polo schooner, but for some reason never found its way to the intended boat. It's made of boxed spruce with bronze boom fittings cast to Herreschoff's original design. The stainless rigging is oversized, and while it was installed 15 years ago, has only seen a few thousand ocean miles.

I have hundreds of photos of *Mana's* reconditioning in Sausalito, and her travels down the west coast of Mexico. She is an amazing vessel that is sea-kindly and dry. Her classic lines turn the heads of old salts. She appears to be drawn from the lines of Ingrid ketches, which were popular in the

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LETTERS

era when she was built.

I'm hoping that this letter in *Latitude* will alert the right person that *Mana* needs a new owner, and I'm ready to make



Tony admits 'Mana' needs some work, including a fresh paint job.

it worthwhile. Unlike the marinas in the Puerto Vallarta area, the San Blas Marina allows owners to work on their boats and stay on them while they are on the hard. I estimate that *Mana* needs about \$5,000 to finish the repairs, and that includes painting the bottom and sides. I can pass her on to a worthy owner for about \$15,000 and, for the right owner, can even accept payments over time. I might also be able to help with the repairs.

I feel like a shipwrecked sailor about to lose everything if I can't sell her, and I don't know where to turn. I can be reached at tonysmario@yahoo.com.

Tony Smario
Mana, Atlantis 39
San Blas, Mexico

SEEING STARS

We seldom hear a reference to celestial navigation anymore, but today's cruisers probably don't realize that it was the only offshore navigation option — other than dead reckoning — prior to 1980. You had to know the basics or else.

While people who teach celestial often seem to make it sound as complicated as possible, I taught myself from a book, and I'm no smarter than the average cruiser. The key was to learn the terminology first, then how to extract the information from the almanac, and most important, have or make preprinted forms so you will place the information in the correct order.

The trick instructors use to make celestial sound more difficult than it is to give you one sight in the North Atlantic to work out and another one in the Indian Ocean, giving you no way of confirming that your work is correct. In real life, you will know where you are within 100 miles of where you were the day before, so if you do make an error that places you somewhere other than where you are, you can go over your work and find out where you made the error.

The only star sights I needed to take were of Polaris, which is the easiest sight of all.

And no, you don't need an expensive chronometer. I did have an expensive Japanese chronometer, but I also had a cheap Time Bowl clock. My Japanese chronometer finally stopped working, but the Time Bowl is still on my boat's bulkhead and has been running since 1980. And it was always as accurate as the chronometer.

I just Googled Time Bowl to see if they are still in business — and they are!

Ernie Copp
Orient Star, Cheoy Lee Offshore 50
Long Beach

NOT THE FIRST

Susan and Ed Kelly certainly deserve much recognition for their 6,200-mile internal 'circumnavigation' of Europe via rivers and canals with their catamaran *Angel Louise*, but

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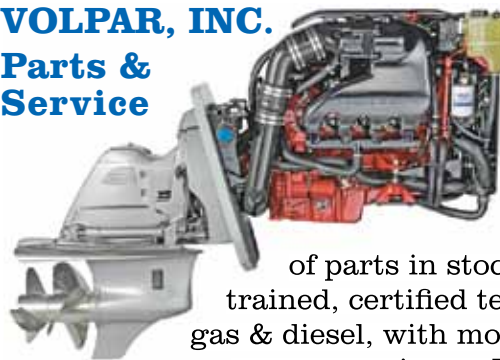


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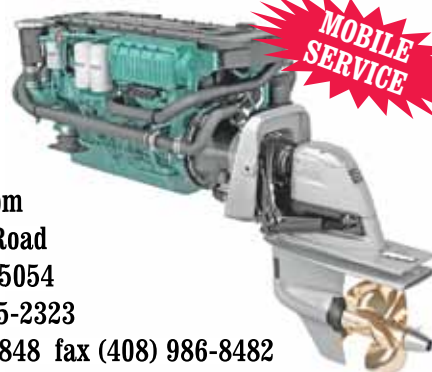
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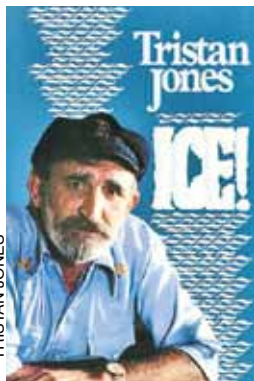
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LETTERS

that path was originally paved in modern times by the one and only Tristan Jones.

As recounted in his book *The Improbable Voyage*, Jones was recuperating in Santa Barbara following the amputation



TRISTAN JONES

We're skeptical his eye popped out, too.

of one leg when he decided to show the world that it was possible for a disabled person to accomplish a seemingly impossible voyage. So he set out from San Diego on the 36-ft trimaran *Outward Leg*, and after many weeks at sea reached New York. He then crossed the Atlantic to London, after which he published the first cruising guide for that route.

From London, Jones sailed through the Netherlands, then primarily via the Rhine and Danube Rivers, through the then-Iron Curtain countries of Eastern Europe to the Black Sea and Istanbul. This European voyage only covered 2,307 miles, but he did it through countries that were bureaucratically inhospitable at the time. And he did it in winter.

Upon reaching Istanbul, Jones continued down the Red Sea, across the Arabian Sea to India, and finally on to Thailand. The story of the third leg of the voyage by the one-legged sailor was told with great style in *Somewheres East of Suez*.

Glenn Dorfman
Windwalker
Santa Barbara

Glenn — Thanks for reminding us. While we don't believe all of Tristan's stories — such as the business of teaching his dog how to play chess in order to pass time while trapped in Arctic ice one winter — he clearly completed some incredible voyages and wrote some engrossing books. That said, we can all be thankful that he didn't write a book about his non-nautical adventures in Thailand during the last years of his life.

THEY DON'T USUALLY CONFISCATE BALONEY

Are you aware of any restrictions on the importation (by boat) of meat to Mexico? When we did the Ha-Ha 10 years ago, we had to dispose of all our chicken when we arrived in Cabo.

Gisela Gosch
Dolce, Island Packet 45
San Diego

Gisela — We're glad to see that 10 years after doing your first Ha-Ha and going on to cruise to the South Pacific, you and Eric are back for another Ha-Ha.

Our experience is that you never know about agricultural inspections in Mexico. Sometimes boats aren't inspected, sometimes they don't allow chicken, pork or beef, sometimes they allow some of those but not others. You never know. Our advice is not to buy six months' worth of steak or whatever, as it might get confiscated. Besides, you can get great beef at Costco in Cabo and at other big stores in larger cities in Mexico.

We don't know if you drink wine, but they don't confiscate that, and you can certainly get better quality inexpensive wines in California than you can in Mexico. Plus, many small restaurants in Mexico allow you to bring your own wine without charging corkage, knocking your dinner bill down to almost nothing. So fill your bilges.

Just so nobody gets the wrong idea, Customs and Agriculture in the United States are no more consistent than in Mexico.



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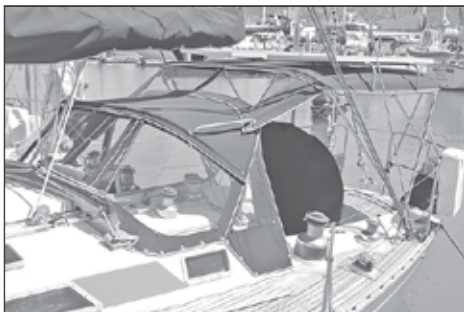
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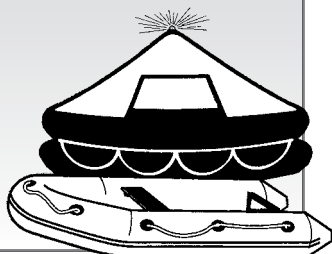
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LETTERS

Some years we've pulled into San Diego and agents have made us throw a bunch of stuff away; some years they've allowed us to keep the very same stuff. The funny thing is, the agents never seem to follow what the Agriculture Department publishes as being prohibited. The lack of consistency makes us wonder if it's not a bunch of baloney.

↑↓ ANYBODY KNOW WHERE GLENN FAGERLIN IS?

When Oracle jibed at the leeward mark for the reach to the finish of the 14th race of the America's Cup, we noticed — watching the event on television — the Kronos 45 cat *Perception* in the background. She's one of 12 sisterships to our *Ocelot*, and was previously owned by Glenn Fagerlin of Fairfield. Our emails to him have bounced, so we're wondering if anybody has a contact for him. If they do, we can be reached at svocelot.com.

Jon & Sue Hacking
Ocelot, Kronos 45 stretched to 48 feet
Somewhere in the world of cruising

Readers — If anyone is interested in hardcore family cruising, we suggest they check out the Hackings' blog at svocelot.com.



HACKING FAMILY

Though Chris and Amanda left 'Ocelot' for college, Sue and Jon Hacking still live aboard.

Starting from South Africa in the 1980s, Jon and Sue cruised for seven years on a monohull. They must have liked it because, after having a son and daughter, they took off again from St. Martin in 2001, this time aboard a Kronos 45 catamaran. Both Chris and Amanda moved off the boat to attend the University of Washington, but Jon and Sue plan to continue cruising for the foreseeable future.

Actually, Jon and Sue haven't done much sailing for the last two years, as they've been in Thailand stretching *Ocelot* to 48 feet and giving her a total — and we mean total — refit. Prior to the start of the refit, *Ocelot* had taken the family from the Eastern Caribbean through the Panama Canal, across the South Pacific and the Indian Oceans to Africa, then back to Asia.

"The refit should be complete by the monsoon season," the Hackings report, "so we'll be staying put here on the Andaman Sea side of Thailand and Malaysia for a few months.



SUE HACKING

The Hackings are nearing the end of a major refit in Thailand.

It's great cruising grounds, and also a good place to shake out the wrinkles after the refit. Other possible adventures include more inland travel to Cambodia, Laos and Vietnam, which is a trip — or series of trips — we've wanted to do for some time. After that, the crystal ball gets fuzzy, but the Philippines seem to be in there somewhere."

↑↓ ON RENTING A SATPHONE

In February 2014, I plan to travel with three friends to Puerto Montt, Chile, where we will board *Venus*, a beautiful

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LETTERS

Baltic 52 charter yacht. We'll then embark on a five-week cruise south through the incredible Canales de Chile. If time and weather permit, we'll stop at Cape Horn Island before ending our adventure at Ushuaia, Argentina. This will be my sixth trip to Chile and Tierra del Fuego, so you can surmise that I am enthralled with the area.

Anyway, I'm considering renting a satellite phone to take with me. Do any *Latitude* readers have experience, advice or opinions regarding my idea?

Fred Huffman
La Diana, Contessa 35
Sausalito

Fred — You can rent an Iridium satphone for a little more than \$100 a month from any number of outfits, and you pay about \$1.25 a minute. Sailors rent these phones all the time.

The other option is a Spot Global phone. If you check their coverage map, it gets weaker the farther south you get in South America. The phones rent for less, but until somebody in that part of the world confirms that there is decent coverage, we'd stick with the Iridium.

TRYING TO FIND LARRY HERBIG

I am trying to locate Larry Herbig, my brother, who is a longtime sailor. He worked at North Sails in Alameda for many years in the 1970s and 1980s, then moved to Maui to spend his time sailboarding. He apparently left Maui in August, and our family suspects he may have returned to the Bay Area for the America's Cup. But we have been unable to find him. There are serious health issues in our family, and I dearly want to contact him. I can be reached at marilynwood49@gmail.com. Thank you.

Marilyn Wood
Planet Earth

MORE THOUGHTS AND COMMENTS ON THE CUP

Elly and I came up from Roatan, Honduras, for three weeks to watch the America's Cup and it was, hands down, the best sailing event ever. At 1:15 p.m. on days after the Cup was over, we went into withdrawals.

I'm a hardcore monohull sailor, but I think going back to monohulls would be a big step backward. The America's Cup is all about the cutting edge, and watching those cats foil at 40 knots was just amazing. Foiling should definitely be allowed, as watching those boats carve a tack or jibe on foils made them look like downhill racers. There is no other place on earth that is such a perfect natural amphitheater to watch racing as San Francisco Bay.

ELLY SMITH



Wayne and Elly gave up paradise to see the America's Cup.

Wayne Smith
Zeppelin Dive & Sail
French Cay Harbour, Roatan, Honduras

Readers — Those of you who've had your fill of the America's Cup can stop reading this month's Letters right now, for we decided to let as many readers as possible speak their minds.

We got a huge amount of reader response when we asked for thoughts about the next America's Cup. There was almost total agreement that the next Cup should again be held on

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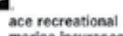
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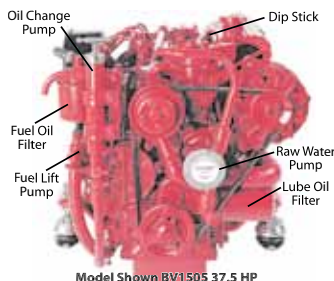
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LETTERS

San Francisco Bay, and about 80% believe there should be at least a partial nationality rule. About 80% of respondents are in favor of foiling multihulls over monohulls, but only about half of those thought the boats should be one-design.

↑↓ I CAN'T RELATE

With the improved television coverage, I'd prefer the monohulls with spinnakers for the Cup, as it's easier for us sailors to relate to. The longer races would provide time for mistakes, and catching a puff that would bring boats back together. If the AC72s had been identical boats, my guess is that the first boat into the starting box would have won every race — not much excitement there.

Jim Dinger
Landlocked in Kentucky

Jim — If you review America's Cup history, we think you'll find that you have it backward. With monohulls, whichever boat won the start usually won the race. That wasn't true with the AC72s, as the boats often traded leads, and even leads of more than 500 yards weren't safe.

Having been to almost every 34th America's Cup race, we have to say that we were converted to the format of two relatively short races a day. No significant television audience is going to stick around to watch a single race of two or three hours.

↑↓ DON'T WANT TO LIVE IN THE PAST

The America's Cup was so spectacular that I traveled down from Petaluma nine times, bicycling the last stretch from Larkspur to San Francisco, which greatly added to my fun. I even postponed my trip to Kona for a day in order to see the last race.

Viewing the races was awesome from a number of locations, including the Golden Gate Bridge, the Presidio hills, the Marina Green, the spit past the Golden Gate YC, and from a sailboat on the Bay. I found the America's Cup Village at Pier 27 to be a little far from the action for my taste.

I hope the next Cup is held on the Bay, and now that foiling is out of the bag, not allowing it would be like living in the past. A nationality rule for a percentage of the team would give fans more pride in their country's team — although I don't know if the U.S. could retain the Cup.

Mark Bidgood
Petaluma

↑↓ THERE IS NO SECOND TO SAN FRANCISCO BAY

After watching the AC45s in the World Series last year, I thought the AC72s might be the most spectacular sailing boats ever seen. And they were. I watched videos of many of the races, and watched races 17 and 18 from shore. I am emphatically for foiling multihulls, and San Francisco Bay is the only place. "Your Majesty, there is no second."

Douglas Cole
Electric Kool-Aid, Laser
Napa

↑↓ PENALTIES AFTER THE FACT

Why did the illegal modification of the AC45s by Oracle in the World Series have an impact on a different boat in a different event, meaning the AC72s and the America's Cup? If a driver cheats while driving a stock car, do they penalize him when he drives in the Indy 500?

Steve Haas
Tesa, Catalina 42
San Jose

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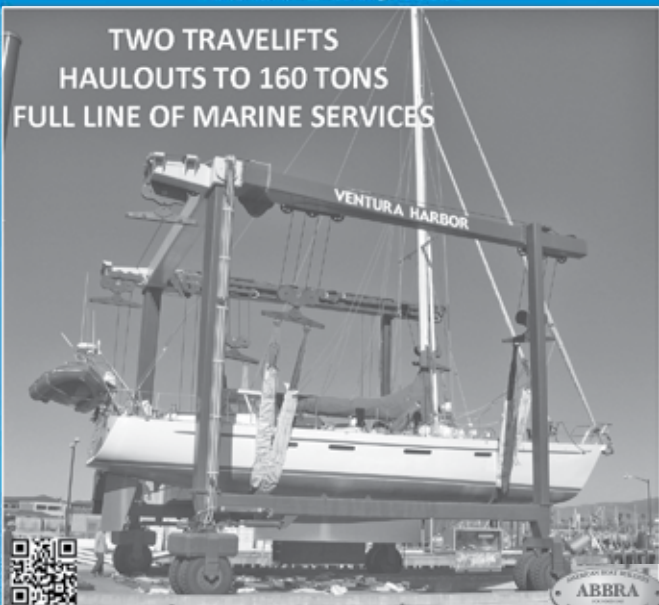
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HONDA MARINE

LETTERS

Steve — The World Series and the America's Cup were part of the same event. Think of the World Series as having been the first round of the NFL Playoffs and the America's Cup being the Super Bowl.

For those who think the two-point penalty was too severe, be aware that some believe that the International Jury actually wanted to hand down a much more severe penalty if not kick Oracle out of the Cup. This idea is based on the belief that the jury was convinced Oracle had made much greater modifications to their AC45s, but most of the evidence was gone a year ago. So, the theory goes, the jury gave Oracle an outsized penalty for the evidence that was found.

IT WAS NEW ZEALAND AGAINST THE WORLD

Thank you *Latitude* for your objective coverage of 34th America's Cup. Not having been exposed to such races before, I was surprised to see that both boats were built in New Zealand, both teams had CEOs and crews mostly from New Zealand, and this was somehow supposed to be a USA-versus-New Zealand race? There were two Americans on the Oracle Team USA boat, but one got removed early on. It looked more like ETNZ against the world — plus parts of New Zealand.

Ivan Ilieff
Palo Alto

Ivan — Thanks for the kind words; it was a lot of fun.

The rules for the America's Cup frequently change with respect to things such as where the boats have to be built and nationality rules for the crews. For example, Oracle's trimaran for the 33rd America's Cup in Valencia was built in Washington. While Oracle can put together a team to build the latest hi-tech boats, that's not true of all the countries that wanted to compete in the America's Cup. They just don't have the expertise or experience. But in order to address both these issues, there is talk about some parts of the boats for the next America's Cup being one-design and a certain percentage of each crew having to come from the team's country.

We know we've picked this nit before, but Oracle's Shannon Falcone is from Antigua, and if you check your atlas, Antigua is just as much a part of America as is the United States. So at one time, the Oracle boat had three Americans as crew.

WIMPING OUT IN HIGH WINDS

I loved seeing the high-tech aspect of the 34th America's Cup, but it didn't seem right that the AC72s couldn't race in conditions that most San Francisco Bay sailors take pleasure in. As I recall, the Bluenose schooners from Canada were stout enough for any weather, but they were still able to sail competitively against AC boats in the 1920s.

R.W. Catlette
Fairfield

R.W. — We remember that on the day of the start of the very first Ha-Ha, practice sailing for the America's Cup boats in San Diego was called off because it was too windy.

NO GIRLZ ALLOWED?

No girlz allowed? The deck of an America's Cup boat is no place for a woman — at least that's what it looked like from shore. Four women participated in the America's Cup in 1934, so I know there is no rule against it. The America's Cup is a private enterprise, and as a man who is all for free enterprise, I don't think the America's Cup should be forced to include women. But I think the event and the spectators would benefit from it. The first female Navy SEALs are scheduled to hit the

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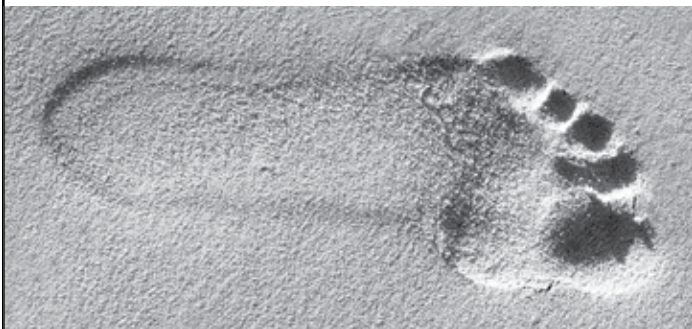
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beach soon, so if the Navy can be this forward-thinking, maybe the America's Cup teams should realize that a concerted effort to be more inclusive would be great for the sport.

Jamie MacNiven
Portola, Legacy 34
Woodside

Jamie — We agree that it would have been great — and great for publicity — if there had been a 'World Women' team in the World Series or a women's team in the Red Bull Youth Championships. But those events were sailed in AC45s which, while physically demanding, are not as physically demanding as the AC72s are. We know it's politically incorrect, but we don't believe that women have the upper body strength necessary to sail an AC72 competitively. We base this belief on the fact that when the San Francisco Fire Department was ordered to have women in the Department, all the physical standards had to be lowered.

(Before anybody goes sexist on us, our fire chief friends tell us that there is much more to being a top-flight firefighter than just muscle.)

↑↓ BIG PROPS TO THE ALAMEDA THEATER

As a member of Oakland YC and its race committee, I want to recognize the Alameda Theater and Cineplex for their support of the America's Cup. On March 1, they hosted the Artemis team, which allowed our community to meet the team members and begin to catch America's Cup fever.

There's more. As the racing progressed, through trials, tragedy and triumphs, Alameda watched. As the America's Cup finals continued in September, many sailors and non-sailors made their way to the San Francisco Cityfront, with others gathering in front of televisions or watching YouTube replays. But by far the best opportunity to feel as if you were



DEBBY RATTO

The Alameda Theater offered free 'showings' of the America's Cup racing.

there on the Cityfront, with the advantage of the details of television coverage, was the Alameda Theater and Cineplex. The good folks there hosted free big screen viewings of the America's Cup races, where you could almost feel the spray as Oracle and Emirates New Zealand foiled upwind! A big 'thank you' to those good folks.

Debby Ratto
Alameda

Debby — What a cool thing for the Alameda Theater folks to have done! Thanks for bringing it to our attention.

↑↓ FATHOMING THE SEEMINGLY UNFATHOMABLE

Excellent articles on the America's Cup.

I'm one of the few Americans who isn't exactly jumping up and down about the victory. Yes, it was a great series. Yes, it made non-sailors actually take notice the sport for the first time. And yes, the jury ruled that Oracle's automatic stabilization system was legal.

But you reported that, among other things, Oracle added a fillet to their T-shaped rudders to reduce cavitation, and

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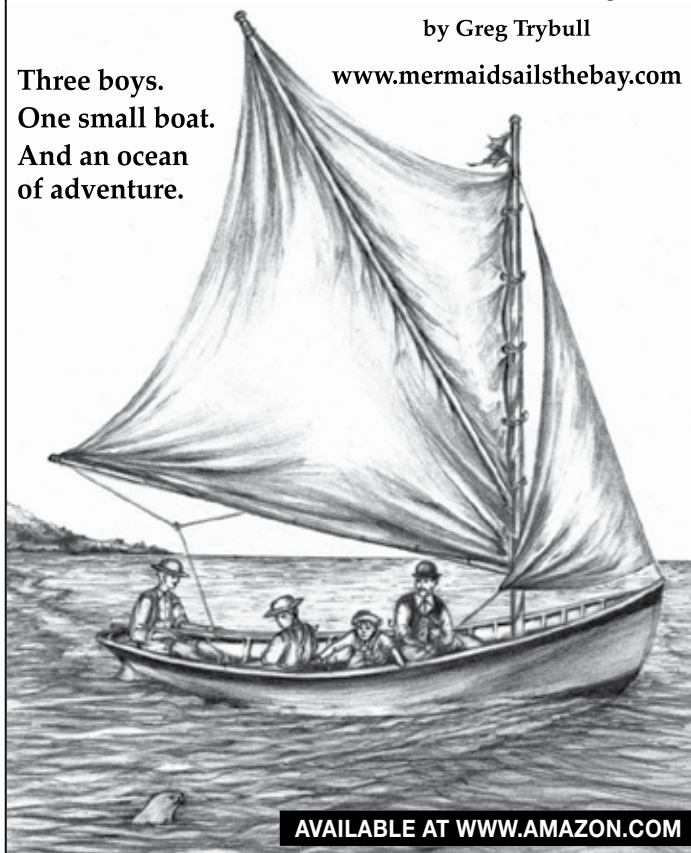
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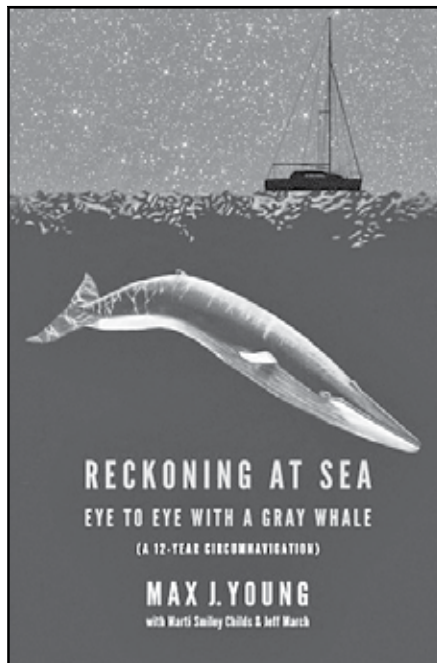
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LETTERS

added an 'interceptor' to the transom to modify water flow. How was this permitted in the middle of a series? It's one thing to make sail changes, adjust the rake/rig, or tweak any other existing system on the boat, but changing hull performance by adding components? Really?

No doubt the Kiwis are tremendous sportsmen, because there's a good chance they would have won in court. As a Wednesday night beer can racer, a coastal cruiser, and yes, a mechanical engineer, I believe Oracle's string of wins was unfathomable without a 'Eureka!' moment.

Franz C. Alvarez
New York City

Franz — The International Jury did not rule that Oracle's automatic stabilization system was legal because there wasn't any such system.

Oracle was able to make the modifications it did because it was legal to modify the boats under the rules of the 34th America's Cup. Because of modifications, Oracle was remeasured at least 15 times during the Cup, while the Kiwis had to be remeasured at least eight times. You might remember, for example, that the Kiwis used J-shaped daggerboards some of the time and L-shaped daggerboards at other times.

The Kiwis didn't sue because, as Grant Dalton said, there was nothing to sue about.

Yes, everyone agrees there was a 'Eureka!' moment. It's when Oracle mastered foiling upwind, giving them a gear that the Kiwis didn't have. When the Kiwis saw it in the next-to-last race, they knew it was all over.

↑↓ THE CUP NEEDS MORE PARTICIPATION

Whatever type of boat they want to use in the next America's Cup is fine, but the cost has to come down. And greater participation is paramount. How sad if the Kiwis couldn't do the next Cup because it cost so much! San Francisco is a great venue for the Cup, but they need to have a variety of courses.

David O'Hara
Cape Cod

David — Hamilton Island YC, which is the Challenger of Record for the 35th America's Cup, and therefore will be hammering out the details of the Cup with Oracle, said lower cost and increased participation are two of their most important goals. Oracle has agreed. They are trying to come up with a Cup that wouldn't cost teams more than \$50 million, which is half of what the Kiwis spent this time around. We'd like to see the budgets max out at \$25 million. The Kiwi team raced under the assumption that if they didn't win the Cup, there would be no funding for a future America's Cup effort. Fortunately, they represented their little country — it has fewer people than the Bay Area — so well that New Zealand has decided to put up \$5 million to at least temporarily keep the team together.

↑↓ ANOTHER VOTE FOR MONOHULLS

The AC72s were awesome, but I think 65-ft one-design monohulls would show more crew work, and if they were sailed on the Bay, could really get going.

By the way, the Lahaina YC was packed for the last two races of the Cup, as there was a lot of interest as Oracle kept winning.

Steve Taylor
Lahaina, Maui

Steve — While it's true that teams could build very fast 65-ft monohulls, it's also true that Redwood City's Tom Siebel could

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Bill and Conni on SV Wings, their Passport 40, in Nuku Hiva, Marquesas, after completing the Pacific Puddle Jump in April 2013. Bill writes: "Don't leave home without one!"



Wayne on SV Dante, his Harmony 42, in Neiafu, Tonga. Hydrovane mounted off-center to preserve the swim platform.



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LETTERS

still sail circles around them in his MOD70 Orion. That would be embarrassing.

↑↓ I'VE CHANGED MY MIND ABOUT LARRY ELLISON

I have actively followed the America's Cup since Bill Ficker skippered *Intrepid* to a win in a very close series against Australia's *Gretel II* in 1970. By 1983, the America's Cup had nearly gone extinct, as for a decade only one nation bothered to compete. But the persistence of the Aussies and their radical new keel design changed all that, and for the subsequent Cup in Perth, there were no fewer than 13 syndicates with 25 12-Meters. The Cup was back!

The 1988 preemptive Kiwi challenge to the San Diego YC with the spectacular 120-ft monohull *KZ-1* was met with the most embarrassingly poor sportsmanship that I have ever witnessed in the America's Cup. I'm talking about Dennis Conner embarrassing our nation by refusing to meet the challenge



Mark at the America's Cup Park.

on a level playing field and responding with a catamaran. Conner was not just the only American skipper to lose the America's Cup twice, but he had the audacity to call the fantastic 1995 all-female crew of *Mighty Mary* "The Lesbian Crew." Fortunately, one of the *Mighty Mary* crewmembers emptied her glass on Dennis' head during a dinner at the yacht club one night.

I was glad to see the 12-Meters, which are good-for-nothing boats, go the way of the dodo bird. I wasn't fond of the IACC yachts either. I am very glad to see the advent of multihulls.

The 2013 America's Cup included many great changes for the better. Exciting new ultra-performance boats? Check! A beautiful, accessible and windy location? Check! Superb television coverage with graphic overlays? Check! Intense competition with perhaps the greatest comeback in sports history? Check! What wasn't fantastic was we had two expensive capsize — one fatal — and wind-speed restrictions that created delays for television and forced many Kiwi fans to return home before the Cup was over. Ugh!

I used to think Larry Ellison was just another arrogant billionaire out to buy my Congresswoman. In fact, I believe Mr. Ellison has done a huge amount of good for the America's Cup. The AC34 had some issues, but given the amount of changes and 'new territory' traversed — both logistical and technological — it was a rousing success! I so appreciate all that resulted from Larry's vision and leadership, and the City of San Francisco's commitment to support this world-class event.

Mark Blackburn
Vallejo

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

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

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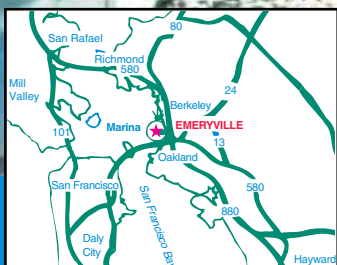
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welcome ross tibbits

Please say hello to Ross Tibbits, the newest member of the *Latitude* crew, who will be taking over the editorial duties of this soon-to-be-cruising writer. Local sailors may recognize Ross from untold races on OPBs (other people's boats) — from Folkboats to a N/M 35 — over the years. In fact, Ross' racing schedule was so jam-packed when we were interviewing candidates, that we had to schedule around it! But

we have no doubt his skills, professionalism and work ethic will prove to have been worth the wait.

The native San Franciscan and long-time Marin resident has also been the racing editor for San Francisco YC's monthly newsletter for the last few years, and last year was hired as the team writer for the American Youth Sailing Force, the San Francisco team that placed fifth in this summer's Red Bull Youth America's Cup.

Before all that, Ross started his writing career as an English major at UC Santa Barbara. He went on to work for a couple of national tech magazines before pursuing a masters in environmental policy. But the pull of sailing was just too strong to resist, and he recently found himself starting a couple of businesses that focused on his two passions: sailing and writing.

But now he's been assimilated into the *Latitude* collective. As our new racing editor, Ross will be the go-to guy for all things racing, but he'll also eventually take over



LATITUDE / LADONNA

Don't worry. We've chained 'Latitude's new editor, Ross Tibbits, to his desk but we've supplied him with enough refreshments to ease his discomfort.

Sightings. Obviously it will take a month or two for him to get up to speed on the inner workings of the editorial dungeon at our opulent World Headquarters in Mill Valley, but he's ready to take your questions, story ideas and friendly hellos. Email him at ross@latitude38.com.

— ladonna

it's rally time

Winter is coming on in the Northern Hemisphere, and that means so are the various cruising rallies.

The biggest is the granddaddy of them all, the Atlantic Rally for Cruisers, which departs the Canary Islands on November 24 and finishes 2,800 tradewind miles later in St. Lucia. Founded 27 years ago by cruising rally impresario Jimmy Cornell, and later purchased by World Cruising Ltd, it's a sophisticated rally that has garnered tremendous industry support, requires boat inspections, and features countless seminars and social events. Over 20,000 sailors have done the ARC, and to our knowledge there has only been one fatality, that of a sailor dragged to drowning by his safety harness.

World Cruising Ltd has never been particularly upfront about the price of their events — after all, they are English — but as we recall, it would cost about \$2,000 for a 40-ft boat with six crew. Nonetheless, the ARC has always been wildly popular, selling out all 225 slots many months in advance. Despite increasing the starting facilities at Las Palmas to handle 245 boats this year, the event sold out in January, so the organizers decided to start an additional event, the ARC+. This new event starts two weeks earlier from Las Palmas, but includes a stop at the Cape Verde Islands. Regardless, boats from both ARCs converge on St. Lucia at the same time.

There are 245 boats signed up for the ARC and 47 for the ARC+. Thirty-two are multihulls, which may be a record. Most of the entries are from Great Britain and Germany. The following entries are from the

continued on outside column of next sightings page

new hope

Close scrutiny of recent satellite imagery has sparked new hope that the long-missing American schooner *Niña* may yet be found, and that her seven crew may still be alive. The 70-ft vessel set sail from Opua, New Zealand, May 29 bound for Newcastle, Australia. New Zealand search and rescue resources mounted their largest search ever, but had no luck in locating the schooner or any evidence to confirm she had sunk.

The nongovernmental American search organization Texas EquuSearch procured satellite imagery of areas beyond the original search zone. Although not razor-



for niña?

sharp, imagery from September 15 clearly shows a hull shape similar to *Niña's*, located 184 miles west of Norfolk Island. But New Zealand's Rescue Coordination Centre reportedly requires more detailed imagery before they will resume searching.

Well-known Auckland-based meteorologist Bob McDavitt was the last person to have direct contact with the *Niña* in early June. After the satellite imagery was produced he was quoted as saying, "You don't want to take away people's hopes, but there's about a vessel a day or so going past that part of the world."

— andy

rallies — cont'd

United States, although we don't know where in the United States:

Amaris, Outremer 49 cat, Shawn Morriss; *Amokura*, Discovery 57, Gail Weinberg; *Arkouda*, Privilege 495 cat, Cynthia and Sean Phelan; *Aspen*, Island Packet 38, Steve Siguaw; *Aurora*, Catana 58 cat, John Bale; *Bella Vela*, Swan 53, Claudia Nicolow; *Edelweiss*, Arconona 430, Stuart Read; *Goldeneye*, Passport 40, Brian O'Conner; *Hada*, Hanse 505, Andre Wolper; *Heart of Gold*, Southerly 42, Carl Arentzen; *Paititi*, Lagoon 52, Nicolas Guitard; *Tamsel*, Beneteau 47, Mike Gahan; and *Windlebo*, Hallberg Rassy 40, Jack Hoops.

The new TransAtlantic cruising event this year is Sailing Rallies Christmas Caribbean Rally, which starts from Lanzarote in the Canary Islands on December 16 and finishes at Jolly Harbour, Antigua about three weeks later. One of the attractions of the event is that it's over the Christmas holidays, when many people have their vacations. Organiz-

continued on outside column of next sightings page

Peter Krueger and crew on the J/125 'Double Trouble' led the HPR fleet in this year's Rolex Big Boat Series. Read all about it starting on page 82.



ROLEX / DANIEL FORSTER

SIGHTINGS

rallies — cont'd

ers say the "number of entries isn't important to us," which is a good thing, because so far they show only nine boats as having signed up, none from the United States. The Christmas Caribbean Rally seems as hesitant as the ARC to divulge the cost of participation. First they direct you to a link, and then the link says "prices from \$1,750."

There are another three rallies that take boats from the Northeast United States to the Bahamas or the Eastern Caribbean. For the record, the trip from the Northeast to the Eastern Caribbean is not only twice as long as the 750-mile Baja Ha-Ha, there is only one refuge, and typically the weather is much more challenging. One problem is that it can be very cold at the start, while another is that the fleet has to cross the Gulf Stream. What's worse is that the fleets might have to leave before the last of the hurricanes and before the start of the winter storms. Alas, sometimes the first of the winter storms comes before the last of the hurricanes. As we recall, two lives have been lost and several boats

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usa-71 to be

Oracle Racing's America's Cup yachts have proven that high-tech carbon fiber materials are incredibly strong and lightweight. But recycling them at the end of a yacht's lifespan is another story. Similarly, Boeing has made huge technological gains using these composite materials to build their new 787 Dreamliner. Yet, using post-consumer waste to build these massive machines is still a pipe dream. In order to reduce their environmental carbon footprints, OTUSA and Boeing have teamed up to recycle carbon fiber. The donor material comes from Oracle's first AC training boat, *USA-71*, built for its 2003 AC campaign.



recycled

Recycling carbon fiber is no simple task. The University of Nottingham (UK) and MIT-RCF, a South Carolina carbon fiber repurposing company, will work with OTUSA and Boeing "to gather data about the mechanical properties, costs and time flows to recycle sailing-grade composite materials in comparison to aerospace-grade and automobile-grade composites," say the companies.

USA-71 is likely the largest carbon fiber vessel ever recycled and will redirect about 7,000 lbs of carbon fiber away from landfills to be potentially repurposed into industrial and/or consumer-grade products.

— ross



Hundreds of boats pay the steep entry fees to join such rallies as the Atlantic Rally for Cruisers.

rallies — cont'd

have been abandoned.

The oldest of these events is the Caribbean 1500, which has had more than 5,000 participants since it was started by Steve Black in 1990. Now owned by World Cruising Ltd, the same folks who own the ARC, its start will be from Hampton, Virginia on November 4, with destinations of both Green Turtle Cay in the Bahamas and Nanny Cay in the British Virgins. Like all World Cruising Ltd events, the rally includes lots of extras, such as boat trackers for each boat, boat inspections, and lots of seminars and social events. But it's also relatively expensive, at about \$1,100 per boat plus \$125 per crew. A combination of the cost and competition from two other events seems to have cut the normal number of entries in half to the current 29. Just two are multihulls. None of the boats are from the West Coast.

The second oldest of these rallies is the 14th annual North American Rally to the Caribbean (NARC), which starts from Newport, Rhode Island on November 3, stops at Bermuda, and finishes at St. Maarten. Organizer Hank Schmitt says the event is for "larger and professionally skippered boats," and recommends that people who are less experienced or have smaller boats sign up with one of the other two events. It seems like a strange attitude for an event organizer, but Schmitt's primary business is his 20-year-old Offshore Passage Opportunities, where people pay \$199 to join and \$125 a year to get onto a list of boats needing crew for longer passages. Schmitt notes that it's "hard to get a five-day weather window the smaller boats need to get far enough down the line to be free of bad weather." Indeed, a crewmember in a previous NARC was washed overboard and drowned in 30-ft seas. There is no charge for the NARC, and 16 boats, some of them vets of previous NARCs, are signed up.

The fastest growing of the events from the Northeast is the three-year-old Salty Dawg Rally, which is much like the Pacific Puddle Jump in that it's free, and you can pretty much start where and when you want, and finish where and when you want. The nominal start is from Hampton, Virginia, where there will be seminars and such, and there will be 'finish' festivities at the Bitter End YC in the British Virgins. A requirement for entry is at least one "ocean passage," and there are no boat inspections. Founders Bill and Linda Knowles of the Rhode Island-based Jeanneau 54DS *Sapphire* encourage more novice sailors to join the Caribbean 1500.

— richard

on whale watch

It's that time of year again: Time to head south. Whether you're a West Coast sailor or a large marine mammal, all roads lead to Mexico. With whales and sailboats sharing the same coastal waters, there's bound to be a lot of sightings and the occasional bump or two. But don't be alarmed. Whales are gentle, beautiful creatures and don't tend to go 'Moby Dick' too often.

A few weeks ago while sailing south out of Monterey, my Alameda-based Cal 2-27 *Sirena Gorda* and I cruised through a pod of migratory humpback

whales and apparently caught more than one of them by surprise. First, a whale spouted off the bow at very close range which inspired me to

continued on outside column of next sightings page



RONNIE SIMPSON

A pod of humpbacks startled Ronnie Simpson as much as he startled them. Luckily it was no harm, no foul.

SIGHTINGS

whales — cont'd

turn on my GoPro video camera.

While I was waiting for the whale to surface off the bow again, another one surfaced just off my port side, splashed me and my boat, and then dove deep down, miraculously avoiding a collision. Moments later, another whale spouted and surfaced off the port bow, and about 90 seconds after that, we had a minor collision with one of them.

No damage was done and, while I'm not sure if it was an accidental collision, a love tap, or a warning issued to me by the pod's alpha male, one thing is for sure, migratory whales are out in force this season.

Whale watching operators and fishermen I spoke to on my way south confirmed that the enormous, majestic creatures have been spotted up and down the coast this season in well above-average numbers, which has brought scientists and marine biologists to the area to figure out why. So watch out for them! Not out of fear of being hit, but out of the hope of being treated to one of sailing's — and nature's — greatest shows.

— ronnie simpson

free at last, free at last

We could barely believe our ears when we learned that the formerly Sausalito-based gaff tops'l schooner *Lord Jim* had finally been freed, after six long years in 'captivity' in a remote Brazilian boatyard run by a ruthless tyrant. Disregarding several court orders that commanded him to release the 1939 John Alden classic, he refused to splash her unless owners Holger Kreuzhage and Tracy Brown paid him hundreds of thousands of dollars in cash — on top of the substantial yard bill that they'd already paid in full. He even went so far as to disassemble his own marine railway that was *Lord Jim*'s only means of exiting the yard, which lies near the town of Mangaratiba, at the edge of the jungle in northeast Brazil.

As regular readers may recall, the whole nightmare started in 2007: After setting sail from Sausalito in 2005 with crew, Kreuzhage and Brown eventually doublehanded their beloved 72-footer around Cape Horn and up to Brazil, where they enjoyed a pleasant stay along the coast. But on March 8, 2007, shortly after saying goodbye to new friends and setting sail for the West Indies — where *Lord Jim* was once the queen of the Antigua-based charter fleet — they struck an uncharted rock near shore and the noble schooner sank in 60 feet of water. Amazingly, refloating the double-planked, 70-ton vessel was accomplished with relative ease — in only 48 hours — thanks to local divers who used empty 50-gallon drums for flotation. She was then towed to the nearest haulout facility.

Despite the fact that all the boat's systems and interior furnishings had been ruined by her dunking, Kreuzhage and Brown quickly realized there was a bright side to their predicament: they had access to exceptional yet inexpensive hardwood with which they could not only mend the hull damage, but completely replank the hull from stem to stern — effectively making it as strong and sound as ever after more than 70 years of voyaging, including several circumnavigations.

When they were ready to leave the yard in 2008, however, a protracted battle ensued that continued until last July, when *Lord Jim* was finally refloated once again. So now she is free, but the victory is bittersweet. Not only has the boat suffered from five years of sitting idle in the tropical heat — the Americans were prohibited from even visiting their vessel — but a section of the keel is badly damaged and the rudder has been rendered useless due to carelessness or sabotage during the launch. So now, after enduring this agonizing ordeal, Kreuzhage, who will soon be 76, and Brown have faced the reality that it's time to find another caretaker. "We have neither the funds nor the strength to do the refit ourselves," says the German-born captain. They're willing to virtually "give" the boat away, but only to a person with a realistic understanding of what it will take to make her seaworthy again and restored to a condition worthy of her pedigree. Her needs are not insurmountable,

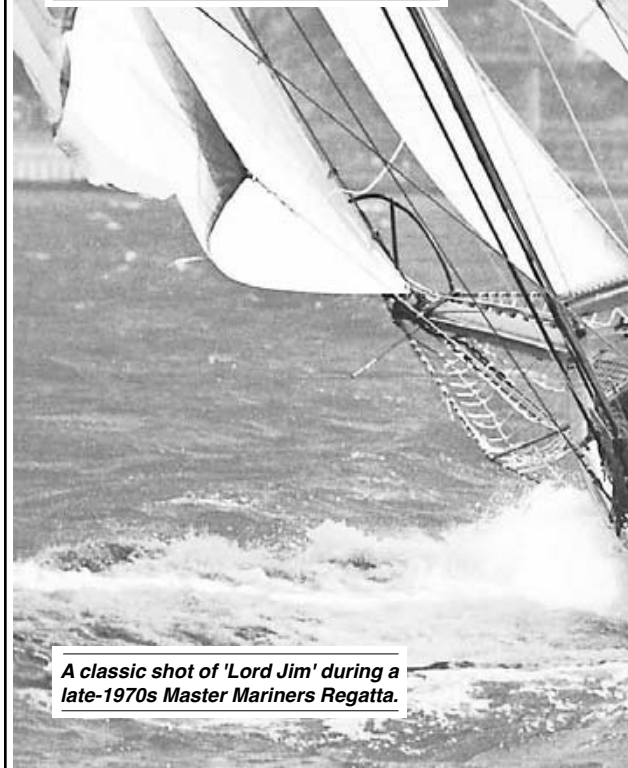
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tanit pirates

On October 18, three of five Somali pirates who'd seized the French yacht *Tanit* in 2009 were sentenced in a French court to nine years in prison. The pirates boarded the 47-ft Colin Archer design — which was carrying two couples and a three-year-old boy — on April 4, about 500 miles off the Somali coast. The French navy steadfastly refused to negotiate with the pirates and, six days later, French commandos stormed the boat, killing two



Holger Kreuzhage and Tracy Brown during a stint at Sausalito's Pelican Harbor before taking off around Cape Horn in 2005.



A classic shot of 'Lord Jim' during a late-1970s Master Mariners Regatta.

sentenced

pirates and *Tanit's* skipper, 28-year-old Florent Lemacon. Lemacon reportedly was killed in front of his young son.

Lawyers for the pirates asked the court for leniency, claiming that the men, aged 26 to 31, had been suffering extreme poverty and were coerced into becoming pirates. Prosecutors rejected the claims, saying they'd been motivated by easy money instead.

continued in middle column of next sightings page

lord jim — cont'd

but they will require a new caretaker with relatively deep pockets.

They see two possible scenarios: 1) Do basic repairs to the rudder, keel and spars in Brazil, then sail her — without a working engine or modern electronics — to a stateside yard, or 2) hoist her aboard a U.S.-bound freighter. Neither would be cheap. Although the thoroughbred classic is now in a safe place, Kreuzhage doesn't sugar-coat the reality of the situation: "If the boat remains in Brazil, she will die." Contact him at holger_kreuzhage@yahoo.com or (970) 644-1180.

We certainly hope there's a white knight out there to rescue this great lady in her time of distress.

— andy



The total refit of the schooner in Brazil after sinking.



Holger today, after finally taking possession of the boat again.



SPREAD: DIANE BEESTON; TOP LEFT: LATITUDE / ANDY; OTHERS: COURTESY LORD JIM

SIGHTINGS

catching up with mike pyzel

Some things are better late than never. So when Mike Pyzel finally received his commemorative Singlehanded TransPac belt buckle some 35 years after actually sailing in the race, he was all smiles. The Santa Barbara-based sailor raced his tricked-out Cal 28 *Caballo Blanco* to a fourth place finish in the inaugural Singlehanded TransPac, way back in 1978.

The biennial solo race from San Francisco to Kauai is now a West Coast tradition that has attracted the likes of everyone from local sailors with a dream to world-class pros such as Bruce Schwab and Stan Honey. Lacking the fame and fortune of the big solo races in France,

continued on outside column of next sightings page

pirates

A spokesman for Chloe Lemacon, Florent's widow, says that the family is not looking for vengeance, but believes the pirates should be held responsible for their actions. He also said that "French state leaders decided to teach the piracy masterminds on the continent a lesson. I believe that Florent Lemacon died for reasons of national interest. This operation was meant as a powerful signal to the Somalis, while the hostages were put



PHOTOS RONNIE SIMPSON

— cont'd

on a backburner."

At the same time as the *Tanit* attack, pirates captured the U.S.-flagged container ship *Maersk Alabama*. Captain Richard Phillips successfully negotiated his crew's release by sacrificing his own freedom, and later was rescued by Navy SEALs. His story is told in the newly released film *Captain Phillips*, starring Tom Hanks in the titular role.

— ladonna



Singlehanded TransPac vet Myke Pyzel lounges in the author's boat in Santa Barbara before giving him a tour of his tricked-out Cal 28 'Caballo Blanco'.



pyzel — cont'd

SHTP sailors sail for pride, adventure and a commemorative belt buckle.

That first class of '78 didn't get belt buckles, however, so sailors like Pyzel were members of the SHTP fraternity but didn't have the hardware to prove it. Fellow Santa Barbara sailor and 2012 SHTP vet Steve Hodges aimed to fix that for his friend by arranging for an extra belt buckle to be delivered to Santa Barbara. When Hodges presented the buckle to Pyzel about a month ago, Mike was overjoyed.

"For me, the whole thing has come full circle in receiving this belt buckle," he told this writer when we bumped into him on the docks in Santa Barbara last month. "I was surprised how emotional I was and how much it meant to me. To receive this from a friend and veteran of the latest class was really special, as was the official recognition from that very first race. I feel like I'm a bona fide member of the club now, and I wear the buckle proudly!"

In 1977, Mike sailed *Caballo Blanco* from Santa Barbara to Hilo doublehanded and then cruised downwind through all of the Hawaiian Islands before sailing back to Santa Barbara from Kauai. He described it as "one of the best experiences of my life."

Naturally, when the advertisements came out for that first Singlehanded TransPac in 1978, Mike was one of the very first entries. "I had read the adventures of Chichester and the other solo transAtlantic racers and I had always dreamed of racing my own boat solo across the Pacific," he recalled. "We had great breeze that year and it was just a fantastic experience. I made it in 16 days and just had an amazing time in Kauai with the other sailors in the race. Back then, we had to sail into Hanalei, anchor our boats, swim ashore and climb the stairs all the way to Club Med at the top of the hill before we officially finished. It was quite the adventure." After some R&R on the Garden Isle, Pyzel sailed *Caballo Blanco* back from Kauai straight to Santa Barbara.

But the story of *Caballo Blanco* and Mike Pyzel doesn't end there. Mike still owns the boat, and to describe her as well maintained would be an insult. With nearly 40 years of love from the same owner, she's been skillfully modified to include structural reinforcements from stem to stern, a custom double-spreader mast, larger rudder, and even Moore 24-esque bow knuckles. Between frequent trips to the Channel Islands, almost weekly daysails and a six-month cruise to Mazatlan a few years ago, Mike works in Santa Barbara as a marine surveyor, USCG licensed captain, offshore sailing instructor and more. (www.MikePyzel.com)

Are you a veteran of the 1978 Singlehanded TransPac who never received a belt buckle? Then you're in luck! Word on the street is that there's a super-secret stash of belt buckles just for you. Email LaDonna Bubak at ladonna@latitude38.com with your story of sailing in the inaugural solo race and we'll put you in touch with the right person to get you your belt buckle!

— ronnie simpson

bart simpson autopsy results

Five months after his untimely death on May 9, Andrew 'Bart' Simpson's autopsy report was finally released on October 15. It held few surprises, citing "blunt trauma with drowning" as the cause of death for the 36-year-old America's Cup sailor.

Simpson died when Artemis Racing's 72-ft training cat capsized and broke in two, throwing team members into the water. Though it's unknown if Simpson was conscious at the time, extensive head and neck trauma, along with substantial injuries to his torso, might

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SIGHTINGS

simpson — cont'd

indicate he wasn't. He was trapped under the capsized boat for 10 minutes before being rushed to shore. Three attempts to revive him failed. His death prompted AC officials to add 37 safety recommendations to the event.

— ladonna

say goodbye to paper charts

Paper is so passé — at least according to the federal government. NOAA announced last month that the Federal Aviation Administration, the government agency that prints maritime charts, will cease printing them after April 13, 2014. Before you freak out, take a deep breath and keep reading.

The charts, which will continue to be updated by NOAA, will be still be available for purchase at shops with print-on-demand capabilities — Waypoint in Oakland and West Marine, for example (see *Ocean-Grafix.com* for a full list of worldwide retailers) — and the maximum price is set by the government to ensure affordability.

Digital chart files have been available for some time in ENC and raster formats, but NOAA has launched a trial program that will make them available in PDF format until January 22. If the response to the trial is positive, NOAA will likely continue the service. Peruse and download charts at www.nauticalcharts.noaa.gov.

Of course modern chartplotters have made paper charts all but obsolete, but we personally would never leave on an extended voyage without a pile of paper backups. Electronics are known to fail at the most inconvenient times and we'd hate to have to enter port using the Braille method.

— ladonna

keel laid for sf tall ship

Over the past two years, Sausalito's Educational Tall Ship project has grown from a mere pipe dream to a viable shipbuilding endeavor with well over \$1 million of backing. But the effort to construct this 140-ft brigantine reached a major milestone on October 19, with a keel-laying ceremony that drew more than 300 well-wishers, patrons, and old salts — a veritable Who's Who of local traditional boat lovers.

Compared to the agonizing efforts made previously to find a viable

build site, get city approval for the massive construction tent, and obtain various other permits, actually building the ship will probably seem easy — and will certainly be a lot more fun.

Modeled after the designs of Matthew Turner, whose ships were the most successful commercial vessels of the Gold Rush era, this two-masted tall ship is being constructed of materials from sustainably harvested forests, and is expected to supply most, if not all, of its own electrical needs through innovative "regeneration" techniques.

The brainchild of sail training advocate Alan Olson and

his wife Angie Lackey, the *Matthew Turner*, when completed, will largely be used for youth programs that incorporate elements of Cali-

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digital to

If you're good at mentally converting digital to analog, you'll recognize this spread as pre-start action from the first race of the 34th America's Cup. While it looks as though the Oracle Team USA cat touched Emirates Team New Zealand, the five-person jury — sitting in a container on a pier near the America's Cup Village — was able to see that the two boats had not touched.

That's because (Sir) Stan Honey and



A member of the jury shows the press how the system works.



Longtime schooner man Alan Olson and his wife Angie Lackey are turning their grand idea into reality.

LATITUDE / LADONNA

analog

his LiveLine team used some kind of technological magic to shorten the normal GPS signal waves, improving the accuracy of GPS from the usual three feet to about two inches. The jury was able to enlarge the normal image (inset) to get proof positive that the two boats didn't hit. Brilliant, no?

The various America's Cup teams initially did not want to divulge the exact

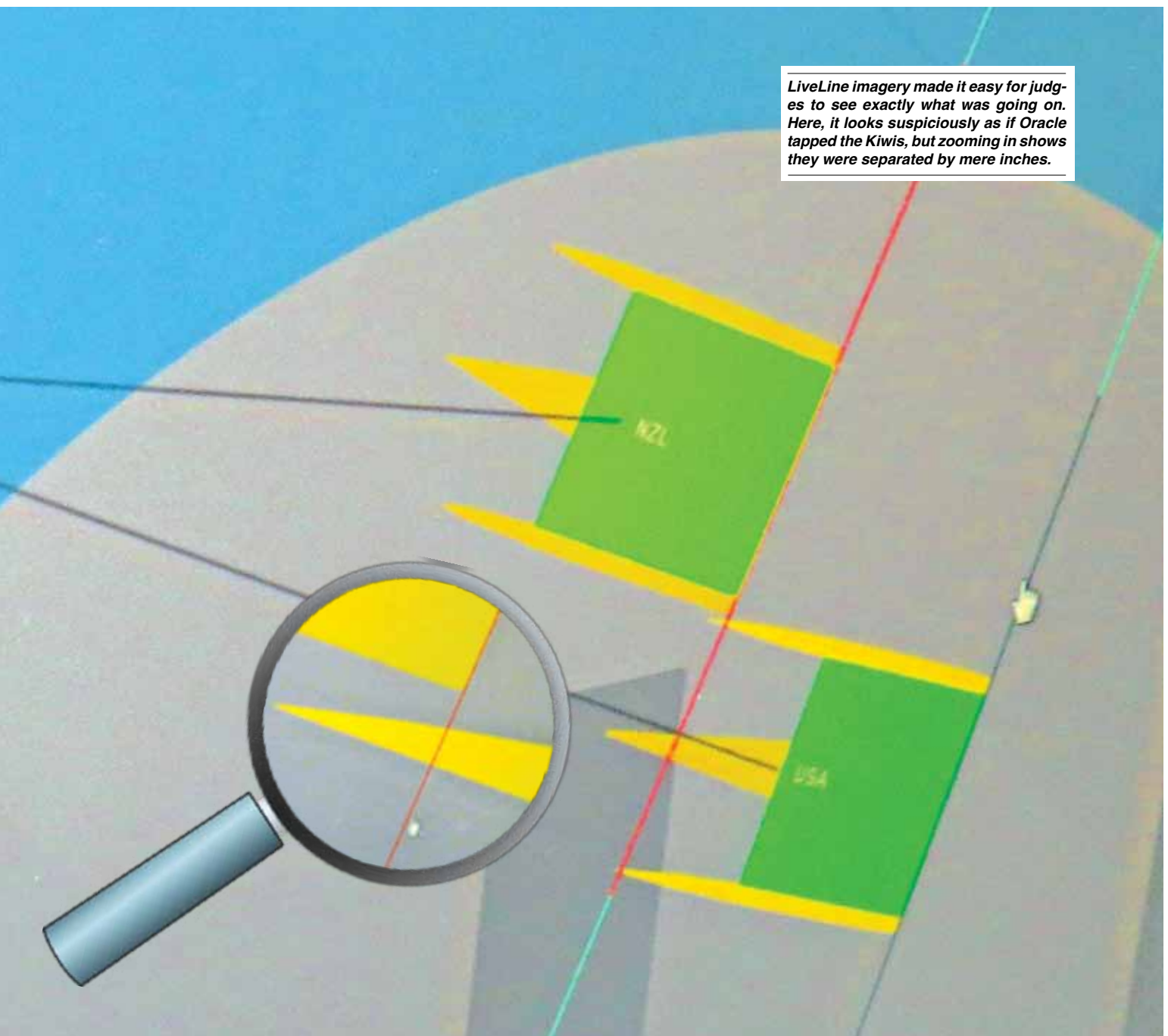
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tall ship — cont'd

fornia history, marine science and hands-on seamanship. It will also serve as a 'goodwill' vessel representing the Bay Area at regional tall ship events. It has long been an embarrassment to many traditional ship lovers here that the Bay Area — with all its nautical history — has no such vessel to represent it, while cities from Baltimore to San Diego do.

We encourage you to learn more about the project via the website at www.educationaltallship.org and/or to drop by the build site any time and check out the progress. Needless to say, donations of any size will be cheerfully accepted.

— andy



SIGHTINGS

jean-pierre dick capsizes

This year has had its high points and low points for famed French yachtsman Jean-Pierre Dick. While he was sailing his IMOCA 60 *Virbac-Paprec 3* toward the finish line in third place during this year's Vendée Globe, his keel fell off. Exuding true class and professionalism, the skipper from Nice calmly ballasted up the boat and ran away from a 50-knot storm to anchor off the coast of Spain, eventually finishing the race in fourth place, arriving to a well earned hero's welcome. After the Vendée, Dick and sponsors Virbac and Paprec made the move from one hull to three hulls with the launch of their

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digital

dimensions of their cats, feeling it might give their opponents information they didn't want them to have. But after being shown the accuracy of Honey's system, and being informed the jury would have to use default dimensions based on the AC72 box formula, all the teams relented and provided exact dimensions.

It was, of course, Honey's measuring magic that allowed for all the graphics



Dick (right) was injured in the accident, but Jourdain managed to escape relatively unscathed.



— cont'd

overlying the video images to show which boat was ahead by how much, the boat speeds, the boundaries, the currents — everything necessary to make usually incomprehensible sailboat racing easily understandable to even the non-sailor. Without Honey's innovations, the 34th America's Cup wouldn't have been anywhere near the smash that it was.

— richard



capsize — cont'd

new MOD 70 *Virbac-Paprec 70*.

Since then, it's been no less of a roller coaster for Dick. After finishing in last place (fourth out of four) in the inaugural Route des Princes, the team was looking forward to the biennial Transat Jacques Vabre with a renewed optimism. Dick won the IMOCA class in the 2011 edition of the doublehanded transAtlantic race and, by teaming up with none other than world-renowned shorthanded sailor Roland 'Bilou' Jourdain, the crew was almost guaranteed a solid result.

The dynamic duo were a shoo-in to rip across the Atlantic, but their boat is now being towed to port — *sans* mast. While training off the coast of France on October 10 in a 15- to 20-knot breeze, Dick and Jourdain were surprised by a strong gust that caused them to capsize in dramatic fashion. Jourdain was uninjured in the incident, but Dick was thrown into the water and suffered a back injury. Considering that the 6.9-ton tri then collapsed onto him, it's nothing short of a miracle his injuries weren't any worse.

"I'm still in shock," Dick said. "Everything happened so fast. I fell from a great height. I hit something and fell into the water. It was violent. Fortunately, I managed to get back on board very quickly and realized that my back was hurt."

We wish a speedy recovery to the always-vibrant and positive Jean-Pierre Dick. Stay tuned to *Lectronic* for ongoing coverage of the Transat Jacques Vabre which begins November 3.

— ronnie simpson

a special sort of champion

You won't find any members of the Bay Area Association of Disabled Sailors profiled in this month's Season Champs feature article (page 98), because BAADS doesn't actually select an annual champion by a traditional points tally. But as far as we're concerned, all BAADS participants are champions, so we insisted on spotlighting one of the group's most outstanding sailors. Their selection was 34-year-old Cristina Rubke, who served this year as the group's commodore.

"She's a fierce competitor on the water and an incredibly nice person," says last year's BAADS honoree Kathi Pugh. In May, Cristina represented BAADS at the four-day Access Class European Championships on Lake Constance, Switzerland, and placed first out of 71 boats in the Liberty Servo Fleet. She also placed second in the North American Access Dinghy Championship Regatta here on the Bay in September.

Disabled from birth with a condition that doesn't allow her to use either her arms or legs, Cristina helms her 12-ft Liberty (recently re-named Hansa class boat) with her chin! "Good luck trying *that*, Jimmy Spithill!" jokes Kathi.

Somewhat similar to driving a servo-equipped wheelchair, Cristina and others control their dinghies with a remarkable joystick-operated servo system that has three basic functions: forward and back to sheet in and out; right and left to move the rudder; and up and down to engage or disengage the main or self-tacking jib from sheeting. Incredible!

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COURTESY BAADS

BAADS nominated Cristina Rubke as their Sailor of the Year.

baads — cont'd

In addition to racing and overseeing BAADS' year-round programs, Cristina helped organize "awareness regattas" for disabled sailors in January and March that were attended by Team Oracle USA and Artemis Racing team members, including Loïck Peyron. Ironically, conditions were so windy that AC72 events would have been cancelled, had they been scheduled on those dates.

Cristina has also been busy laying the groundwork for 2014, when BAADS, in partnership with the South Beach YC, will host the Hansa World Championship Regatta. More than 100 sailors from all over the world are expected to compete.

We're always impressed by every disabled sailor we see out on the Bay, but doubly so in the case of Cristina. So we join this decades-old institution in saluting her as the 2013 BAADS Sailor of the Year.

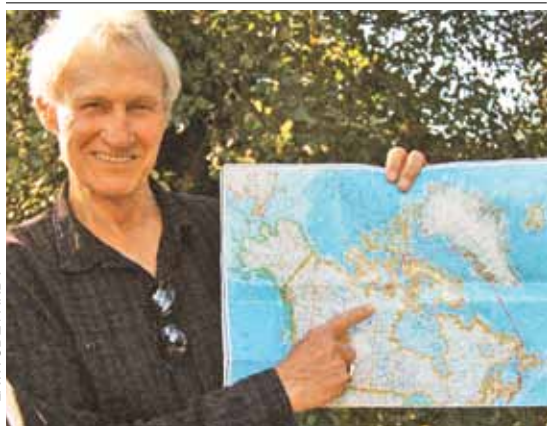
BAADS is the only Bay Area nonprofit organization that provides accessible sailing opportunities to people regardless of their disability, experience, age or financial resources. Learn more about the organization, including volunteer and sponsorship opportunities, at www.baads.org, or email Cristina directly at cristinarubke@gmail.com.

— andy

sailing in amundsen's wake

"Why did I think '13 would be a lucky year?" ponders high-risk adventurer Mike Johnson with a laugh. After learning that nearly every vessel that had attempted the fabled Northwest Passage in recent years had made it through with relative ease, he decided to try his luck this summer aboard his 44-ft fiberglass schooner *Gitana*. His having already rounded Cape Horn three times and voyaged to remote destinations like Spitsbergen (78°45' N!), it seemed a logical next step for this mild-mannered Southern gent.

As always, Johnson had two able crew along with him, one of whom



Johnson stopped by our Mill Valley offices last month. He points to the spot where he had to abandon his attempt.

he originally recruited through *Latitude's Classy Classifieds*. Lady Luck, however, was not on his crew list. Despite making it safely from the Chesapeake to Upernavik, Greenland — *Gitana's* arctic staging area at 72°47' N — once Johnson and his crew entered the maze-like channels and straits of Canada's far north, they soon found themselves in tortuous ice flows, the likes of which have not been seen in the far north

for 15 to 20 years. "Experts are saying there was 60% more ice this summer than in 2012," says Johnson. Yeah, we know, so much for global warming.

Johnson was not entirely without good luck, however. In fact, when you hear the whole story, you'll realize just how lucky he was. Almost duplicating the route of Roald Amundsen — the first explorer to traverse the Northwest Passage in 1903-06 — he was freed from pack ice by shifting winds more than once and, at one point, his was the last boat to pass through a treacherous strait before it closed up for the season. In another area, *Gitana* squeaked through compacting ice to safety, while a 149-ft motorsailer with a professional ice pilot on board had to call in an icebreaker — a service that definitely was

continued on outside column of next sightings page

stealing

While suburbanites fear homeless folks might steal their property, homeless-on-homeless crime is far more common. On October 13, Robert Mayse says two other homeless men stole his Columbia 28.

Mayse told reporters that he discovered the pair — Kirk Sharrah, 49, and Max Wilson, 41 — on *Destiny*, which was anchored on the Sacramento River. "I asked him, 'What are you doing on my boat, fool?' He said, 'That's not your boat, it's

'Gitana' threads her way through giant bergs during the only sunny day of the cruise.



home

my boat.' I said, 'Like hell it is, you better get your ass off.'"

The duo attempted to set sail but apparently they couldn't get the boat moving, so they fled in Mayse's rubber raft. Police were waiting on shore to arrest the pair on suspicion of receiving stolen property.

Mayse claims the pair ruined his boat, including the interior, sails and motor. He says home will now be a tent on the beach.

— *ladonna*

wake — cont'd

not in Johnson's budget.

Having been plucked out of the icy Arctic waters by the region's largest crane, *Gitana* now sits high and dry along the shore near remote Cambridge Bay, the biggest town along the entire Passage, with a population of 1,400 mostly Inuit people. There she will be forced to endure temperatures of 50 to 60° below zero during the long, dark winter months. Johnson and a new crew will return next summer and attempt to finish the route to Alaska. There's much more to the story, which we'll bring you in the next month or two — although it makes us shiver just thinking about it.

— *andy*



COURTESY GITANA

2013 ROLEX

It's true that the 49th annual St. Francis YC Rolex Big Boat Series seemed a little oddly named, what with only five of the 110 boats being over 45 feet in length and the average length being somewhere in the 30-ft range.

Steve Taft, who has done 39 BBSs — more than anyone else — knows the

reasons that there weren't that many big boats this year and haven't been for years. In addition to changing demographics and a general lack of time, the biggest impediment is the lack of a unifying rating rule.

SFYC Commodore Lacey with 'Baby Tad', and in the background, St. Francis YC Commodore Cascino, winners all.

"The most memorable BBSs were in the 1980s during the heyday of the IOR rule," says Taft. "That rule created horrendous boats that were prone to wild round-ups and round-downs, but fleets were big and competitive because the boats were built to and raced under the same rule."

There hasn't been an enduring rating rule — other than the subjective PHRF — since IOR died in 1988. The BBS has tried IMS, a St. Francis in-house rule, AmeriCap and IRC, but none has been 'the solution'. Even the IRC, which was used for three divisions in this BBS, has limitations. Under that rule, boats with overlapping headsails are severely penalized. The problem is that Southern California boats — long a BBS staple — need overlapping jibs for the light winds of their home waters. Thus it was no surprise there were no big Southern California entries this year.

As BBS co-chair Pat Nolan explained, you gotta change with the times, and much has changed in the last four decades of the BBS. To prove it, we're going to take you on a lazy cruise down BBS memory lane.

The Big Boat Series started in 1964, when RC Keefe, then sales manager for Barient winches, convinced the St.

Francis YC commodore to create a series to showcase big racing yachts. Invitations were sent out around the world — including an audacious one to Queen Elizabeth, owner of the 64-ft *Foxhound*. Only nine boats, all from the West Coast, answered the call, and they raced under the Cruising Club of America (CCA) rule.

The nine boats in the initial BBS were all gems, and most remain in superb condition. Jim Kilroy's new 72-ft aluminum *Kialoa II* was the pre-race favorite, but Jim Wilhite's S&S 63 yawl *Athene* won by a quarter of a point. Other boats included the classic S&S 72-ft yawl *Baruna*, the 55-ft *Santana* and the 55-ft *Ocean Queen*, as well as *Kamali'i*, *Audacious*, *Odyssey*, and *Orion*. Those were the days when sailors raced real yachts.

The first race took the fleet up to Duxbury Reef, down to the Lightship, and back to the finish. The fleet stalled coming home through the Gate, so no one finished until 11 p.m. "To hell with that!" remembers Keefe. "From then on, all our races were on the Cityfront."

That first fleet sailed for the St. Francis YC Perpetual Trophy, which cost the then-princely sum of \$10,000, making it the most expensive trophy in the world of yachting. Twelve years later the fire that claimed the old St. Francis YC clubhouse turned the 24-karat masterpiece into a "molten softball."

The first BBS was such a hit that it was decided to hold it every year instead of every two years. Grant Hoag won the second edition with the then-20-year-old, tiller-driven 55-ft yawl *Vixen*. Boats were different in those days, as most were made of wood. In fact, *Vixen's* crew had to man the pumps all the way around the course, and during one race Hoag considered beaching the yawl to keep her from sinking.

Life wasn't so frenetic in the early days of the BBS, so races were held on Monday, Wednesday, Friday and Saturday. After the racing was done, most of the fleet would head up to Tinsley Island to recover on the Stag Cruise.

1967 — There were only 10 boats for the Summer of Love BBS, but they included the trendsetting 72-ft van de Stadt-designed *Stormvogel* from South Africa. It was her hitting a rock inside the South Tower that forever made that route out of bounds for racing yachts. If you remember having long hair, wearing

bell bottoms and smoking a joint inside the St. Francis while watching the races, raise your hand.

The late '60s through the mid-'70s were the Sparkman & Stephens years, as it seemed as though everybody had one. The 1969 series was won by the S&S 51 *Brushfire*, which bested 13 other boats.

1971 — Mark Johnson's legendary Alan Gurney-designed lightweight 72-footer *Windward Passage* made her first appearance at the BBS, and pounded Ken DeMeuse's medium-displacement 75-ft *Blackfin*. *Passage* was so far ahead in one race that skipper John Rumsey waterskied down the Cityfront. *Passage* and the 79-ft *Kialoa III* would later stage several classic BBS battles.

1972 — This was the first year for the IOR rating rule, and it attracted 31 mostly small boats. It was a windy year, so the nasty habits of IOR boats immediately began to make themselves known. Bloopers, anyone?

1974 — The highlight of this series was the 35 knots of wind against a strong ebb during the Wednesday 'Businessman's Special'.

The mid-'70s through the mid-'80s were the glory years of the IOR rule, and saw Doug Peterson overthrow the S&S reign. One year three SoCal Peterson designs won all three divisions with all bullets. Young people with long hair and beards, like Peterson, were suddenly everywhere, unsettling much of the Old Guard.

1976 — Jack Rooklyn's Miller/Lexcen-designed 72-ft *Ballyhoo* came up from Australia to clobber the legendary U.S. ocean racers *Ragtime*, *Kialoa* and *Windward Passage*. It may have been the windiest BBS ever, with the apparent wind just under 50 knots as the fleet sailed toward the cone of Alcatraz.

1977 — Dave Allen's Holland 40 *Imp*, fresh off her stunning victories at

'Vixen's crew considered beaching the yawl to keep her from sinking.'



BIG BOAT SERIES

the SORC in Florida and the Admiral's Cup in England, battered the West Coast Peterson-designed Two Tonners, solidifying her status as a legend.

1978—Forty-six boats made this one the biggest BBS ever to date, and Fred Priess' 84-ft *Christine* became the biggest entry ever. Early Boomers were just hitting 30, and everyone was beautiful and horny, so the action in the club after the races was as hot as it had been on the water.

1979—The scandal at this 'little BBS' was the *Brown Sugar* crew's becoming the only ones to ever be dismissed from a BBS for "conduct unbecoming gentlemen" or some such thing. The St. Francis made it clear that getting physical was not an acceptable way to react to an unfavorable protest decision.

1980—Five maxis, two ULDB sleds, and 52 crashing and burning IOR boats made this BBS a spectator and participant favorite.

1981—Eight SC50s in a then-record 61-boat fleet made this one special. Irv Loube's *Bravura* discovered the rock at the end of the harbor breakwater. Irv got three broken ribs, a trip to the hospital, and an obstruction named after him.

1982—A light and fluky series. In one race 48 of the 52 entries famously

parked at YRA #8 for what seemed like hours.

1983—Northern California IOR racing reached its peak, as 33 of 52 boats, many of them new or nearly new, hailed from the Bay Area. *Secret Love* 'fouled' a tanker in the most celebrated instance of a racing boat interfering with a ship.

1984—The 80-ft *Boomerang* topped a great six-boat maxi fleet, and Chris Corlett led an all-women crew on the 55-ft *Strider*. The 68-boat fleet was the largest ever to that day.

1985—*Glory* nearly sank *Passion*, and *Shockwave's* sexy 'Twisted Sisters' were walking, talking, posing scandals.

1988—Everything fell into place to make the 1988 BBS the last big hurrah for IOR in the United States. Following a maxi



The parade of spinnakers in front of the St. Francis YC as the fleet takes advantage of flood conditions. A Bay classic.

year at the Kenwood Cup in Hawaii, all the world's maxis and top talent came to the Bay. Italy's Raul Gardini and Marin's Paul Cayard teamed up on *Il Moro* to decimate eight other maxis with five bullets. The great sailing, the gorgeous women, the hookers, the wild partying—if you're

a Baby Boomer, you almost surely think of 1988 as the greatest BBS ever.

1989—After the greatest BBS



Spread, a pair of maxis round up on a reach in the 'old days'. Above, Chris Corlett's 1984 all-women crew aboard 'Strider'.



2013 ROLEX

ever came perhaps the worst. A dismal 24 boats participated in 1989. At least *Taxi Dancer* dismasted for the ESPN cameras.

1990 — In view of the fact that times had changed, the week-long format was changed to six races over just four days. Furthermore, smaller one-designs — the J/35s and Express 37s — were welcomed for the first time.

1992 — Eleven sleds and the best collision in the history of the BBS — the ULDB sled *Maverick* T-boned the ULDB sled *Blondie* — pumped life back into the BBS.

1993 — This was the year of small boats, but lots — 68 — of them. The after-race festivities were particularly savage: the Kenwood Cup party on Thursday, the Mt. Gay Rum party on Friday, Hasso Plattner's SAP party on Saturday, and for the survivors, Sunday's award ceremonies. Oh, my liver!

1994 — The presence of eight ULDB 70s and three IMS maxis was overshadowed by the drowning death of San Diego professional sailor Larry Klein. The hiking rack broke on the twin-ruddered Twin Flyer 38, dumping Klein and most of the crew into the chilly Bay.

1995 — A record 71 boats competed, with a six-pack of maxis headlining the show. Little *Revs* was hit by *Swiftsure* on the starting line. "It felt like a Volkswagen being run down by a freight train!"

1996 — The BBS was back at full power with 91 boats in 11 classes. It was an epic year, as in addition to six maxis, five sleds, and fleets of 1D48s and Mumm 36s, it blew like stink. Mick Schlens won the Express 37 class despite briefly losing his wife overboard in a round-up. Before the racing even began, Larry Ellison said he wouldn't race his 80-ft maxi *Sayonara* because of the owner/driver rule. He relented — and got seven bullets.

1997 — Only 75 boats, not bad for an 'off year'. The second-best crash in BBS history took place when the SC70 *Orient Express* tore the back end off the SC70 *Mirage*. Three sailors on three other boats had to be taken to the emergency room. There was a cheating scandal, as a folding prop was substituted for a fixed prop without the race committee's being informed.

1998 — The series was held too late in September, resulting in wind so light that things got ugly. Sunday's final race was abandoned for lack of any moving air — a first in the annals of BBS history. However, there was a by-then customary sled T-boning — *Grand Illusion* speared *Mongoose* — as well as some tanker dodging.



1999 — *Taxi Dancer* took the ULDB 70 trophy for the third straight time in what was destined to be the last BBS appearance of that class. *Wasabi* and *Bullseye* crews tangled in The Room — and in the hallway.

2000 — The Millennium BBS was a blockbuster — 112 boats. The jumbo-sized series taxed the club's facilities to the max. But what a great time!

2001 — The BBS was called off when, just days before, terrorists attacked the

World Trade Center.

Due to lack of space, we must terminate our cruise down BBS memory lane a little early. But the trend of the last 12 years had been to smaller and/or one-design boats — because that's what people are racing these days.

This year's Richard Rheem Trophy division was also the National Championship for HPR-rated boats, which are

BIG BOAT SERIES



Counterclockwise from above; The Schumacher 54 'Swiftsure', the biggest of the big monohulls this year; Sy Kleinman backed by Steve Taft, a veteran of 39 BBSs; the windward 'chessboard'; 'Beecom's Isao Mita from Yokohama; the 22.75-ft J/70s, the smallest 'big boats' in the history of the BBS; the spinnaker run in front of the St. Francis YC; 'Orion', Thomas Siebel's MOD70 is the fastest boat ever to sail in a Big Boat Series.

those boats that are too light to do well under the IRC rule. Daniel Thielman's Tiburon-based R/P 44 *Tai Kuai* took bullets in the first two races, so Peter Krueger of the J/125 *Double Trouble* decided to turn his helm over to tactician Brian Ledbetter, who was coming off winning the Star Worlds. "It was in the best interest of the team," admits

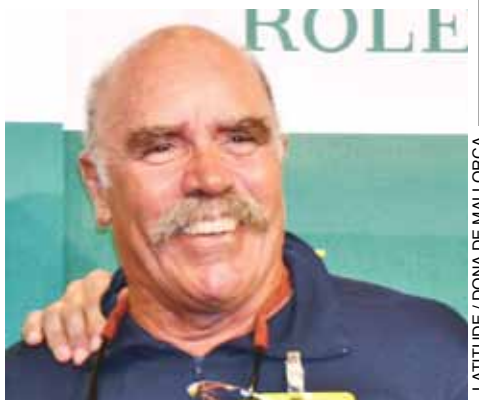
Krueger. *Double Trouble* went on to win by a single point despite a third in the last race.

Krueger really enjoyed the 'Bay Tour' finale, which took the fleet outside the Gate for the first time in six years. "Such a course might involve more luck than a windward-leeward course, but I really enjoyed the reaches. The J/125 is ca-

pable of 20+ knots off the wind, and we do well on reaches — although we would have gone faster if it had been windier."

Krueger, who lives in Reno, tries to race the boat once a month in the winter and twice a month in the summer. "I'm in a very successful boat partnership with Andy Costello, because he likes to race offshore and I like to buoy race. Plus,

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LATITUDE / DONA DE MALLORCA



Andy's caught multihull fever and did the BBS on the Extreme 40 cat *Smart-Recruiters*."

Tai Kuai was second, one point back, Tim Fuller's J/125 *Resolute* was third in the eight-boat fleet, eight points back.

"A two-boat class is admittedly small," says Kenny Keefe, who manages the Park City, Utah-based TP52 *Vesper*. "We actually started with *Swiftsure* and the other boats in IRC B, and could have raced in the same class, but it wouldn't have been fair to those boats.

"The results show that we won all

seven races," Keefe continues, "but the competition with Yokohama's enthusiastic Isao Mita, racing in the Big Boat Series for the second time with *Beecom*, was much closer than the results indicate. Oftentimes we were overlapped at the leeward mark. But we were pleased with the victory because *Beecom* was built three years after *Vesper* (ex-*Quantum*) with the specific goal of beating her. While *Beecom*'s hull alone weighs 400 lbs less than ours, we did have some advantages. We've sailed *Vesper* a lot, from the Northeast to the Caribbean to Europe, so we really know her. And we really know San Francisco Bay."

It's noteworthy that *Vesper*'s owner, 71-year-old Jim Swartz, drove all the races. *Beecom* was second, seven points back in a two-boat fleet.

"After a couple boats similar to *Swiftsure* didn't show, IRC B became a bit of a hodgepodge class," says *Swiftsure* helmsman Steve Taft. "We thought it was going to be between us and Tony Pohl's Farr 40 *Twisted*, as the Farr 40s are so good in light air. But a DSQ took them out of it and Jeff Pulford's Sydney 38 *Bustin' Loose* became our competition. We've sailed against Jeff and his

BIG BOAT SERIES



Counterclockwise from above: The weather leg from Alcatraz to the St. Francis YC, the best in all of sailing; A smiling Kame Richards, winner of the Express 37 class; Terry Hutchinson drives the victorious Melges 24 'Rosebud'; 'Vesper' heading out the Gate, where BBS fleets hadn't gone in years; the TP52 and IRC B classes starting together; 'Double Trouble' surfing to victory in HPR; And yes, there is still that loving feeling at the BBS.

Santa Cruz guys a lot; they go the right way and do well, so it was good racing.

"Nonetheless," Taft continued, "it was a satisfying win for us because it was a light-air series and *Swiftsure* was designed and has been optimized for heavy weather. If it's blowing 25 knots, we just have to show up on the starting line in order to win. But we didn't get 25 knots, so it really helped that 14 of our 16 crew, all amateurs, had been regulars on the boat for the last seven years or so. The thing that helped me out as

helmsman is that I do a lot of sailing in the 25-boat Knarr fleet, which has a lot of excellent sailors. So it was relatively easy for me to get good starts in such a smaller fleet."

Swiftsure owner Sy Kleinman wasn't able to sail this year because of an illness in the family. "He's 92 years old, but he's totally plugged in," says Taft. "He loves nothing better than to race on his boat, so I would update him before the races, in between the races, and after the races."

Kleinman was the only BBS participant to currently own two boats that have won in the BBS, the other boat being the original 58-ft *Swiftsure*. When the new *Swiftsure* was launched 17 years ago, Kleinman brought the old *Swiftsure* to the launching ceremony. "I'm glad to see this," quipped R.C. Keefe at the time, "because I hate to see a man down to his last yacht."

Bustin' Loose was second, four points back. *Twisted* was eight points back, in third, in the five-boat fleet.

2013 ROLEX BIG BOAT SERIES

The St. Francis YC and the San Francisco YC are the two most prestigious yacht clubs on the Bay, and this year the commodores of both clubs won their divisions. "I'm not sure that's ever happened before, but both Commodore Cascino and I raced in very competitive fleets," says Tad Lacey, commodore of the San Francisco YC and winner of IRC D. Lacey would be one to know, as he's sailed in 38 of the last 39 BBSs, missing only the 1999 event because of a medical issue.

"We were given the use of Kirk Denebiem's Archambault 35 *Mirthmaker*," says Lacey, "and we raced with a great team from the San Francisco YC, including my son Tate. For coach, we had Dee Smith, fresh from working with Emirates Team New Zealand. This year's BBS was later in the season than most, so it was lighter. That worked in our favor, as *Mirthmaker* is a light boat that sails best in lighter winds."

Oddly enough, Commodores Lacey and Cascino raced in divisions whose winners were not awarded Rolex watches.

Wayne Koide's San Anselmo-based Sydney 36 *Encore* was second in the six-boat division, five points back, and David Halliwill's New York-based J/120 *Peregrine* was third, six points back.

St. Francis YC Commodore Jim Cascino of Lafayette took honors in the J/70 fleet — also on a borrowed boat — after tying on points with Frank Sloodman's Pleasanton-based *Little Hand* and taking the tie-breaker. The narrow J/70s are less than 23 feet long, making them the shortest boats to ever sail in the BBS. So it was lucky for J/70s sailors to race in a light-air year when the course wasn't crowded with maxis. Mark Howe's Richmond-based *Red* was third out of seven boats.

With 22 boats, the J/105s were the largest 'big boat' class in this year's BBS. The only thing that prevented Scooter Simmons, tactician Brent Draney, and crew of the Belvedere-based *Blackhawk* from dominating the series was a disastrous 13th in the fourth race, which accounted for nearly half of their 27 points.

"We got a really good start," remembers Simmons, "but were then pinned on the layline, fouled a boat and had to do two circles, then worked our way to the back of the fleet, the opposite of what we usually do."

In the other seven races, it was just a matter of good fleet racing that paid dividends.

"In a big fleet, you don't have to win all

the starts," says Simmons, "you just have to be consistent. We also had everything on the boat set up correctly, and a crew that had sailed together all season, which resulted in our having great boat speed. As a result of the great boat speed, we could afford to be patient. We didn't have a particularly good one-design season, so it's nice that it all came together for us in the BBS."

Bruce Stone's *Arbitrage* finished second just three points back, and the Jason Woodley/Scott Whitney *Risk* was 12 points back.

"It's the Big Boat Series, so something always happens," Steve Madeira of Menlo Park told his crew before the first race. Having done it every year with Mr. *Magoo* in the J/120 class since 1998, he should know. This year's 'something', says Madeira, is that "the best J/120 did not win." That's quite an admission from someone whose boat name got put on the trophy.

"Barry Lewis and his *Chance* crew from Atherton were winning big when, seemingly on their way to another first place on Saturday, they were hit by one of the Melges 24s on the Cityfront. They requested redress from the race committee, but it was denied. I have to agree with Lewis that the rule the protest committee had to work with seemed wrong."

If that weren't bad enough, *Chance* got to the windless leeward mark of the last race well ahead, only to be engulfed by J/105s. Thanks to sheer luck, a later-arriving Mr. *Magoo* managed to escape the messy pack first to go on to win the race — and the series by a single point. *Chance* filed a third-party protest over the pileup, but lost that, too. They had about as much luck in the BBS as the Kiwis did in the America's Cup.

"I feel for Lewis and his crew because they really were the best boat in our class," says Madeira, "but I like to think that we were the second best. We stunk in the first couple of races, but then tactician Tim Russell took us the right way in the fourth race to get us on track. We had three firsts and a second in our last four races, so we finished really strong."

Second place was *Chance*, just one point back. Third in the six-boat fleet was *Desdemona*, John Wimer's boat from Half Moon Bay.

The 38 Melges 24s used the Rolex Big Boat Series as a pre-Worlds for their big event the following week at San Francisco YC. Franco Rossini's *Blu Moon*

from Switzerland held the lead for three days, but stumbled badly in the last two races, giving Scott Holmgren's Edmond, Oklahoma-based *Rosebud* — skippered by 2008 Rolex Yachtsman of the Year Terry Hutchinson — the opening needed to slip in for a seven-point victory. *Blu Moon* was second, and Brian Porter's Wisconsin-based *Full Throttle* was third, 12 points back.

A staple of the BBS since 1990, the Express 37 class was down to six entries this year. Having done the last 17 BBSs on Express 37s, 11 on his *Golden Moon*, it was no surprise that Alameda sailmaker Kame Richards won.

"The wind was light all summer, including for the America's Cup and the BBS," says Kame, "so I want to thank the race committee for being patient in waiting for the wind to come up. As competitors, we give them our entire day, so it doesn't matter if we finish at 5 p.m. or 7 p.m., we just want good racing."

Bartz Schneider's Crystal Bay-based *Expeditious* was second, two points back, while Jack Peurach's San Francisco-based *Elan* was third, four points back.

Despite the tremendous differences within the multihull fleet, which ranged in type and size from Urs Rothacher's wild-looking Oakland-based SL33 catamaran *Bridgerunner* to Tom Siebel's Redwood City-based MOD70 trimaran *Orion*, the results were extremely close. *Orion*, the fastest boat ever to race in the BBS — she's done 44 knots on the Bay — had three firsts, but stumbled to a fifth in the last race. Her stumble allowed *Bridgerunner* and Jerome Ternynck's San Francisco-based Extreme 40 *SmartRecruiters* to tie for first, two points ahead. *Bridgerunner* won the tiebreaker.

Next year's Rolex Big Boat Series will be the 50th, so the organizers are working hard to create an event worthy of such an anniversary. If you haven't given BBS a go, next year would be the perfect year to step up. You could do it with a true double-purpose boat such as the Express 37, one of the smaller J/Boats, or even a Farr 40 — which will have five big international regattas on the West Coast next year — without breaking the bank. And you'll have become part of one of the greatest yacht racing traditions in the world. For full results go to www.rolexbigboatseries.com.

— latitude/richard

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BAJA HA-HA MELTING POT

One look at the Ha-Ha XX entry roster at 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.

Until the event ends November 9, you'll find occasional reports on *'Electronic Latitude'*. Check it out at: www.latitude38.com.

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Ever since the first Baja Ha-Ha in 1994, these rallies have drawn a diverse mix of sailors whose professions and backgrounds are as varied as the boats they sail on.

You can get to know the basics about them via our three installments of Baja Ha-Ha mini-profiles. (See page 92 this month. Download the editions for the previous two installments free from www.latitude38.com). Our complete recap of Baja Ha-Ha #20 will appear in the December edition.

IS THE PACIFIC PUDDLE JUMP FOR YOU?

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.

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IMPORTANT DATES

Although it's too late to join
Baja Ha-Ha #20, there's always
next year. The 2014 event will
follow a similar timeline.

**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 — San Diego 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

Nov. 10 — Awards presentations
hosted by the Cabo Marina.

Nov. 20, 4-7 pm — La Paz Beach
Party. Mexican folk dancing, live
music and more.

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PLEASE NOTE:

Correspondence relating to
the event can be emailed to
andy@baja-haha.com.

Please don't call *Latitude*
38 with questions. The Ha-
Ha is a separate operation.

BAJA HA-HA PROFILES, PT III —

And they're off!

Actually, by the time this edition hits the street the 20th annual Baja Ha-Ha fleet will be already enjoying its first rest stop at the vast, circular anchorage called Bahia Tortugas, 360 miles south of the border.

In this third and final installment of fleet mini-profiles we introduce you to the last southbound cruisers to register for this year's rally. Many of them, we suspect, waited until the 11th hour to sign up because they were unsure if they could get it all together in time for the October 28 start off San Diego's Coronado Roads.

By now, though, every adventure-hungry crew in the fleet probably realizes that mariners *never* really get to the bottom of their 'to do lists', no matter if they're tied to a dock or out crossing oceans. A realistic approach to this dilemma is: be sure your boat is safely equipped for offshore sailing and don't sweat the small stuff. There'll be plenty of time to attend to all that in the sunny anchorages of Mexico. After all, as someone once said, the definition of cruising is doing maintenance in exotic places!

With that intro, we conclude our introductions to the Baja Ha-Ha Class of 2013. (Listed in the order they signed up.)

Celtic Traveller — Mayflower 48 Dorris Welch & Mike Sack Moss Landing

Occupations: Mike, charter boat captain; Dorris, biologist

Noteworthy: Previous owners cruised this boat all over the world.

Quote: "We run whale watch charters all year in Monterey Bay and now look forward to heading south with the humpbacks!"

Add'l crew: Mike's brother Mark & Jedd Beck

Cruise plans: Winter in Mexico.

Victorious — Downeast 32 Ray Smith, San Diego

Occupation: gunsmith (retired)

Quote: "Finally!"

Add'l crew: John Hawkins & Bob Moberg

Cruise plans: Heading for Florida.

Ticket II — Jeanneau 57 Rick Niello, Sausalito

Occupation: auto dealer

Noteworthy: This will be Rick's third Ha-Ha.

Quote: "Our crew has mature age but an unstoppable attitude."

Add'l crew: Pat Burns, David Townsend, Toby Mumford, Gary Wheeler

& Steve Shower

Cruise plans: Delivery crew will bring her home.

Camelot — Hunter Legend 37

Neil & Shelley Stephens

Coeur d'Alene, ID

Occupations: Neil, heavy equipment mechanic; Shelley, records clerk (both



The 'Camelot' crew hails from Idaho.

retired)

Quote: "It's out there at sea that you are really yourself." (Vito Dumas)

Add'l crew: Chris & Marcy Houts

Cruise plans: Continue south; eventually to the Caribbean.

SeaQuester — Hunter 44 DS Dean Laurin, Channel Islands

Occupation: Dean, research chemist

Quote: "I can't think of a better way than this to celebrate my 75th birthday."

Add'l crew: Jim & Betty Adams, Charlie & LeeAnn Clark, plus Rem Barnard

Cruise plans: Undecided.



'SeaQuester' is stocked with birthday candles.

JO — Island Packet 380

Jay & Kelly Pacheco, San Diego

Occupations: Both are in construction.

Noteworthy: This is the boat's second

trip to South America via Mexico.

Quote: "We've been talking about cruising for years and can't wait to start!"

Cruise plans: A year in La Paz, then on to South America.

Beach Access — Lagoon 380

Glenn Twitchell, Mexico

Occupation: electrician

Noteworthy: This will be Glenn's fourth Ha-Ha.

Quote: "The Baja Ha-Ha is a two-week floating reunion with a majority of my favorite people."

Add'l crew: Debbie Jahn, plus John & Gilly Foy

Cruise plans: Cruise Mexico until summer.



All this duo wants is some 'Beach Access'.

Roughneck — Roughwater 33 Cameron Smithers, Vancouver, BC

Occupation: IT analyst

Quote: "Which way to Mexico?"

Add'l crew: Dennis Randall & Sara Crippen

Cruise plans: Work back home via Hawaii

Serendipity — Jeanneau 42

Jonathan & Rebecca Mote

Corona del Mar

Occupation: Jonathan, CFO; Rebecca, dietician

Quote: "C'est la vie!"

Add'l crew: Jim & Betty Adams

Cruise plans: Bash home.

Ponga — Catalina 36

Murray & Marty Hooper, Victoria, BC

Occupations: Murray, carpenter; Marty, CSR tech

Noteworthy: Ponga is the Maori name for New Zealand's silver fern.

Quote: "Ship happens!"

Add'l crew: Norbert Ball

Cruise plans: Longterm in Mexico.

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The 'Sea Horse' crew are wasting no time.

Sea Horse — Island Packet 35
Jon Hafstrom & Kim Munz
San Francisco

Occupations: Jon, fire captain; Kim, admin (both retired)

Noteworthy: They just bought the boat!

Quote: "We are just following the advice of Mark Twain and Captain Ron: "In twenty years. . ." and, "If it's gonna happen. . ."

Add'l crew: Izzy Soriano & Lina Laufer
Cruise plans: Season in Mexico, then?

Curiositas — Valiant 40
Wayne Lidstone & Judy Thompson
Victoria, BC

Occupations: Wayne, IT; Judy, policy analyst

Quote: "Let's enjoy ourselves!"

Cruise plans: Cruise Mexico, then on to South America.

Garbo — Beneteau 47
Tom Taylor, San Diego

Occupation: clinical lab scientist

Noteworthy: Tom is 6'7", and he has

We can't say for sure, but it looks like Sara of 'Roughneck' is up to something fishy.



headroom in this boat.

Quote: "Cool."

Add'l crew: Dave Moran, Ian de Lillis, Britt Clark, Gerald Sears & Nick Lavrega
Cruise plans: Bash back.

Seamore Pacific — Freedom 36
Greg & Betheny Rodden
Phoenix, AZ

Occupations: Greg, construction materials testing (retired); Betheny, RN

Quote: "We were pirates before being a pirate was politically incorrect."

Cruise plans: Sea of Cortez, then base at Puerto Peñasco.



There's room for pets on 'Seamore Pacific'.

Maluhia — Pacific Seacraft 37
Grant & Denise Stejskal, Ventura

Occupations: Grant, tech engineer; Denise, graphic designer

Quote: "Is Cabo slip #106 still open?"

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

Distant Drum —
Idylle 15.50

Harry Hazzard, San Diego

Occupation: IT (retired)

Noteworthy: This boat survived a direct lightning strike in 2007.

Quote: "It's all about the adventure."

Add'l crew: Mark Noyes,

Cruise plans: Thanksgiving in La Paz, then Banderas Bay.

Morning Light —
C&L Explorer 45

Scott & Kelli Thomas
San Diego

Occupations: both are in equipment rentals



As Grant and Denise of 'Maluhia' demonstrate, there are lots of ways to prepare for cruising.

Quote: "Last one there wins."

Add'l crew: daughter Coral, 10, plus Robert Magallanes & Sam Gonzalez
Cruise plans: La Paz and beyond.

Mandalay — Pearson 36
Aaron Edwards, Sausalito

Occupation: military (retired)

Quote: "My dog (Mr. Clyde Barrow) is the captain. I just drive the thing."

Add'l crew: Nacho Troncoso

Cruise plans: Keep sailing south.

Tercer Deseo — Hunter 410
Rod Granger & Pam Boyd Ventura

Occupations: Rod, web CFO; Pam, roofing co. owner

Quote: "Doing the Ha-Ha is our third wish." (Tercer deseo is 'third wish' in Spanish.)

Cruise plans: Return home in December.

I/O — Davidson 44
Robert & Bobbie Kuschel
Marina del Rey

Occupation: Robert, IT; Bobbie, architect (both retired)

Noteworthy: Together, they have 70 years sailing experience!

Quote: "We're looking forward to some fun!"

Add'l crew: Frank & Barbara Lagoria

Cruise plans: To be determined.

Much of Time — Tashiba 40
Wayne Bourque, Sidney, BC

Occupation: park superintendent

Quote: "It's a chance to meet others on the same adventure."

Add'l crew: Brian Reader & Shyanne Smith

Cruise plans: To French Polynesia and beyond.

BAJA HA-HA PROFILES, PT III —

Buenos Aires — Ericson 38

Emilio Cvitkovic, San Francisco

Occupation: administrator

Quote: "Life is short, the craft hard to master, opportunity fleeting, experience misleading, and judgment difficult."

Add'l crew: James Jenkins, Gary Anderson & Edward Hoff

Cruise plans: Sea of Cortez.

Girl Four — Beneteau 473

Tom & Emily Martinez, Seattle, WA

Occupations: Tom, construction manager (retired); Emily, nurse

Noteworthy: Tom once sailed from Auckland to Tahiti — not an easy route.

Quote: "Give me (somewhat responsible) fun or go home!"

Add'l crew: Joel Klett,

Cruise plans: On to Central America and the Caribbean.

Saltydog — Tartan 3700

**Steve Woodruff & Joan Hively
San Diego**

Occupations: Steve, tax accountant & pro captain; Joan, escrow officer (both retired)

Noteworthy: They spent four years cruising the West Indies before the recession hit.

Quote: "We retired once 10 years ago. Let's see if we can get it right this time."

Add'l crew: Elizabeth Haas

Cruise plans: On to the Caribbean.

Sand Dollar — CMS 41

JC & Shauna Walgren, Seattle, WA

Occupations: JC, engineer; Shauna, planner

Quote: "Good times ahead . . . because they're certainly not here now."

Add'l crew: daughter Kaley, 12

Cruise plans: Continue cruising for at least a year.

Betty Jane — Hans Christian 43

Mark Novak, Santa Cruz

Occupations: Mark, computer consultant; son Kevin, data scientist

Quote: "We're running away from winter in the Pacific Northwest. Vitamin D deficiency is getting me down."

Cruise plans: On to the South Pacific.

Orange — Contour 34 tri

Paul Martson, Ventura

Occupation: marketing

Noteworthy: Paul and co-owner Jared Brockway do adventure charters with this boat in Southern Cal and beyond

Quote: "Just like getting a health check-up, you should do the Ha-Ha every couple of years. In fact, it IS a health check-up."

Add'l crew: TBA

Cruise plans: Jared and a crew will bash home.

Set Me Free — Beneteau 42

**Joe Pfeifle & Liz Brown
Hermosa Beach**

Occupations: Joe, manager; Liz, marketing

Noteworthy: Joe and Liz sailed to French Polynesia last year and circled back via Hawaii.

Quote: "We're going around again!"

Cruise plans: Undecided.

Moondance — Beneteau Oceanis 400

**Carl Smithburg & Jamie Macdonald
Seattle, WA**

Occupations: declined to state (both retired)

Quote: "Time to go south in a fun, safe manner. Go where butter melts!"

Add'l crew: Juan Ramos

Cruise plans: Keep sailing south.

Good News — Islander 55

Wes & Mo Gary, Newport Beach

Occupations: Wes, business owner; Mo, boat interior decorator

Noteworthy: Wes built her the year he got out of college, 1977.

Quote: "The hardest part is just throwing off the docklines, knowing that you've gotten as many projects done as you could, and it's safe enough to go now."

Add'l crew: Donovan McClelland

Cruise plans: Baja bash or Puddle Jump.

Tigress — Prout 50 cat

David & Elena Esser, Alameda

Occupations: David, tech entrepreneur; Elena, biotech

Noteworthy: Before Elena started sailing, she was so afraid of the water

Meet Elena and David of 'Tigress'.



she wouldn't even walk on a dock. Two years later she said, "Shouldn't we be practicing outside the Golden Gate?"

Quote: "Finally!"

Cruise plans: "Wander about the planet until the wind blows us back home."

Apsaras — Hunter Passage 450

**David & Melissa DeLong
Woodinville, WA**

Occupations: David, VP corp. development; Melissa, program manager

Noteworthy: After chartering boats all over the world, they bought this boat specifically for the Ha-Ha.

Quote: "We've been thinking about doing this for 15 years and finally have the opportunity."

Add'l crew: Alex Kerekes & David Kinston.

Cruise plans: Two years of unplanned cruising.



Finally, the 'Apsaras' crew is heading south.

Paramour — Offshore 66

David & Anneke Dury, San Francisco

Occupation: David, high tech start-ups (retired)

Noteworthy: They've cruised the west coast of Mexico every other year since 2001.

Quote: "The Ha Ha is a great way to get down the Baja coast while meeting new friends and old acquaintances."

Add'l crew: Chuck Wetteroth & Mike Pernitzke

Cruise plans: Anneke will meet David in Cabo, and they will continue cruising Mexico.

Paragon — Bayfield 36

Douglas Floyd, Olympia, WA

Occupation: water operations supervisor

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Noteworthy: Skipper and crew have been friends since grade school.

Quote: "Living the dream."

Add'l crew: Bob Jackson & Jack Jones

Cruise plans: South Pacific circuit.

Starfishette — Beneteau 42

Stevie & Sandy Kolb, Seattle, WA

Occupations: Stevie, firefighter; Sandy, ER nurse



Sandy and Stevie of 'Starfishette'.

Quote: "What kind of goofballs am I getting tangled up with?"

Cruise plans: Leave boat in Mexico.

AmoreKai — Tayana 37

Gino Valente, San Francisco

Occupation: contractor (retired)

Noteworthy: Gino has owned this boat for 25 years.

Quote: "We plan to stay off the rocks and have fun."

Add'l crew: Greg Kircher

Cruise plans: Winter in Mexico, then on to Hawaii and French Polynesia.

Moondance — CS 34

Niels Frommann, Redwood City

Occupation: engineer

Quote: "Please don't quote me."

Add'l crew: Jason Sylvain, Michael Zwerg

Cruise plans: Won't take the boat back home.

Surface Change — Ericson 38

Tommy Shafer, Oakland

Occupation: "hedonist"

Quote: "It's not the destination, its who you go with."

Add'l crew: Steve Christensen, Danja Platt

Cruise plans: Bash back eventually.

Cavatina — Pacific 43

Doug Wilson, Jersey, GBR

Occupation: master mariner

Quote: "It's not who we are but what we do that defines us."

Add'l crew: Robert Welch, Vicki Webb

Cruise plans: Cruise Mexico, then on to Galapagos in the spring.

Dawn Treader — Columbia 45

Jim Lussier, Olympia, WA

Occupation: handyman/Army (retired)

Noteworthy: As a kid, Jim made more than 20 trips up and down the East Coast doing yacht deliveries with his stepdad.

Quote: "There's safety and camaraderie in numbers."

Add'l crew: Kari Bettinger

Cruise plans: Open.

Pyxis — Tayana 37

John Holt Condon, San Francisco

Occupation: engineer

Noteworthy: This boat is as old as John, to the month (36).

Quote: "I look at this as a tune-up."

Add'l crew: Winnie Liao & Roddy Ackerman

Cruise plans: Possibly on to the Pacific.

Tramp — Roberts 55

KO Arney, Haines, AK

Occupation: lineman

Quote: "I'm not yelling, I'm just speaking loudly."

Add'l crew: Roy Rand & Cheryl Grant

Cruise plans: Not going 'home'."

Woodwind 1 — custom 45-ft cutter

Brian & Richelle Neill, Victoria, BC

Occupations: Brian, real estate developer; Richelle, insurance (both retired)

Noteworthy: Brian started sailing on tallships in Ontario when he was only 8.

Quote: "We cashed in our chips to pursue our dream. So yahoo, let's go!"

Add'l crew: Carl Bell

Cruise plans: Planning to cruise for 10 years.

Simpatica — Catalina 42 MkII

Ken Flint, Dana Point

Occupation: health care ed. (retired)

Quote: "I believe in grabbing life with both hands, and this is one of those opportunities."

Add'l crew: Graham Forsyth & Dave Lambert

Cruise plans: A stint of cruising, then bash home.

Dolfino — Catalina 42 MkII

Rick Lino, Marina del Rey

Occupation: engineer (retired)

Noteworthy: Rick has done 4.5 Ha-Has on Dolfino.

Quote: "Looking forward to some fun, adventure, and a bit more sailing than just going to Catalina."

Add'l crew: Rich Cronin, plus Craig & Rose Huerta Walker

Cruise plans: Bash back during first weather window.

Serendipity — Columbia 35

Steve Lane, Emeryville

Occupation: engineer

Quote: "We expect to lose this race/rally with resounding success."

Add'l crew: Matt Farnsworth, Fred Gibson, Atta Pilram & Ed Eibach

Cruise plans: Leave boat in Mexico 'til January or February, then bash back.

Enchanté — CS 36 Merlin

Alan Rosen & Lindy Early-Rosen

Lummi Island, WA

Occupations: Alan, furniture maker; Lindy, massage therapist

Quote: If we're going to do this, we better go now.

Cruise plans: Live aboard in the Sea of Cortez until June; park the boat and come back in October.

Elysium — Catalina 42 MkII

Dan Ohlemacher & Patty Nolte

Vashon Is., WA

Occupation: Dan, software engineer

Noteworthy: Having no heater aboard they froze their "asses off" in August in the San Juan Islands. So it was either get a heater or sail south.

Quote: "I'm going this year no matter what!"

Add'l crew: Alan (aka Doctor Electron) Katx & Kurt (Aquaman) Roll

Cruise plans: Bash offshore to Seattle, or Puddle Jump.

The 'Elysium' crew are ready for sunshine.



BAJA HA-HA PROFILES, PT III

GravlaX — X-402

Gaël Simon & Renée Grondin
Quebec, QC

Occupations: Gaël, delivery captain; Renée (his mom), hospital administrator
Noteworthy: Gaël started sailing before he could walk.

Quote: "I'd like to record the lowest engine time in this year's Ha-Ha to reduce the event's carbon and plastic footprint."

Add'l crew: Tom Barr, 64

Cruise plans: Puerto Vallarta, La Paz, Isla Guadeloupe and then bash home.

Sea Level — Schionning 49

Jim & Kent Milski
Lake City, CO

Occupations: Jim, conceptual artist (both retired)

Noteworthy: They have just completed a three-year circumnavigation.

Quote: "The older you get the more you realize that every day counts. So, if you're able, do something fun."

Cruise plans: Open to suggestions.

Tillie — Hans Christian 38T

Kathy Crabtree & Barry Foster
San Diego

Occupations: Kathy, dental assistant (retired); Barry, commercial fly fishing guide

Quote: "We're eager to meet new people, share new experiences and see new places — and 'a new blue'."

Cruise plans: Cruise the Sea of Cortez then bash back to San Diego.

Purusha — Spencer 53

Erin Hope-Goldsmith & Lyndie Burt
Vancouver, BC

Noteworthy: During previous cruising up to the 59th parallel, they nudged their way through glacial waters, "pushing aside recently broken-off glacial ice, and circled bergs."

Quote: "The Baja Ha-Ha, has for us in the Pacific Northwest been a thing of myth, more than reality. So we decided we'd best come down and see what you warm-climate cruisers were up to!"

Add'l crew: Owners Erin and Lyndie will not be on board during the rally. In



Meet 'Purusha's ship's cat

their place David Caves and Anna Cunningham will co-captain, with Jocelyn Hallett, Clodia Aigner and Aimee Leech along as crew.

Cruise plans: No plans to return home any time soon.

Scout — Jeanneau SO 52.2

Greg Himes, Whitefish, MT

Occupation: public school district superintendent (retired)

Quote: "Wish I had started cruising Mexico 30 years ago."

Add'l crew: Fred Delaney, 60

Cruise plans: Keep the boat in Mexico and fly or drive home.

Fool's Castle — Nautic 43

D. Scott Bonomi, Seattle, WA

Occupation: software engineer

Quote: not sayin'

Add'l crew: Ingemar Olson (serving as captain) & Rene (Rain) Canham

Cruise plans: none given

Miss Adventure — Islander 36

Stuart Polzin, Portland, OR

Occupation: contractor/attorney (ret.)

Noteworthy: Stuart bought Miss Adventure sight unseen and has spent the last 2 1/2 years refitting her.

Quote: "I'm convinced 'tis better to crew than to skipper — just sayin'."

Add'l crew: Dennis Jensch, Diana Bryant-Jensch & Elena Crippen

Cruise plans: Hang out in La Paz with friends until the Puddle Jump, cruising kitty permitting.

Endless Summer — Peterson 44

Jerry Gahan, Dana Point

Occupation: filmmaker

Noteworthy: The boat was wasting away when it was purchased two years ago.

Quote: "Ready for fun in the sun!"

Cruise plans: "Cruise for a year then decide!"

Liberte — Hylas 46

James & Marilyn Nelson

Occupations: N/A

Noteworthy: The last time this crew assembled in one place was for a wedding in Anegada, BVI.

Add'l crew: son, Christopher, 28; daughter-in-law, Ashley, 27; daughter, Sarah, 30 & son, Ryan, 31

My Bonnie Karen — Downeast 38

Chris & Karen Jernigan, Oceanside

Occupations: Chris, civil engineer;



Quess who 'My Bonnie Karen' is named for?

Karen, social worker (both retired)

Quote: "We're chasing our dream and sunsets."

Cruise plans: Sea of Cortez, then bash back in the spring.

Compañera — Farr 44

Phil Eichen & Susan Flieder
Sausalito

Occupations: Phil, CEO; Susan, lawyer

Noteworthy: This "joyful crew" ranges from 6 to 70, and have sailed together in Australia, Europe, Canada and Mexico.

Quote: "Carrying no spinnakers means more room for beach toys and grog."

Add'l crew: son, Eichen, 7; daughter, Ana Rosa, 6

Cruise plans: Will leave the boat at Marina de La Paz until spring, then bash home.



The 'Companera' kids are ready for fun.

Moments — Catalina 36

Adam Hughes & Rachel Harper
Seattle, WA

Occupations: Adam, electrical engineer; Rachel, medical student

Noteworthy: These two "young lovers" are testing their long-distance relationship with a year-long cruise!

Quote: "I wonder what flavor the fog has in Mexico?"

Cruise plans: Depends. . .

Skabenga — St. Francis 44 cat

Bruce Harbour & Aimee Higgins
Big Sky, MT

Occupations: Bruce, hardwood floor

THE PLATINUM EDITION

installer; Aimee, massage therapist (both retired)

Quote: "We plan to fish our way around the world, and we can hardly wait to catch a marlin under sail. Whoop whoop!"

Add'l crew: daughter, Lauren, 21

Cruise plans: The long way around!!

Hoku lele — Catalina 42 Mk II James & Jean Ellis, San Francisco

Occupations: James, aerospace engineering director; Jean, administrative assistant (both retired)

Quote: "Despite our recent health scares, we're good to go!"

Add'l crew: Patrick & Melodie Williams

Cruise plans: They're flexible.

Odissea — CSY 33 Shane Cianciolo, Seal Beach

Occupation: small business owner (retired)

Noteworthy: This boat has a candle chandelier.

Add'l crew: Patrick (Manchurian) Griffith

Cruise plans: South to the Galapagos, then on to Hawaii or French Polynesia.



Thumbs up for the 'Odissea' crew.

Roller Coaster — Peterson 44 Scott Schreiber, Hayden, CO

Occupation: (retired)

Quote: "Just do it!"

Add'l crew: Roxanne (Roxy) Castellanos, Garrett Pedrick & Tariq Todd

Cruise plans: Undecided.

Talion — Gulfstar 50 Patsy Verhoeven, La Paz, MEX

Occupation: Realtor (retired)

Quote: "This year might put me in the lead for the most Ha-Ha's sailed all the way." (No engine use.)

Add'l crew: Susan Coulsen, Tim Morris, Mike Quigley & Tim Horne

Cruise plans: N/A

Blade — Esprit 37 Eddie Lare, San Diego

Occupation: semiconductor engineer

Noteworthy: They define their cruising configuration as high-function minimalism.

Quote: "It's time to check this one off my To-Do list!"

Add'l crew: Larry Sharpless & Ray Magana

Cruise plans: Bash back.

Oleana — Morgan 30 Ron Capasso, Sausalito

Occupation: contractor

Quote: "One more tick on my bucket list."

Add'l crew: Mike Mendhi

Cruise plans: Continue south to Panama.

Nashira — Ingrid 38

Mike Floyd, Vancouver, WA

Occupation: middle school teacher

Quote: "Head south until the butter melts. Deal with what's real."

Add'l crew: Paul Kelly

Cruise plans: Hawaii next!

Triton — Robertson & Caine 45 Robert Kane & AnnMarie Powers Emeryville

Occupations: Robert, software developer (retired); Ann Marie, business owner

Noteworthy: We're going toward warmer water, wonderfully laid back

people, and relaxed schedules.

Quote: Deny everything and demand proof

Add'l crew: Michael Stewart

Cruise plans: Cruise in Mexico, then on to the Caribbean.

Caricka Caricka — Custom 65 Herrick Andrews, Emeryville

Occupation: AT&T manager

Noteworthy: This boat has a full-sized bath tub and a steel hull.

Quote: "Ha, ha, ha."

Add'l crew: Chauncey Van Sicklen

Cruise plans: Bashing it home right away

Hazel Rose — Islander Freeport 36 Ron Brown, Oakland

Occupation: professor (retired)

Quote: "I'll get there when I get there."

Add'l crew: John Singleton, 45

Cruise plans: Heading for Panama.

San Souci — Aires 32 Baron Weller & Lani Little San Francisco

Occupation: Baron, paramedic/fire-fighter; Lana, nurse

Noteworthy: They entered the event less than two weeks before the start!

Quote: "We have more adventure in us than experience, and enjoy not having all the greatest and latest equipment."

Cruise Plans: Bash home, perhaps via Hawaii.

If you've hung in with us this far, we suspect you have a genuine interest in heading south to Mexico yourself someday. And why shouldn't you? You may have missed this year's rally, but hey, there's always next year.

— **latitude/andy & ross**

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SEASON CHAMPIONS, PART I —

There's no two ways about what happened on the Bay this past summer. The America's Cup absolutely dominated the season, period. It seemed everybody caught a dose of AC fever, and as long as the America's Cup was on, pretty much nothing else got attention.

Not only did the AC race course consume a big chunk of the Bay, but a lot of people got involved with volunteering on land or on the water, and scheduled races would end early so people could go shoreside to watch the AC phenomenon. Many regulars simply didn't race this season at all.

Much of the scheduled racing was moved to either before or after the Cup. Racing that was shifted to earlier in the year affected the YRA season, which usually runs later with an ocean race in October, but instead wrapped up early. Some ocean races started off the Corinthian YC race deck instead of Golden Gate YC. The Rolex Big Boat Series shifted to the end of September as the Cityfront was obviously unavailable. For some, sailing the RBBS in the lighter breezes of early fall proved to be a good thing, according to Express 37 season champion Kame Richards.

So the summer sailing season of 2013 will be long remembered more than anything else for AC 34 and those magnificent AC72s flying around the Bay. And boy, what memories. Meanwhile, the 'normal' sailing that did take place this season also had its champions. Here's the first of three installments featuring those winners.

J/120 — *Chance* Barry Lewis, StFYC

Of the 12 seasons that the J/120 Fleet 5 has been racing, *Chance*, owned and skippered by Barry Lewis, has won



Barry Lewis

seven of them, including six of the last eight seasons.

With Lewis at the helm, his crew includes tacticians Doug Nugent and Seamus Wilmot, plus Scott Kozinich, Michael Redmond, Christian DiCarlo, Matt Gingo,

Amy Clark, Anne Alward, Aaron Elder, Bryan Murdock, Wood Banthin and David Krausz.

"I don't think we've ever been sailing

better," Lewis said. "We've just done a lot of races, averaging between 30 and 50 in a season per year. The boat has been very fast, the crew work has been superb and the tactics just excellent. We got the boat moving in very big breeze."

Lewis recalls some of this year's highlights, "In June we raced in the SFYC J/120 Invitational where we had high 20 knots to 30 knots all weekend, and we pretty much dominated that regatta.

"We stayed away from big mistakes and our crew work was flawless all year."

At the SFYC Summer Keel in August we had much lighter breeze in the 10- to 15-knot range, and again we dominated the field."

Of course it feels good to be at the top of the fleet, but it's a lot of hard work, Lewis reminds us. "Historically, this fleet has been very close; often separated by a few points in a season. This season is probably the biggest win we've had in 12 years in terms of points spread, with 14 over the second and 28 over the third place boats."

2) *Grace Dances*, Dick Swanson, StFYC; 3) *Desdemona*, John Wimer, StFYC (6 boats).

J/105 — *Risk* Jason Woodley & Scott Whitney

"There are many great boats in the



Jason Woodley and Scott Whitney

J/105 fleet and this fleet makes you fight for every place in the standings," says season champ Jason Woodley. "The fleet is so competitive from top to bottom and that's why the racing is so fun." Woodley and boat partner Scott Whitney, owners of *Risk*, took their first season championship with help from crew Cindy Turner, Harrison Turner, Bill Higgins and Tyler



Haskell.

Whitney and Woodley have been campaigning the boat for seven years. This year consistency paid off. "The entire year we sailed very consistently, finishing almost every race in the top 10," Woodley said. "We stayed away from big mistakes and our crew work was flawless all year."

Season highlights for *Risk* included starting off the year winning the Spring One Design regatta, and they built upon that all year, said Woodley. He recalls the SFYC Spring Invitational, where excellent crew work in strong winds — gusting to 35 knots — brought them another victory. "In these types of conditions it's all about the crew work. Our team was flawless that whole weekend."

Woodley's hoping he can keep his team together for another year to defend, and to give the Rolex Big Boat Series another shot, "This regatta's eluded us in that we have been on the podium a couple of times, but have never won."

2) *Arbitrage*, Bruce Stone, StFYC; 3) *Mojo*, Jeff Littfin/John Case, SCYC (26 boats).

Folkboat — *Windansea* David Wilson, StFYC

A long time spent campaigning his boat (10 years) has paid dividends for Wilson, who this year notches up another season championship. He also won in

WOODIES & ONE DESIGNS



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'09 and '11. David has been sailing with his current crew, Mark VanCrickinge and his dad, Donald Wilson, for the past five years, and he attributes crew consistency and boat speed to his success.

But it's not come without its challenges, says Wilson, reporting that a defining moment this season was the Woodies Regatta, where he won on a tie-breaker with Peter Jeal on *Polperro*.

"We won the last race," Wilson said, "although I really don't remember much about it as I was so sick

with the flu at the time!" Wilson says Jeal keeps him on his toes out on the water, observing, "He's a tricky sailor with great boat handling skills."

Wilson sailed 20+ weekend races this season, 13 Wednesday

night races and seven international races, with 11 Folkboats regularly showing up to race. Mostly, though, he's happy to have a good day on the Bay with his

With so many boats in their Bay Area one design fleet, the J/105s, seen here during September's RBBS, are always fun to watch — or sail.

dad, whom he's sailed with for 15 years, and good friends. He's looking forward to another strong season in 2014.

2) *Polperro*, Peter Jeal, BVBC; 3) *Freja*, Tom Reed, StFYC (12 boats).

Knarr — Svenkist Sean Svendsen, StFYC

What contributed to Sean Svendsen's becoming the Knarr season champion for the first time? A great crew, good starts (only once were they OCS), figuring out how to tune a new aluminum rig, well designed Doyle sails, and trying to win for his dad Svend, who died of cancer early in the season. Sean has been campaigning the Knarr since 2001.

He regularly sails with (co-helmsman) Hans Williams, Wayne Stranton and Alex Jordan. Regardless of the fact that they are top of the fleet today, Svendsen says it still doesn't give them any bragging rights.

"Eleven different boats won at least one race in our 32-race series," explained Svendsen. "It was no walk in the park. On the water it's like a *Who's Who* out there with Perkins x 3 (Chris, Jon and Phil), Wibroe, Dahm, Crawford, Kelly, Nazzal, Taft... the list is deep. And on

Wednesday nights you'll see Cayard and Kostecki once in a while."

Fittingly, Svendsen's best moment while racing this year was when all the WBRA feet (IODs, Knarrs and Folkboats) sailed in front of the StFYC on the Sunday morning during the Woodies Invitational and dropped roses in remembrance of his dad.

"The best part of Knarr racing is time on the water with my friends, telling jokes and sharing laughs, racing against some of the best sailors on the Bay, and staying dry behind the three guys who hike very hard in front of me," Svendsen concludes.

2) *Fifty/Fifty*, Brent Crawford, SFYC; 3) *Snaps III*, Knud Wibroe, SFYC (22 boats).



Sean Svendsen

Mercury — Fast Break Randy Smith, SFYC

That the Mercury fleet holds regattas up and down the coast is key to good



David Wilson

SEASON CHAMPIONS, PART I —

competition according to Randy Smith, owner of *Fast Break*. "It means you get to sail in some of the best venues in California," he said.

Smith has been campaigning his boat since 2008 and this year is his



Randy Smith

second as season champion. His regular crew includes John Hayes for the northern regattas and his daughter Kathryn Smith for the southern regattas. He attributes his success to time in the boat and sailing all the regattas he can. And he doesn't take his success lightly.

"More than half the fleet can win a regatta — the list is too long to name."

Smith mostly enjoys the fact that the boats are very even. "Winning relies on your ability in all aspects of your sailing expertise." And Smith clearly has had time to hone that expertise, as he also sails on a J/120, a J/105 and a Cal 40.

He'll continue to sail the Mercury next year, naturally, "It's a great fleet and a great group of people to compete against."

2) **Pacer**, Pax Davis, StFYC; 3) **Axon**, Doug Baird, SFYC (15 boats).

Santana 22 — Oreo **Garth Copenhagen, SSS**

Sailing with perhaps the youngest crew member in any fleet, this year's Santana 22 season champion is Garth Copenhagen on *Oreo*. He sailed with Al Sargent, eight-year-old Ethan Sargent and Emily Shaw.

Copenhagen bought *Oreo* just two years ago and this year marks his second season of racing her, but it's the first season he's won a championship since 1988, when he and his late father campaigned their Tartan Ten, *Abba-Zaba*.

So far he's loving his 43-year-old boat. "The Santana 22 is the easiest boat to handle that I've ever raced. It's nice (and cheap) to have only one jib and no spinaker to deal with for one design racing. During YRA #1 it was blowing about 25 knots in the Circle. I had two small women that had never sailed together as my entire crew and we were still fast and in control of the boat."

Copenhagen attributes his success



LESLIE RICHTER

this year is to his rockstar crew and best friend Al Sargent — the two have been sailing together for 30 years. "Al tends to be very thorough about analyzing what worked and what didn't work. He attributes our success to time in the boat, techniques, teamwork and trust."

Elaborating, Copenhagen said they



Garth Copenhagen

used techniques learned in other classes like the Vanguard 15s and J/105s, and they'd split up duties intelligently, "for instance, using two people to get the whisker pole up and down quicker," Copenhagen explained.

2) **Tackful**, Frank Lawler, SSS; 3) **Santa Maria**, Chris Giovacchini, CYC (8 boats)

Bird — Curlew **Bill Claussen, RYC**

"You have to be persistent as it's not over until you cross the finish line," was Bill Claussen's winning mantra that earned him the season championship for the second year in a row. The mantra was particularly true this year given how close racing was in the Bird fleet, said

An international roster of competitors did battle during September's International Knarr Championship here on the Bay.

Claussen, owner of *Curlew*. Seven Birds signed up to race and the fleet saw five consistent participants on the water this year.

"The difference over last year was that the quality of the racing went way up," Claussen said. "Everybody has upped their level — a couple of the other boats are a lot faster than they used to be. They made lots of changes and were sailing much smarter. The competition was very close and the racing very tactical — in several races we just had to press hard to the finish."



Bill Claussen

Claussen sailed some 18 races including the WBRA, StFYC Woodies and the Master Mariners, each of which contributes to overall season results. "*Curlew* came out on top only toward the end, while *Oriole* and *Widgeon* tied for second after all those races. Many of the finishes have been within seconds, and we just happened to be in the lucky end of those seconds," Claussen said.

He cites always working on boat speed

WOODIES & ONE DESIGNS



and a good, consistent crew as being really important to his success: "I've been lucky to have had the same crew for the past two seasons." Regulars are John Ravizza, Carl Flemming and John Mara; subs are Steve Bates, John Buestad, Jim Lindsey, Jim Titus and Dick Loomis.

2) **Oriole**, Hugh Harris/Jock MacLean, SFYC; 3) **Widgeon**, Charles Rixford, RYC (6 boats).

Bear — Chance

Glenn Treser, Aeolian YC

Seventy-eight-year-old Aussie surfer/sailor Glenn Treser sails in the Bear fleet in a boat called *Chance*, but don't let the name fool you. There is nothing that he's achieved on the water that's a matter of chance, having won eight season championships over

the years. The first of those was in 1987 after chasing a win for 10 years. Then he went on to win in 1990, 1996, 1997, 1999, 2000, 2010 and again this past season.

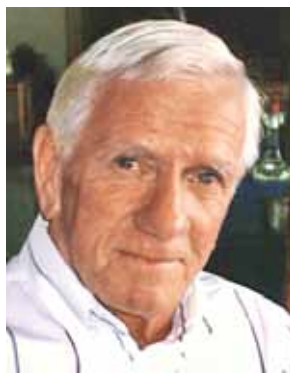
Treser's been sailing and racing the same boat for 40 years and with the same crew for 30 years: Ansel Wettersten, Dan Condon and Pat Tami. After all those years Treser claims, "I still love getting out on our beautiful San Francisco Bay with my crew."

His recipe for success after all those years is simple, "Keeping the boat in top condition so you have no equipment failures, total concentration while on the helm, good crew work and tactics.

Racing is a game of chess on the water and everything is changing by the second."

His longtime rival on the race course is Steve Robertson on *Smokey* (Bear #29), with whom he's been trading tacks for 40 years. "We're

the only two old-timers left in the Bear fleet, and on any given day either of us can win the race. We usually finish within one minute or less of each other — this is great competition."



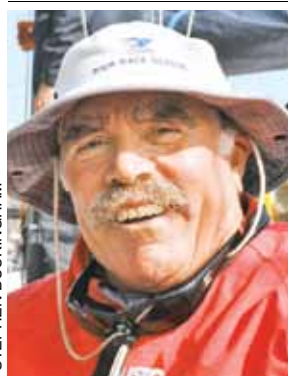
Glenn Treser

2) **Smokey**, Stephen Robertson, StFYC; 3) Margie Siegal, **Huck Finn**, MMBA (7 boats).

Express 37 — Golden Moon Kame Richards, EYC

Kame Richards' *Golden Moon* is a perennial favorite on the Bay. How many times have you followed this guy on the race course just because he's leading more often than not? Having won the Express 37 season championship in '09, '11, '12 and '13, Richards has a couple of winning ingredients up his sleeve, the first being simply showing up, "If you don't show up it's hard to do well!" the affable Richards laughs.

The other relates to consistency. He's been sailing his boat for 10 or 11 years



Kame Richards

now with a core group of sailors who are stable and very accomplished — meaning they have a well-developed skill set. (Regular crew this season were: boat partner Bill Bridge, Eliza Paulling, Tom Paulling, Mike Mannix, Jason Westenberg, Brad Jeffry, Jeff Angermann and Rebecca Hindman, plus occasionals Larry Tuttle, Brent Draney, Aimee Daniel and Karina Vogen.

One of Richards' favorite facets of racing is mark roundings, "There are big opportunities to pass boats at mark roundings — it's a good time to have a skill set." He cites sailing toward a leeward mark on his boat to exemplify great crew work.

"If it turns out it's a gate rather than a conventional mark, the skill set is there to basically change the rounding that you were intending — you might go in there on a port pole expecting to turn left at the left gate. You strip the pole off and right about then decide that you want to turn right at the right gate instead. All you need to do is communicate — the crew is quite quiet, nobody is yelling and screaming so you can make an audible call and change the whole plan and it all comes out very well."

Like others, the Express 37 fleet is feeling the challenge to keep participation up, Richards said. It managed six boats in this year's Rolex Big Boat Series

— only because the event was so late in the season and the breeze was expected to be lighter.

"We have quite a few boat owners who really don't want to jibe spinnakers in 30 knots of wind. I might even be one of those. I can do it, but boy...what's the point? We had a couple of boats out in Big Boat for the first time who just learned in leaps and bounds because of the conditions."

2) **Expeditious**, Bartz Schneider, SFYC; 3) **Stewball**, Bob Hartford, BYC (8 boats).

Vanguard 15 — Sharknado Al Sargent, StFYC

Al Sargent's on a winning roll, notching a third consecutive victory as season champion in the Vanguard 15 fleet on *Sharknado*, no small feat given that 40 boats signed up to race this year. He was joined by Maddy Eustis for most of the racing, with Rachel Magnusson filling in.

"Both were great to sail with," Sargent said. "They were able to react quickly to changing situations, with great boathandling, and always stayed even-tempered during the frequently changing positions in a race."

With a total of more than 100 fleet races sailed over 22 Thursday evenings

from April to September, it was hard for Sargent to pick one where things went particularly well.

"Every night is a high point and I really enjoy racing hard against some great sailors, in some incredibly tight

racing. We push each other hard, and we do our circles when we break the rules."

He'll be back next year, but hopes to focus more on helping the rest of the fleet become even better racers, and sharing what he knows to help build the fleet.

Matthew Sessions won the fleet championship regatta, held on Tomales Bay October 5-6.

2) Matthew Sessions & Avery Patton Whitmarsh, SFYC (Matthew's son Nicholas, 11, and Jackson Benvenuti filled in); 3) Dan Altreuter & Claire Hulse, TISC (40 boats).

— michelle slade

Look for installments two and three in our December and January editions.



Al Sargent

MAX EBB

Lee Helm calls me old-fashioned for using email. But it was late at night and I didn't want to disturb her with a text message that would make her cell phone beep. And the question really was a little too complicated for a text message or a tweet:

"What's this about PHRF now requiring all boats to get weighed?" I typed. I was in the process of renewing my boat's PHRF certificate for the upcoming winter racing series. "I don't see anything on the renewal form, but I heard that PHRF now requires a weighing, with the boat hanging from a boatyard crane with a load cell. I wasn't planning to haul out until spring, so this might be a problem."

I attached a digital copy of last year's certificate, and also asked her to look it over for possible errors in the input data.

Lee's answer came almost immediately — I should have realized that a grad student would be at her keyboard well past midnight.

"The new 'Certified PHRF' is optional; you can still renew with the old numbers. But looking at the displacement you put on the form, that probably came right from the brochure, and your boat probably weighs at least 10% more than that. If you get weighed, I bet it's good for six sec/mile in your favor, maybe more. That would have made a difference in last year's winter series."

"How much is this weighing going to cost?" I typed.

"Let's switch to voice," Lee suggested.

"Okay," I typed back, surprised that Lee would regress to older communication technology. While dialing, I had time to remember what my last yard bill added up to.

"This is kind of a mess," I said after Lee answered her phone. "I thought the P in PHRF was for performance, as observed on the water. It's not supposed to be a measurement rule. But now, to get the correct rating, I have to haul out and get weighed. That's not what PHRF is supposed to be about."

"Max, you are living in the past," Lee tried to explain. "When PHRF was conceived, there were big one-design fleets of boats that were more or less of the same type. I mean, if you have, like, two dozen Cal 20s and, like, 15 Coronado 25s and 10 Islander 36s all racing on the same race course, it's easy to use a couple of seasons of results to come up with really accurate rating differentials. That's the historical basis of PHRF, originally called Pacific Handicap Racing Fleet. But now almost all the big fleets are gone, so every year the PHRF people have to make guesses to rate boats that might as well

be one-offs, and do it with less and less valid data."

"Still," I complained, "PHRF is supposed to be about observed performance. There must be a way to filter the race data we do have to make it valid."

"Portsmouth ratings try to do that, purely data-driven. The only subjectivity is when the RC decides if the finish times represent a valid comparison, and they submit the race results or don't submit them. But Portsmouth also needs lots of boats of each class for it to work. Without one-design data, you can't separate the performance of the boat from the performance of the crew, so unless you want, like, a golf handicap, we're sort of forced into making PHRF look more like a simple measurement rule. Truth is, PHRF has been quietly moving in this direction all along. The committee looks at displacement-length ratio and sail area-displacement numbers as part of their evaluation. So it hasn't been a pure performance-based rule for years. Certified PHRF looks more like a very simple measurement rule with a large dose of subjective correction to keep the results reasonable."

"Then why do they want us to get weighed all of a sudden?"

"Because the two inputs to the all-important displacement-length ratio are the two least accurate measurements on the spec sheet: displacement and waterline length. Start with displacement: Technically 'displacement' should mean the weight or the volume of water displaced by the boat, as sailed, with all usual crew and equipment. But more likely it's the empty weight, as the boat leaves the factory. Or maybe it's the weight in race trim, with sails, gear and tanks half-full, but without crew. Or maybe in measurement trim with tanks empty. Or maybe it means as provisioned for cruising. And then there's a lot of boat-to-boat variation, especially if your hull was finished on, like, a Friday afternoon. 'Displacement' is basically whatever the builder wants to put on the brochure."

"Okay, but we can make a conservative assumption. Like you say, I think most builders mean the empty weight as built."

"They lie like dogs. When they built your boat, they knew it was heavier than the number on the brochure. And it gets worse in the denominator. To get the quasi-non-dimensional displacement-length ratio, you have to divide displacement by waterline length



To obtain a Certified PHRF certificate, boatowners must weigh their boats, but the results will likely be much more accurate than the old rating.

cubed. That's because displacement, commonly expressed in long tons of 2,240 lbs, is proportional to a volume, so you have to compare displacement to another volume that represents waterline length, and the cube of LWL/100 is convenient. But what that cube of LWL means is that a small error in waterline length causes three times as much error in displacement-length ratio."

"But there can't be much error in waterline length," I said.

"*Au contraire!* Modern boats have very shallow angles on the stern overhang, so a small change in trim makes a big change in the at-rest waterline length. Again, the builder can put whatever they darn well want in the brochure. But for virtually all modern boats, when the boat is moving, the wave pattern makes the boat sink into the trough in the middle, and the stern wave comes up around the stern. The stern overhang is effective right up to the transom corner, so the at-rest waterline length really has very little effect on potential speed."

— THE RATING GAME



ROLEX / DANIEL FORSTER

"Are you saying we should use overall length instead?"

"For the back half, for sure," Lee half agreed with me. "Forward waterline to transom corner makes a lot more sense as a way to measure the actual sailing waterline length of a sailboat. Except maybe in cases where there's a bow knuckle that's out of the water with the boat at rest. Then, something like a 45-degree tangent to the knuckle makes a reasonably good forward reference point. And in fact this is what PHRF is starting to do, so we can look forward to much more useful numbers for displacement-length ratio — although we'll have to get used to a slightly different scale."

"Okay, I see why this might be important, but how much is a weighing going to cost?"

"Less than the cost of a new jib," she replied. "And isn't it totally worth the cost of one racing sail to know that you're in a fleet with accurate ratings?"

"Not if the boats I'm racing against are still getting an advantage from too-heavy

displacements or too-short waterlines on their certificates," I argued.

"That's the beauty of this conversion to certified ratings," said Lee. "In most cases the weights go up, so the rating becomes more favorable. The lengths go up, too, because the short-waterline credit for an aft overhang goes away, but that's something that the PHRF Committee can crank into the non-certified ratings on their own. So we end up with a sort of two-tiered PHRF system. The non-certified ratings will be inexpensive and simple, but usually using a too-light displacement and maybe making some other assumptions that don't work in the boat's favor."

"Good," I said. "We need the simple PHRF ratings for the boats in our beer can series."

"And then there will be the certified PHRF ratings," Lee continued, "which are usually a little more favorable and a lot more accurate, but require more measurement and more expense. Certified PHRF boats will, in general, have a small advantage in a mixed fleet, but at the entry level this gets lost in the noise

anyway."

"Okay," I sighed, feeling pain in my checkbook for an extra haulout.

"While you're in the slings," added Lee, "it would be an excellent time to do a full UMS measurement."

"A what?"

"Universal Measurement System. This is a new standard format for hull and rig measurement that can be used for IRC, ORR, HPR, or any other three-letter rating scheme that comes along in the future. They can even run an IOR certificate from it, for when there's an IOR division in Master Mariners . . . Hold on, Max, I have another call coming in."

Who would be calling Lee this late at night, other than me? I could only wonder. After a few minutes Lee was back on my line.

"It's the owner of the other boat I race on," Lee explained. "He has questions about his upcoming ORR measurement. Let me conference you in . . ."

There were some clicks and buzzes, and then it was a three-way.

"Lee, do I really have to empty my fuel tank to get measured for ORR?" asked the other skipper.

"What's ORR?" I asked.

"The Offshore Racing Rule," said the skipper. "It's what they replaced IOR with in 1990, after 20 years of very good racing."

"With some very silly boats," added Lee.

"Actually, IOR was replaced with MHS," continued Lee's friend, "for Measurement Handicapping System. MHS begat IMS, which begat Americap, which begat ORR. Same idea all along, though. They use complicated formulas, based on first principles of sail thrust and hull resistance to develop a VPP, or Velocity Prediction Program, and from that they calculate a boat's theoretical speed potential."

"But every handicapping system since, like, Noah's ark," Lee pointed out, "purports to calculate a boat's theoretical speed potential. What actually distinguishes a VPP-based rule from a non-VPP rule is that it produces a matrix of performance numbers for a range of wind speeds and points of sail. That is, a full set of polars. And there's nothing really 'first principles' about it. Sure, they did some tank testing and applied some fluid-dynamics theory, but ultimately it's full of empirical tweaks, just like any other measurement rule."

"My certificate has a single number on it," said the skipper on the phone.

"But you also get polars," said Lee. "Actually there are three main parts to this whole handicap racing thing. The first is measurement protocols, which are being standardized by UMS. It's a really good move, independent of the rating rule that ends up using the data."

"Don't all the different rules require different measurements?" I asked.

"Totally, but it's easier to measure them all at once. Even hull lines, which are a major effort to take off by various gadgets, will get a lot simpler in the near future."

"It took the measurer a half day to measure my hull lines for the old IMS certificate," said the big-boat owner on the phone. "And I still think it came out wrong, considering the displacement they calculated from the freeboards."

"The times, they are a-changin'," insisted Lee, making a cultural reference that she should not be old enough to know. "A little laser ranging attachment for the laptop, a little software, and you don't even have to have the boat trimmed level to get a dead-nuts accurate lines plan. But change comes slowly to US Sailing . . ."

"The weighing is still the major hassle," said the skipper. "Especially emptying the fuel tank. What am I supposed to do with the fuel, and how am I supposed to get to the yard with the tank empty? Only a couple of boatyards can lift my boat from a single point, and that's what the load cell needs."

"With accurate hull lines, measuring freeboard and water density gets displacement just as accurately as a load cell. Maybe more accurately," asserted Lee. "I trust Archimedes a lot more than I trust a boatyard load cell."

"Not for the J/105 class," said the skipper on the phone. "The freeboard weights are off by 2,000 lbs compared to the weighing."

"Wow, something's really wrong there," admitted Lee. "Probably the reference point for the freeboards, which can be hard to define if there are variations in the hull-deck detail. Better to use the bottom corner of the transom for the aft reference point, and define a distance up along the stem from that 45-degree tangent point on the bow knuckle to check the forward freeboard reference point. These are bugs that will be worked out, and we can pretty much count on having accurate hull lines and quick and economical displacement measurement, via freeboards, in the not-too-far-off future."

"I still don't trust displacement based

on a lines plan," said the skipper.

"Then stay away from ocean liners," said Lee. "Because that's how they verify their stability calcs. It's the only way to weigh a ship."

"Is there a center of gravity measurement included as part of this UMS?" I asked. "How can they do that in the water?"

"Again, same as for big ships," said Lee. "If you know the hull shape, and know how much heeling moment it takes to change the angle of heel, you can calculate the center of gravity. It's what they call the inclining test. Standard practice for big ships. Like the displacement number, it's only as accurate as the hull shape data and the freeboard reference points, but that can be fixed with new tech."

"Lee, are you saying I'll need an inclining test for my PHRF certificate, too?"

"Heck no, but if you want to race ORR

same rating. The stated intent is to keep designers from reverse-engineering the rule, which is totally wishful thinking. ORR also keeps morphing to prevent it from being type-forming. That last part does seem to work, sort of, because older boats of various types can still do well."

"The secrecy is what bothers me most," said the big-boat skipper. "Every time I want to see what effect a change will have on my rating, it costs \$150 to run a what-if. It's a gouge. If the rule isn't type-forming, what's the big deal letting us run our own hypotheticals?"

"Fact is," said Lee, "every rule is type-forming, and designers are always smarter than rule-writers. But I agree, secrecy is the wrong approach. There's a much better way to keep designers from exploiting a rule: Just don't use it for new boats. It's easy to make a measurement rule work for an existing fleet — impossible for boats yet-to-be designed. If it

were up to me, to get an ORR rating you'd have to have a boat designed and launched at least two years prior to the latest revision of the rule."

"But then no new boats would be racing!" protested the big-boat owner who, I learned later, had had new IOR boats commissioned back in the day.

"New builds are a tiny percentage of the potential race fleet anyway," countered Lee. "I mean, are we running races for the 99% with existing boats, or for the one guy who shows up with a new rule-beater? Especially these days. In 1981 there were 77,100 new sailboats sold in the U.S. In 2012, according to the latest NMMA stats, 5,945 new sailboats were sold. That's a 92.3% drop. New boats are irrelevant, it's all about the existing fleet. And an open formula for ORR would allow local administration of the rule. That's one reason for the success of PHRF, and why there are 25,000 PHRF certificates nationally compared to only 700 ORR certs."

"And based on my own club's beer can race roster," I noted, "probably another 50,000 boats racing under PHRF without ever bothering to get a certificate."

"So let me get this straight," said the big-boat skipper. "You want to freeze out the designers and custom builders by only rating existing boats, and then you want to bypass US Sailing by letting local YRAs compute ratings and issue certificates? That will fly like a cast iron spinnaker at the next USS meeting. . . ."

"The designers have the HPR sandbox to play in," noted Lee.

For a good description of handicapping rules now in use, read July 16's article on the subject at <http://offshore.ussailing.org>.

in the future — and I'm totes betting you will — then it would make sense to do the inclining while the measurer is already on site. Which brings us to the second part of the handicapping process: Turning the measurements into a rating. That's where we get to choose among IRC, ORR, HPR, and whatever else comes along."

"IRC was a disaster for us in Big Boat Series," said the big-boat owner. "I rescored the series under PHRF, and the corrected-time spread was a lot closer. What does that say?"

"Probably that IRC ratings were wrong, at least wrong for the conditions," Lee agreed. "But with IRC it's hard to figure out what went wrong, because it's one of those secret-formula rules. Not only that, but each boat is subjectively categorized into one of many different types, rated by different formulas. So there isn't even a guarantee that sister-ships, applying for ratings on different days, will get the same ratings. It's like PHRF, but without the transparency."

I wasn't sure if Lee was being facetious about the transparency, but she was on to describing ORR before I could figure it out.

"ORR is also a secret formula," Lee complained, "but at least it's repeatable; the same design will always get the

— THE RATING GAME

"HPR?" I asked. "Is that the new box rule for sportboats?"

"Right, it's the type-forming, public rule for fast new boats, sort of like IOR reborn, except it's set to encourage boats like the TP52 and similar sporty boats of all sizes. And if USS can give us, like, the same level of service as the local YRAs, then they'll get our business. If not, it's about supporting good racing, not about who gets to charge \$150 for each what-if when it's something we should be able to crunch out ourselves with a \$2 smart-phone app."

"Nice thoughts, Lee," I said, "but I have to agree with the cast iron spin-naker."

"Let's not forget the third part of handicapping," said Lee. "How to get from a rating to a time allowance. Time-on-time or time-on-distance? Single number or VPP matrix? If rating is from a VPP matrix, do we use climatological averages for wind speed and direction, or measured conditions during the race, or implied conditions based on elapsed times? Then there are wacky formats like

pursuit races, or distance-on-distance, where each boat has a different buoy to round or a different longitude line to cross. The time allowance problem can be just as complicated as the measurement and rating problems, and have at least as much effect on the race results."

"**B**ack to the reason I called," said the big-boat guy, apparently not interested in a debate about the best way to turn a rating into a corrected time. "What should I do with all that fuel that has to come out of my tank to get into measurement trim?"

"If it were up to me," said Lee, "I'd allow boats to measure with full fuel tanks, then subtract out the weight of the fuel based on measured outside dimensions of the tank. There'd be no incentive to not fill the tank all the way, and the result would be a few pounds lighter measured displacement and a tiny rating hit usually lost in the round-off. But for USS you have to empty the tank."

"Lee, don't go meta on me again. Solve

my problem!"

"Oh, right. Maybe Max can lend you some jerry cans . . ."

I really did have a large supply of jerry cans, left over from a delivery from Hawaii a couple of years ago. We were arranging for him to pick them up when Lee decided to get back to work.

"Time for my boot heels to be wanderin'," she said as she signed off.

— max ebb

Ed. Note: At last month's Pacific Cup Offshore Academy, it was announced that official weighings for Certified PHRF ratings will be available for the low price of \$50 for boats under 6,000 lbs (Richmond if under 3,700 lbs; Alameda if over 3,700 lbs) and \$200 for boats over 6,000 lbs (Berkeley). This includes the hoist or Travelift and measurer's fee.

Naturally, there are one or two catches: 1) Bargain weighings will only be conducted on certain dates (TBA); and 2) you might have to enter the Pacific Cup race to Hawaii in 2014. But you should do that anyway. Info at www.pacificcup.org.

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THE RACING

As the 'Summer of Sailing' came to a close, racing got back to normal on San Francisco Bay — unfortunately in frustratingly light winds. The **International Folkboat Regatta** and the **Melges 24 Worlds** enjoyed good wind early in the month, but later races such as the **Vallejo 1-2** and **Oktoberfest** were drifters. Thankfully the **Leukemia Cup** was blessed with decent breeze and **Race Notes** is, as usual, full of hot air!

Leukemia Cup

The 8th annual Leukemia Cup Regatta, hosted by the San Francisco YC, raised over \$800,000 in an ongoing effort to find a cure for leukemia and lymphoma. To date, the event has raised an impressive \$5.1 million. The event's VIP dinner, held October 19, drew 280 paying guests to see moderator Gary Jobson as he welcomed the guest speaker, world-renowned sailor and America's Cup winner Sir Ben Ainslie.

According to Leukemia Cup Regatta Co-Chair Chris Kostanecki, this year's dinner was "fantastic and beyond expectation. We had a sellout crowd who learned about our cause and Honorary Skippers (leukemia survivors), and listened to Gary and Ben speak during a Fireside Chat."

The two talked in relatively narrow terms about what it took to turn Oracle Team USA's America's Cup campaign around from an 8-1 deficit. Perhaps most interestingly, Ainslie spoke about his efforts to raise a UK challenge to OTUSA and the financial implications of such an

Lacey knows more than he'd like about leukemia. "Our son Brit was diagnosed with stage IV large-cell Non-Hodgkin's Lymphoma," he says. "More importantly, very quickly after he was diagnosed, we learned his illness was treatable and curable. And in fact Brit received an 'all clear' early this year."

Tad and his wife Ann have raised \$64,575 to date as they've worked to help other affected individuals. "The vast majority of patients today are cured," Tad notes. "Without the support of the Leukemia & Lymphoma Society for research and development to find cures for this terrible disease, the success of the treatments would not have been possible."

And of course there's the regatta itself. This year's late-season conditions on October 20 were far better than expected. "With a forecast of light and variable winds, building to 7-9 knots by 5 p.m., and a 2- to 3-knot flood, the outlook for racing wasn't good," notes PRO Jeff Zarwell. Fortunately, once the dense fog and some marine traffic cleared, things

looked a lot better.

"By the time traffic was clear at 12:30, we had a nice 10-12 knots of breeze, which had been holding all morning, so we sent off the 80-boat fleet," he says. "By this time, the fog had lifted throughout the mini Bay tour courses, allowing competitors to see the marks and any possible traffic." The wind pressure built into the 20s in The Slot, making for some great sailing and a relatively quick return to the BBQ, trophy presentation, free-flowing Dark and Stormies and live music at the SFYC post-regatta party.

Leukemia Cup organizers were thrilled with the event. "To see the Bay Area's sailing community come together in a philanthropic way and support a cure for blood cancers was just amazing," says Kostanecki. To find out more about the event or to donate to the cause, go to www.leukemicup.org/gba.

— latitude / ross

Folkboat frenzy! Sailors from around the world sailed the Bay in borrowed boats.



LEUKEMIA CUP REGATTA (10/20)

SPINNAKER PHRF ≤69 — 1) **Tai Kuai**, R/P 44, Daniel Thielman; 2) **Bright Hour**, Farr 30, James Bradford; 3) **Meanie**, R/P 52, Tom Akin. (8 boats)

SPINNAKER PHRF 72-99 — 1) **Jose Cuervo**, J/105, Shawn Bennett; 2) **Posse**, Melges 24, Sallie Lang; 3) **Joyride**, J/105, William Hoehler. (11 boats)

NON-SPINNAKER PHRF ≤99 — 1) **Another Girl**, Alerion Express 38, Cinde Lou Delmas; 2) **Ohana**, Beneteau 45f5, Steve Hocking; 3) **Willow**, Wauquiez Centurion 40s, Robert Braid. (10 boats)

SPINNAKER PHRF 102-138 — 1) **Pain Killer**, J/80, Tim Russell; 2) **Iolani**, Hughes 48, Barry Stompe; 3) **Petit Bateau**, Open 5.70, Sandra Sidens. (11 boats)

NON-SPINNAKER PHRF 102-153 — 1) **Min Flicka**, Hanse 370, Magnus LeVicki; 2) **Music**, Catalina 34, Robert Engelhart; 3) **Toy Box**, Capo 30, Peter Campfield. (13 boats)

SPINNAKER PHRF ≥141 — 1) **bigWOW!**, Rhodes 19, Tom & Bill Royall; 2) **Sunda**, Seaborn sloop, Robert Rogers; 3) **Roadrunner**, Ranger 23, Gregory Demetruilas. (6 boats)

NON-SPINNAKER PHRF ≥156 — 1) **Fjording**, Cal 20, Tina Lundh; 2) **Spirit**, Alerion Express 28, Steve Rogers; 3) **Phoenix**, Catalina 320, Jon Rolien. (7 boats)

CLASSIC YACHT — 1) **Kate II**, Seaborne 46, Peter Szasz; 2) **Yucca**, 8-Meter, Hank Easom; 3) **Yankee**, 52-ft Stone gaff schooner, John McNeill. (5 boats)

KNARR — 1) **Snaps III**, Knud Wibroe; 2) **Kraken**, Risley Sams; 3) **Wintersmoon**, Bryan Kemnitzer. (9 boats)



SFYC Commodore Tad Lacey and his wife Ann, who borrowed Kirk Denebiem's Archambault 35 'Mirthmaker', won the Top Fundraiser Trophy.

endeavor. "Ben's a great speaker who kept the crowd rapt from beginning to end," says Kostanecki.

But the Leukemia Cup Regatta is about more than one of the world's most famous sailors. It's about raising money to cure blood cancers. This year's top fundraiser, SFYC commodore Tad



PETER LYONS / WWW.PETERLYONSPHOTO.COM

MULTIHULL — 1) **SmartRecruiters**, Extreme 40, Dave Wilhite. (1 boat)
Complete results at www.sfyc.org

International Folkboat Regatta

Light air dominated this year's usually windy biennial International Regatta for Nordic Folkboats, hosted by Richmond YC September 30-October 5. Teams from Denmark, Great Britain, Germany, The Netherlands, Sweden and the U.S. raced 19 local boats, primarily on the Olympic Circle.

PRO Tim Knowles and crew worked diligently to set square courses and to meet the ever-changing wind directions, which grew more erratic as the week progressed. "The conditions were challenging, with more wind direction head fakes from Mother Nature than I recall having encountered in a long while, even for October," Knowles says.

David Wilson's Bay Area team took advantage of the series' consistent early winds and got the regatta's first two bullets. Equally impressive were the Brits, coming in with two second-place finishes. In fact, much of the series showed that placing in the top five was quite feasible for a majority of the participants — a testament to the racers, the fleet's over-

all condition and, at times, the erratic wind patterns. Yet Wilson's overall total of a mere 19 points after seven races left Christoph Nielsen's talented German team in a distant second with 28 points. The UK's Stewart Watson nipped at Nielsen's transom with 31 points.

Some of the most interesting moments came during races three and four along the Cityfront, when Nielsen schooled the entire fleet as he raced down a finger of favorable current in front of St. Francis YC, putting on quite a show and winning each race. "How did the European teams know the Cityfront currents better than we did?" wonders Wilson.

Erratic winds aside, the event was remarkably successful. Donald Bratt (SWE), a six-time Folkboat Internationals veteran, summed it up nicely: "We, the foreigners, did have fantastic days in your company and on the waters!"

— *latitude / ross*

FOLKBOAT INTERNATIONALS (9/30-10/5; 7r,1t)

OVERALL — 1) David Wilson/Donald Wilson/Mark VanCrieke (USA), 19 points; 2) Christoph Nielsen/Torben Dehn/Henning Eckler (GER), 28; 3) Stuart Watson/Matthew Jones/Caroline Watson (GBR), 31; 4) Tom Reed/Fred Andersen/Scott Flores (USA), 31; 5) Peter Brogger/Brian Hansen/Bo Staenve (DEN), 32. (19 boats)

Complete results at www.sfbayfolkboats.org

SSS Vallejo 1-2

The winds may tend to lighten as fall weather moves into the San Francisco Bay, but dedicated sailors held their courses for the Singlehanded Sailing Society's Vallejo 1-2 on October 19-20, an annual two-parter where skippers singlehand to Vallejo YC on Saturday and doublehand home the next day. Eighty-four racers gathered at the Berkeley Circle start in seven divisions: multihull, sportboat, three PHRF spinnaker, non-spinnaker and Express 27.

Racers heading north on Saturday saw steady winds following a start line that clocked five to six knots of breeze. Truls Myklebust of the Corsair F-27 *Raven* finished in third place in just under five hours. "We had steady winds for most of the course," he reports, "but there were two huge holes, the first being San Pablo Bay."

He says that the head-of-the-pack multihulls who clustered near Mare Island hit a second hole several hundred feet from the finish. These racers were eventually joined by following monohull fleets that drifted downwind. The stack-up offered finish line action, with racers vying for position to cross.

A Sunday start delay allowed racers to loll longer in the balmy North Bay waters of Mare Island channel. Singlehanded sailors who coupled with mates on day two of racing enjoyed shipside talk about the building flood. Once guns sounded, it was a gentle glide down the channel and

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

Racing covered in October included:

- BYC Friday Nights, Chowders, Oktoberfest
- SeqYC Ladies Night Race, Singlehanded Race #4, and South Bay Championship
- J/70 NAs • Folkboat Internationals
- Melges 24 Worlds • YRA Season Closer
- Vanguard 15 Fleet Championship
- CPYC Kay & Dave Few Regatta
- HMBYC Commodore's Cup • IOD NAs
- San Diego to Ensenada Race
- AC Trickle-Down • Campbell Cup
- Kite Foilboard Cal State Championship
- Laser Short Course Championship
- SYC Twin Island • Albert T. Simpson
- YRA Champions/Sportboat Regatta
- Previews of El Toro Stampede and Corkscrew Slough, Singlehanded TransPac and PacCup Seminars, Jessica Cup, Franks Tract Regatta, Leukemia Cup, Laser Masters NAs, StFYC Fall Dinghy, Vallejo 1-2, UC Davis Benefit Regatta, Great Pumpkin, ABYC Halloween Regatta, Red Rock Regatta, Jack & Jill + 1, and much more!

THE RACING



Mucho Melges — (clockwise from top left) Brian Porter and crew on 'Full Throttle' (USA) worked hard to win the Melges 24 Worlds; 'Bandit' (AUS) tried to steal the win; 'Audi' (ITA) paced 'Roger That' (AUS); Americans 'Rosebud', skippered by Terry Hutchinson, and 'Maka'ala' crossed tacks; running on the Bay; spirits were high on 'Scotch Bonnet' (USA); get ready, get set, GO!; driven to 'Distraction' (USA) by all the fantastic racing in a world-class event.

out into San Pablo Bay. Racers eventually found wind mid-afternoon near Pt. Pinole. Unfortunately by this time only a handful of hardy souls were still in the game.

In the multihull division, only one boat completed that day's race — *Raven* clocked just under eight hours elapsed time. In the sportboat division, four boats finished, with *Layla* taking the win. For spinnaker PHRF 108 and under, *Void Star* beat out *Ram*. In the Spinnaker 111-150 division, the only finisher was *Arcadia*. In Spinnaker 153 and over, the sole finisher was *Summertime Dream*. No boat finished before 5:30 p.m. It was a disappointing end to what was otherwise a delightful weekend.

— martha blanchfield

SINGLEHANDED SAILING SOCIETY VALLEJO 1-2 (10/19-20)

NON-SPINNAKER — 1) **Bullet**, Express 37, Larry Baskin, 12 points. (10 boats)

SPINNAKER PHRF ≤108 — 1) **Void Star**, SC40, James Murphy/James Jenson, 9 points; 2) **RedSky**, Olson 34, Brian Boschma, 13; 3) **Ram**, J/130, Robert Milligan/John Burr, 14. (11 boats)

SPINNAKER PHRF 111-150 — 1) **Arcadia**,

mod. Santana 27, Gordie Nash/Ruth Suzuki, 4 points; 2) **Wind Speed**, J/30, Tony Castruccio, 16; 3) **Crinan II**, Wyliecat 30, Don Martin, 17. (14 boats)

SPINNAKER PHRF ≥153 — 1) **Summertime Dream**, 1/4 Ton, Scott Owens/John Dukat, 2 points. (20 boats)

EXPRESS 27 — 1) **Archimedes**, Joe Balderama, 9 points; 2) **Dianne**, Steve Katzman, 10; 3) **Wetsu**, Phil Krasner, 11. (7 boats)

SPORTBOAT — 1) **Legs**, Moore 24, Lester & Sam Robertson, 3 points; 2) **Layla**, Ultimate 20, Tom Burden/Jane Stockbridge, 5; 3) **Breakaway**, Ultimate 20, John Wolfe, 17. (14 boats)

MULTIHULL — 1) **Raven**, Corsair F-27, Truls Myklebust/Steve Petersen, 4 points; 2) **Bobanja**, Corsair F-24 MkII, Robert Hyde, 10; 3) **Back to the Future**, Corsair F-27, Gary Helms, 11. (8 boats)

Complete results at www.sfbayss.org

BYC Oktoberfest YRA Champion of Champions & Sportboat Championship Regatta

The same light wind seen by other races on October 19 also affected Berkeley YC's Oktoberfest/Champion of Champions and Fall Sportboat Championship Regatta on the Circle. Hanging around that fine morning were 11 winners of the summer's YRA racing, all waiting to

prove who was the fastest of them all. With them was a group of Portsmouth-rated sportboats eager to strut their stuff. Three races were planned.

The wind gods decreed otherwise.

There were two Champion of Champions groups, divided by handicap. The faster-rated group, PHRF to 111, was won by *Golden Moon*, Kame Richards' Express 37. The second group, rating 114 and up, was led by *Oreo*. Garth Copenhaver's Santana 22, with second going to *Shameless*, George Ellison's Schumacher 30, after *Oreo*'s tie-breaking Race Two win.

The new Sportboat division had just three boats, but they managed to mix it up and also had a tie for first. Steve Cameron and his Rondar K6, *6-Pac*, won Race Two to break the tie with *Rustler*, Tom Hutton's Esse 850.

Meanwhile, the 6th Annual Oktoberfest Pursuit Race began at noon, with 14 monohulls starting at calculated times designed to have all boats show up together at the finish. The 11.3-mile course



went from XOC, around Alcatraz (skipper's choice of direction) and finished at the deck of Berkeley YC. Fabio Maino's Flying Tiger 10 *Centomiglia* snagged first. The first non-spinnaker boat, Michael Mitchell's Tartan 4100 *Roxanne*, was also fourth to finish, sliding in after 'only' 3h, 17m, 25s.

The pursuit racers were then joined by the Championship and Sportboat groups to taste some fine German beer, as well as barbecued bratwurst and other great German 'comfort' food, and enjoy a Bavarian dance troupe.

— bobbi tosse

BYC OKTOBERFEST PURSUIT RACE (10/19)

OVERALL — 1) *Centomiglia*, Flying Tiger 10, Fabio Maino; 2) *Tartanic*, Tartan ten, Robert Lanzafame; 3) *Shark on Bluegrass*, Olson 25, Falk Meissner; 4) *Roxanne*, Tartan 4100, Michael Mitchell; 5) *Scrimshaw*, Alerion Express 28, Michael Maurier. (13 boats)

Complete results at www.berkeleyyc.org

YRA CHAMPION OF CHAMPIONS & FALL SPORTBOAT CHAMPIONSHIP (10/19; 2r,0t)

PHRF 1 (<144) — 1) *Golden Moon*, Express 37, Kame Richards, 2 points; 2) *Mintaka 4*, Farr

38, Gerry Brown, 5; 3) *For Pete's Sake*, Ultimate 24, Peter Cook, 6. (6 boats)

PHRF 2 (≥144) — 1) *Oreo*, Santana 22, Garth Copenhaver, 3 points; 2) *Shameless*, Schumacher 30, George Ellison, 3; 3) *Ahi*, Santana 35, Andy Newell, 7. (5 boats)

SPORTBOAT — 1) *6-Pac*, Rondar K6, Steve Cameron 3 points; 2) *Rustler*, Esse 850, Tom Hutton, 3; 3) *Aquaholic*, Thompson T590, Brad Cameron, 6. (3 boats)

Complete results at www.yra.org

BAADS Access Championship

The Bay Area Association of Disabled Sailors (BAADS) hosted the North American Access Championship September 3-6, with 17 competitors — hailing from the U.S., France, The Netherlands, New Zealand and Australia — in three classes racing a triangular course. The results should have appeared in October's *Racing Sheet*, but better late than never!

BAADS NA ACCESS CHAMPIONSHIP (9/3-6; 6r,1t)

LIBERTY — 1) Paul Speight (FRA), 9 points; 2) Russell Phillips (AUS), 9; 3) Carwile LeRoy (USA), 15. (9 boats)

LIBERTY SERVO — 1) Helena Horswell (NZL), 7 points; 2) Cristina Rubke (USA), 12; 3) Kathi Pugh (USA), 13. (4 boats)

HANSA 303 — 1) Fernanda Castelo/Kathy

Bello-Shepard (USA), 5 points; 2) Sebastian DeFrancesco/Lee Burnette (USA), 12; 3) Robert Betancourt Jr. (USA), 15. (3 boats)

Complete results at www.accessclass.org

Melges 24 Worlds

Even though it was technically held in the fall, October 1-5's Melges 24 Worlds was a terrific addition to the Summer of Sailing schedule. Hosted by San Francisco YC and sailed on the Berkeley Circle, the event attracted 59 teams representing more than a dozen nations, all fighting tooth and nail in decidedly atypical Bay conditions to determine a champion.

As high pressure settled over the coast, the star-studded fleet was forced to deal with light and variable conditions all week. A light southwesterly on the first day set the tone for the regatta, with top teams posting results all over the scoreboard.

Evidence of the fluky conditions and top-tier competition can be seen in the results as former Artemis skipper Terry Hutchinson sailed *Rosebud* to a convincing win in race one, only to finish an astounding 26th in race three. Local pro Jeff Madrigali's *Mikey* won the first day

THE RACING SHEET

with a 7-2-4, but slipped to 14th by the end of the regatta. On the eve of the final race, six boats from five nations were still in contention for the win, making a classic one-design world championship scenario.

When the dust settled four days and nine races later, however, it was American Brian Porter on *Full Throttle* who managed to eke out a well deserved win, besting Flavio Favini and Swiss entry *Blu Moon* by just two points. Favini and company were nearly able to slip between a tight group of boats and the finish line on the final downwind run but the group jibed simultaneously for the finish, barely beating Favini to the line. *Blu Moon* finished the final race in seventh.

By winning the regatta, Porter has become the first Category 1 (amateur) helmsman in a decade to win this prestigious world title. His hard work and perseverance in the Melges 24 class has finally paid off as he can now add a championship trophy next to the three Worlds runner-up trophies that he's earned in the last 15 years as a Melges sailor.

— ronnie simpson

MELGES 24 WORLDS (10/1-5; 9r,1t)

OVERALL — 1) **Full Throttle** (USA), Brian Porter, 39 points; 2) **Blu Moon** (SUI), Flavio Favini, 41; 3) **Soffe 2** (DEN), Kim Christensen, 47; 4) **West Marine Rigging/New England Ropes** (USA), Bora Gulari, 48; 5) **Embarr** (IRL), Nathan Wilmot, 53; 6) **Maidollis** (ITA), Giovanni Pizzatti, 53; 7) **Audi** (ITA), Riccardo Simoneschi, 54; 8) **Rosebud** (USA), Terry Hutchinson, 56; 9) **Team Windhover** (USA), Harry Melges III, 75; 10) **Altea** (ITA), Andrea Racchelli, 83. (59 boats)

Complete results at www.melges24worlds13.com

Race Notes

Another watch for Johnny? US Sailing's 2012 Rolex Yachtsman of the Year and Marinite Johnny Heineken is among the nominees for the ISAF 2013 **Rolex**



ERIK SIMONSON / WWW.PRESSURE-DROP.US

Johnny Heineken demonstrates that you don't need an AC72 to fly on the water.

World Sailor of the Year. Regatta News has nicknamed him 'King of the Kites'. His sister Erika, 'Queen of the Kites', is among the nominees for female World Sailor of the Year, as is Santa Barbara's Deneen 'Farr Too Good' Demourkas. Johnny has won back-to-back IKA Course Racing World Championships, while Erika is the reigning female champ in the same event. Demourkas is the first three-time Farr 30 World Champion. We don't get to vote on this one — the Sailors of the Year will be selected by the ISAF Member National Authorities (like US Sailing), and the winners will be announced at the awards presentation on November 12 in Oman.

You can, however, nominate candidates for US Sailing's 2013 **Rolex Yachtsman and Yachtswoman of the Year**, provided you're a member of US Sailing. The nomination form is available through November 30 at <http://about.ussailing.org/Awards.htm>.

Marc Jacobi of Connecticut won the **Lasers Masters North Americans**, but

TISC's own Peter Shope of Oakland was the only sailor able to keep up with him. The two went into the last of 10 races with Jacobi ahead by just one point, and Jacobi passed Shope on the final run. In third place overall for standard rigs, Peter Vessella, a StFYC member hailing from Miami, won the Grand Masters division. The regatta was hosted by NYYC in Newport, RI, on October 18-20.

With a win in the final race at the **Laser Radial World Championship** on October 7, StFYC member Paige Railey of Clearwater, FL, captured a bronze medal.

Railey went into the last day in fourth place overall. "I was focused on one point at a time," Railey said. "The first race went bad. It was one of those situations where you push forward from it."

Seventy-seven sailors competed in the weeklong series in Rizhao, China. "Conditions were tricky," said Railey, "but they are my favorite conditions to sail in. You could be next to a girl and she could be in completely different wind. That's the stuff I grew up with. A lot of Americans grew up in it and we excel in it."

She added some words of wisdom that apply to us all. "You can only control your own actions, not the actions of others. If there is someone having a great race, you have to focus on your own boat, because you never know, it could come down to the last race and get you a bronze."

Errata: In October's Box Scores, the skipper of *Lelo Too* in OYC's **Sweet Sixteen Series** was incorrectly listed as John Ford. The skipper of *Lelo Too* is Emile Carles. The results for that division should have read: FAT 30s (PHRF 175-185) 1) **Nice Turn**, Cal 2-29, Richard Johnson; 2) **Lelo Too**, Tartan 30, Emile Carles; 3) **Joanna**, Irwin 30, Martin Jemo.

— latitude / chris

Wrapping up the season:

BERKELEY YC FRIDAY NIGHTS FINAL

DIVISION 1 — 1) **Latin Lass**, Catalina 27, Bill Chapman, 10 wins; 2) **Mad Max**, Santana 22, Megan Dwyer, 6; 3) **Diva**, Ranger 28, Peter Baczek, 4. (17 boats)

DIVISION 2 — 1) **American Standard**, Olson 25, Bob Gunion, 8 wins; 2) **Twilight Zone**, Merit 25, Paul Kamen, 7; 3) **Fly by Night**, J/24, Alex Schultink, 3. (16 boats)

DIVISION 3 — 1) **Nirvana**, J/105, David Gross, 10 wins; 2) **Sea Star**, Cal 39, Bob Walden, 5; 3) **Mojo**, Ranger 33, Paul Weissman, 3. (16 boats)

VANGUARD 15 FLEET 53 CHAMPIONSHIP

1) Matt & Nicholas Sessions, 68 points; 2)

THE BOX SCORES

Tom & Melissa Purdy, 88; 3) Al Sargent/Rachel Magnusson, 114; 4) Jonathan Bernbaum/Jennifer Chamberlin, 114; 5) Ken Turnbull/Shannon Ryan, 116. (16 boats)

Complete results at www.vanguard15.org

TAHOE YC BEER CAN SUMMER SERIES FINAL

DIVISION 1 — 1) **August Ice**, J/125, Dick Ferris, 19 points; 2) **Wicked**, Farr 36, John Corda/Richard Coucier, 23; 3) **Racer X**, Farr 36, Gary Redelberger/Roesenaur, 24. (3 boats)

DIVISION 2 — 1) **Personal Puff**, Melges 24, Dan Hausserman, 18 points; 2) **Arch Angel**, Antrim 27, Bryce Griffith, 22; 3) **Fired Up**, Express 27, John Morrison, 24. (7 boats)

DIVISION 3 — 1) **Poopsie**, SC 27, Jason Roach, 16 points; 2) **Groovy**, Venture 24, Les

Bartlet, 16; 3) **True Luff**, Tartan Ten, John Utter, 36. (7 boats)

Complete results at www.tahoeyc.com

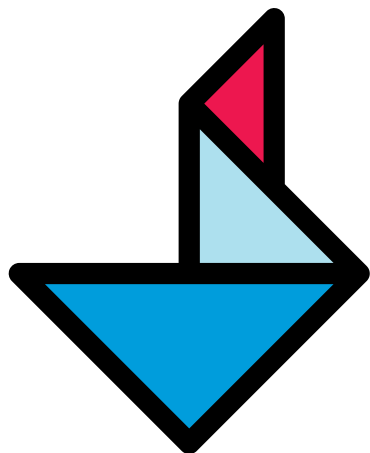
LAKE YOSEMITE SAILING ASSOCIATION SUMMER SERIES FINAL

SPINNAKER — 1) **Hard N Fast**, Merit 25, Tim Harden, 8 points; 2) **Student Driver**, Merit 25, Lee Andersen, 17; 3) **Tortuga**, Pyramid 6.60, Steve Eyberg, 20. (6 boats)

NON-SPIN — 1) **Obstreperous**, Catalina 22, Tom Cooke, 12 points; 2) **The Dance**, Merit 22, Chuck Rockholt, 16; 3) **Quick Fixx**, Merit 25, Dave Aleman, 24. (14 boats)

CENTERBOARD — 1) **884910**, Laser, Steve Leonard, 7 points; 2) **26777**, Laser, Rachel Hadley, 17; 3) **821**, Windmill, Darrell Sorenson, 21. (10 boats)

Complete results at www.lakeyosemitesailing.org



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WORLD

Instead of sharing destination reports this month, we'll **test your gray matter** with our updated pop quiz on the **history and culture** of charter destinations **around the world**.

Are You a Deep Traveler? The Worldwide Charter Quiz

We know a number of loyal *Latitude* readers who are absolutely addicted to sailing vacations. They save up their spending money religiously so they can take one or two exotic charter trips every year, and they never tire of such experiences. But as much as they may enjoy vacationing at a given destination, they always seem to be eager to explore someplace new the next time. Because for them, it's not just about riding the trade winds and getting a tan, it's also about acclimating to different cultures and learning about their histories, their customs and their values.

We call that 'deep travel'. That is, digging beyond the superficial — as opposed to vegging beside the pool of an all-inclusive resort and never leaving the property until it's time to head for the airport. By contrast, deep travelers make an effort to study up on their chosen destination's history, politics and cultural traditions — not because they're gluttons for homework, but because doing so greatly enhances the overall experience.

With that in mind, we challenge you to test your knowledge of worldwide charter destinations via our International Charter Quiz. We hope you find it to be fun and, even if you fail miserably, you'll probably learn a thing or two.

(You'll find the answers at the end.)

The picture tells the story. At ancient harbors like on the Greek island of Symi, the old world meets the new.

1) This 2.2-square-mile island is unique within the Eastern Caribbean chain, as it has long been the vacation home of many rock stars, royals and tabloid celebs, including Mick Jagger, David Bowie and Tommy Hilfiger.

- ☐ Nevis
- ☐ Mustique
- ☐ Grenada
- ☐ Saba

2) In what country will you find a popular chartering area called the Turquoise Coast?

- ☐ New Caledonia
- ☐ The Seychelles
- ☐ Antigua
- ☐ Turkey

3) The largest and most populous of Canada's Gulf Islands, this isle was originally settled in 1858 by ex-slaves from Missouri at the invitation of British Columbia's governor.

- ☐ Orcas Island
- ☐ Saturna Island
- ☐ Salt Spring Island
- ☐ Vancouver Island

4) Which Greek island in the Cyclades is said to have been the birthplace of Apollo, son of Zeus?

- ☐ Mykonos
- ☐ Rhodes
- ☐ Delos
- ☐ Lesbos

5) The local residents of this area are referred to as Conchs, after the edible mollusks that are abundant in near-shore waters.

- ☐ The San Juan Islands
- ☐ The Canary Islands



LATITUDE / ANDY

- ☐ The Florida Keys
- ☐ The Channel Islands

6) Which island off the West Coast of North America contains the famous Painted Cave, which, at 1,227 feet long, is the world's second longest sea cave? It is large enough to take a 40-foot boat inside, with an entrance that is 130 feet high.

- ☐ Cocos Island
- ☐ Santa Cruz Island
- ☐ Coronado Island
- ☐ Vancouver Island

7) This popular tropical chartering destination was once part of the Maya civilization. After a long turf war between the Spanish and British, it became a British colony in 1854.

- ☐ Belize
- ☐ Jamaica
- ☐ Panama
- ☐ St. Croix

8) All waters of this charter venue are part of a protected marine preserve.

- ☐ Greece
- ☐ Turkey
- ☐ New Zealand
- ☐ British Virgin Islands

9) This popular European chartering destination on the Adriatic Sea contains



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more than a thousand islands.

- ☐ Malta
- ☐ Croatia
- ☐ Corsica
- ☐ Denmark

10) Which young English naval officer — who would later become famous — was sent to Antigua in 1784 as head of the West Indies Squadron, and eventually developed the naval facilities at English Harbor?

- ☐ Benjamin Disraeli
- ☐ Napoleon Bonaparte
- ☐ Horatio Nelson
- ☐ Admiral Rodney

11) At what charter venue could you expect to be served lobster baked in a hole in the ground, under a pile of seaweed?

- ☐ Tortola, BVI
- ☐ Downeast Maine
- ☐ Mexico's Sea of Cortez
- ☐ Guadeloupe's Pigeon Island

12) Grenada earned the nickname "Island of Spice" due to its prolific cultivation of which spices?

- ☐ cardamon and sage
- ☐ nutmeg and mace

- ☐ rosemary and thyme
- ☐ salt and pepper

13) While sailing among these islands you'll have a good chance of spotting orca whales.

- ☐ St. Kitts and Nevis
- ☐ The Gulf and San Juan Islands
- ☐ St. Thomas and St. John
- ☐ Tahiti and Moorea

14) This charter base is ideal for those in search of solitude and marine life, as most anchorages and nearby islands are uninhabited.

- ☐ France's St. Tropez
- ☐ The Bahamas
- ☐ St. Kitts and Nevis
- ☐ Mexico's Sea of Cortez

15) French post-impressionist artist Paul Gauguin developed his artistic style called primitivism in this group of islands, which are now popular with both charterers and cruisers.

- ☐ French Polynesia
- ☐ Tonga
- ☐ The Balearics
- ☐ The ABC Islands

16) Nearly 300 years before Christ, a 110-foot-tall

statue of the god Helios straddled the mouth of this island's harbor. At the time it was considered to be one of the seven wonders of the ancient world.

- ☐ New York
- ☐ Bali
- ☐ San Salvador
- ☐ Rhodes

17) The Aeolian Islands or Lipari Islands comprise a delightful, laid-back cruising ground near which larger European island?

- ☐ Corsica
- ☐ Sicily
- ☐ Sardinia
- ☐ Malta

18) What Caribbean Island is a former Swedish colony?

- ☐ Petit St. Vincent
- ☐ Carriacou
- ☐ St. Croix
- ☐ St. Barts

19) What charter destination was never conquered by foreign aggressors?

- ☐ the Lipari Islands
- ☐ Malta
- ☐ New Zealand
- ☐ Tonga

20) What charter destination includes the islands of Cockroach, George Dog, Dead Chest and Fallen Jerusalem?

- ☐ the Grenadines
- ☐ the Republic of Ireland
- ☐ Belize
- ☐ the British Virgin Islands

21) This island, which is a British Overseas Territory, has the Eastern Caribbean's most active volcano.

- a) Carriacou
- b) St. Vincent
- c) Montserrat

Although its eruptions have been tragic, it is fascinating to sail past the Caribbean's most active volcano.





Nelson's Dockyard at Antigua is one place where you can't help absorbing a little knowledge of Caribbean history.

d) Virgin Gorda

22) Now a sleepy Dutch island with little tourism, this island was the busiest commercial center in the Eastern Caribbean during the 1700s, and was dubbed The Golden Rock.

- a) Antigua
- b) Aruba
- c) St. Maarten
- d) St. Eustatius
- 23) What Caribbean island is named after an actual pirate?
- Tintamare
- Culebra
- Jost Van Dyke
- Marie Galante
- 24) The people of what charter destination share a common ancestry with Hawaiians?
- Fiji
- the San Juan Islands
- Tahiti
- Sea of Cortez
- 25) In what charter destination would you have a high likelihood of seeing both bald eagles and so-called killer whales?
- the Leeward Antilles
- the Chesapeake
- the Balearic Islands

- the San Juan Islands
- 26) In what charter destination can you visit port towns established by the British during the 1600s?
- the San Juan Islands
- the Seychelles
- Tahiti
- the Chesapeake
- 27) What charter destination was controlled by Arab traders, pirates, France, and Britain before gaining independence?
- the Greek Isles
- Corsica
- the Balearic Islands
- the Seychelles

Answers: 1) Mustique; 2) Turkey; 3) Salt Spring Island; 4) Delos; 5) The Florida Keys; 6) Santa Cruz Island; 7) Belize; 8) British Virgin Islands; 9) Croatia; 10) Horatio Nelson; 11) Downeast Maine; 12) nutmeg and mace; 13) The Gulf and San Juan Islands; 14) Mexico's Sea of Cortez; 15) French Polynesia; 16) Rhodes; 17) Sicily; 18) St. Barts; 19) Tonga; 20) the British Virgin Islands; 21) Montserrat; 22) St. Eustatius; 23) Jost Van Dyke; 24)

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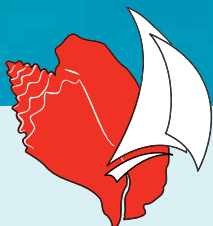
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OF CHARTERING

Tahiti; 25) the San Juan Islands; 26) the Chesapeake; 27) the Seychelles

Pitcairn Island Voyages:

Far, Far, Far From the Beaten Track

If you're the type who likes to travel to far-flung places — and we mean *really* far-flung places — you'll be thrilled to learn that special sailing trips will be offered in early 2014 to remote Pitcairn Island, the famous refuge of the *Bounty* mutineers. To this day, the entire population is composed of their descendants.

Due to the solitary island's extreme isolation, roughly 1,350 miles southeast of Tahiti, these islanders are very welcoming to visitors, but they see very few of them, as there has never been a regular means of transport to the island for adventurous travelers — and only a few boatloads of cruising sailors stray that far from the normal cruiser 'milk run.'

The 2014 trips have been organized by longtime Sausalito-based travel firm Ocean Voyages, in partnership with Pitcairn Travel. "These are unique, once-in-a-lifetime opportunities to

visit this remote island, share in its amazing history and get to know the wonderful community," says Ocean Voyages Director Mary Crowley, who has personally visited the island.

"Working with Mary and her team adds a great nautical expertise, and the availability of a network of ships and yachts for visiting Pitcairn," adds Pitcairn Travel's Jacqui Christian, who, as you might have guessed, is a direct descendant of Fletcher Christian. "After my own world travels, returning home to Pitcairn makes me realize what a unique and wonderful place I live in."

Although Pitcairn is autonomous, it is supported by the New Zealand government. But the islanders basically live a quiet life of self-sufficiency, fishing and growing most of their own food. By all reports, it is a truly fascinating place



COURTESY OCEAN VOYAGES

Fletcher Christian, leader of the 'Bounty' mutineers, chose Pitcairn as his refuge because it was uncharted at the time — 1789.

to visit that should be on every serious adventurer's 'bucket list'.

For information on scheduled trips in 2014 that individuals and small groups may join, or for information on chartering your own yacht to visit Pitcairn, contact Ocean Voyages at (415) 332-4681 or sail@oceanvoyages.com. See also the websites: www.pitcairntravel.pn and www.oceanvoyages.com.

If you do venture out to Pitcairn, please keep us in mind. We'd love to have a report on your adventure.

— latitude



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CHANGES

With reports this month from **Mintaka** cruising Costa Rica and Panama. From **Geja** on Andrew Vik's sixth summer in the Med. From **Marnie** on the history of a yacht the likes of which are hard to find these days. From **Second Chance** on cruising adventures in Nova Scotia. From **Ichiban** on low-budget cruising in the South Pacific. From **Murar's Dream** on an onboard fire in Fiji. From **Red Witch II** on careening in the Sea of Cortez. And **Cruise Notes**.

Mintaka — Triton 28 Stefan Ries Costa Rica and Panama (Germany)

Checking out of the Golfo Dulce in Costa Rica was easy, and the international zarpe was only \$20. I wanted to

stop at the great surf spot of Pavones to catch a few left-handers, but as I'd already checked out of the country and there was an anchored Coast Guard cutter. I kept going to avoid possible problems.

I'd heard some bad stories about Puerto Armuelles, the first port of entry in Panama, so I sailed past. I guess that's what most cruisers do, and it's tolerated. Isla Cavada, one of the Secas Islands, was my first stop in Panama, and I just got the anchor down before there was a tremendous downpour.

After some good rest, I day-hopped to Isla Brincanco and Isla Canal de Afuera. Both are part of Coiba National Park, which means expensive fees that I wanted to avoid. I was hoping for great surf at my next stop, Isla Santa Catalina, but there was no swell at the famous break. So I continued on to Isla Cebaco.

My next leg was an overnighter to Playa Guanico, during which time I started seeing a lot of big ships on their way to and from the Panama Canal. I got my first waves in Panama at my next stop,

A view down on the Balboa YC, with the Panama City skyline in the background. Ries anchored 'Mintaka' on the other side of the causeway.

Playa Venao, but they were small. After that, I rounded Punta Mala to anchor at Punta Rinconcito. Another overnighter in a south wind let me hold a course well inside the shipping lanes, and got me to Isla Otoque.

From there it was another short sail to Isla Tabago, and from there I crossed the entrance to the Canal in a good breeze that allowed me to keep a safe distance from all shipping. I dropped the hook in the Las Brisas anchorage between Isla Naos and Isla Perico. I was on the other side of the causeway from the ships heading to the Canal, so it was very quiet. There was a dinghy dock, too.

The *Autoridad Maritima de Panama* has an office on Isla Flamenco, which was within walking distance of the dinghy landing. Checking into Panama was expensive: \$20 for the *Declaracion General*; \$103 for the Navigation Permit for a boat under 10 meters; and \$105 for a *yatista* visa at the Immigration office in Altos de Diablo. Since I've paid up for one year, I might as well stay in Panama awhile and get my money's worth.

Provisioning was easy at the big supermarkets such as Super 99 and Rey. I later took a bus from Albrook to El Dorado, but what I saw of Panama City was rather rundown and ugly. The other extreme was the huge, sterile, U.S.-style Albrook Mall. I've only been in the city a short time and I'm ready to leave.

My next stop will be the Perlas Islands, which are about 40 miles to the southeast. It's supposed to be a totally different world. There are 90 named islands, plus 130 unnamed inlets, lovely beaches, turquoise water, and swaying palms. From there I'll head back to some surf breaks on the mainland. I don't

expect to find any Internet at the Perlas Islands, and if I like it there I might stay for weeks, so I could be *incomunicado* for awhile.

— stefan 10/15/2013

Geja — 1976 Islander 36 Andrew Vik A Quickie in the Med (San Francisco)

For the sixth summer in a row since buying *Geja* through an article in *Latitude*, I hopped onto a flight from SFO to Eu-



rope, this time for three weeks of high-season Mediterranean fun in the Adriatic Sea. *Geja* spends the winter on the hard in the town of Trogir, just minutes from the Split International Airport. How convenient is that?

As usual, I'd left the bottom job and engine servicing to the boatyard. There was still plenty for me to do to get her ready for action, which this year included installing a subwoofer and multicolor LED lighting synchronized to the music. I might have to rename my boat *Disco Geja*. I'd also maxed out a second piece of luggage with 50 pounds of boat gear. You can't acquire specialty products easily, quickly or affordably in Europe. We're pretty spoiled here in the U.S.

The marina in Trogir is a ridiculously pleasant place to do boat work, with church bells from the UNESCO World Heritage Town ringing throughout the day, and bikini-clad charterers from all

MINTAKA



Stefan Ries

PANAMA TOURISM



IN LATITUDES

ALL PHOTOS COURTESY GEJA



Scenes from Vik's three weeks on 'Geja' in Croatia, clockwise from above: A new friend checks Andrew out as he bathes in the cockpit in front of restaurants. The much-traveled 'Geja'. Croatian girls just wanna have fun. One of 777 anchorages. When in Croatia, bathe as the Europeans do.

over Europe strolling through the boatyard.

The last night before departing Trogir, my first crew Henrik and I stumbled upon something called 'The Yacht Week'. It's a one-week flotilla of over 60 charter boats with some 600 sailors — mostly single and under 30 — from all over the world. The organizers keep the gender balance to 50/50 to keep everybody happy. Every high-season Saturday, the entire fleet rafts up to Trogir's main promenade, or *riva*, for the first party night of the trip. The participants were totally amped, so Henrik and I fit right in. What a crazy scene!

As tempting as it was to follow the party flotilla to the next port, we sailed up the coast instead. It didn't take long to experience one of the worst mechani-

cal meltdowns in my time aboard *Geja*. Yes, the head clogged! I'd always bragged about how bulletproof *Geja*'s Dutch-made toilet was, handling even two-ply toilet paper without a fuss. I'd never even had to service it over the course of five summers — although I do carry a rebuild kit.

After a few rather disgusting hours in paradise disassembling the pump, it turned out that the clog was at the 90-degree thru-hull elbow, which had just been serviced over the winter. My theory is that some of that calcified urine-seawater mix that lines the inside of our head hoses broke free and lodged itself in the thru-hull during servicing. A

nasty problem solved. By the way, *Geja* neither has a holding tank, nor has been asked about one by E.U. officials.

A few days later, with Stig and Silvie, my married friends from Petaluma aboard, we motored away from the town of Sibenik. Just as we reached the old fortress called Sveti Nikola, *Geja*'s 20-hp Yanmar sputtered to a stop. It was such a horrible feeling! For five summers it had reliably pushed my boat and me through thousands of miles in the Med.



After 'Geja' dragged and hit a boat, the boat's owner towed her to a mechanic.

Luckily, there was an anchorage a quarter-mile upwind, so we tacked into the bay. We got the anchor down fine, but wound up bumping into a little Austrian-flagged cabin cruiser as we drifted back. Out came her owner — naked — in a hurry to help fend off. I apologized and explained the situation, so he agreed to relocate a bit. His companion — also naked — kept herself down below during the ordeal. Naked German-speaking people practicing F.K.K. — free-body culture — are prevalent throughout Croatia.

We traced the engine problem to a clog in the diesel tank, but limited clearance between the tank and the underside of the cockpit sole prevented me from removing the fuel intake 'straw'. Lacking the self-sufficiency of a real sailor, I arranged for a mechanic to meet us that evening at a fuel dock back in Sibenik. That left us some time to eat lunch, explore the fortress, and figure out how to bring *Geja* up the busy, narrow channel back to town.

Lots of cruisers cruise naked, but usually in private. Few Germans and Austrians have inhibitions about being naked in public.



GEJA

GEJA

CHANGES

Despite our having already interrupted his afternoon, the naked Austrian, now clothed, agreed to tow us. He later declined both a full bottle of Jäger and cash for the extra fuel burned.

Just 45 minutes after the mechanic's arrival, we were back in business. It hadn't been dirty fuel, but rather some gasket material from the tank's inspection port that had broken loose and was floating around in the otherwise sparkling-clean diesel tank.

What was the attraction of Zrce for 'Geja's male crew? Take a guess.

To swap crew at the end of the first week, we took a spot in the marina in Zadar, one of Croatia's main coastal towns, at a whopping \$87 per night. And that's for my little 36-footer, which conveniently makes it under the 11-meter rate threshold by a mere inch. At least we could split the cost four ways. Sometimes it's really worth it to be able to step onto and off the boat, hose her down, and take real showers.

From this point on, we became an all-male crew, with Big Steve and Mats joining Henrik and me. With just two weeks remaining to make it back to *Geja's* base

Despite the overwhelming bad gender ratios at Zrce, Vik and crew did manage to outmaneuver the 'Italian Sausages' to make female friends.

near Split, we couldn't venture too much farther up the coast. But we all agreed that the island of Pag, with Zrce, its Ibiza-style party beach, would be worth a couple of extra-long sailing days.

To make things exciting, we elected to take a long detour up the dreaded Velebit Channel. It's known for having the strongest of the notorious *boras*, powerful winds that blow down from the 5,000-ft Velebit Mountains with violent gusts. The wind blows so hard across the channel, mostly in winter, that vegetation on the mainland-facing side of Pag is as barren as the surface of the moon.

Fortunately, we had a day of lake-like calm to transit the 40 miles between safe harbors. So calm, in fact, that we could nudge *Geja* to within a boat length of some cliffs and swim ashore for a few terrifying leaps. With the *bora* expected to kick in overnight, we cleared the Velebit Channel and took a spot in the town of Rab. It wasn't known as a party spot — until the four of us showed up.

Clear of the *bora's* wrath, we sailed back down the leeward side of Pag and anchored in Novalja, gateway to the party beach of Zrce. The various after-beach parties peak from 5 p.m. to 7 p.m., with house music blaring, go-go dancers-a-go-go'ing, and a couple of thousand beach-clad partygoers dancing away in the outdoor clubs. The main event is actually much later, from 1 a.m. to 6 a.m., when the world's top DJs show up. Personally, I find the after-beach parties to be far more entertaining.

Mid-August, however, is a crappy time to visit Zrce, as Italian males overwhelm the place, sending an already too high guy-girl ratio through the roof. Seriously, an environment with 85% males does nobody any good. The guys become stupid and the girls get annoyed. Those with the Navionics iPhone app should read my note in the Novalja anchorage titled, 'Italian Sausage Fest'.

In the two days we spent sailing from Novalja back to Zadar, we visited the adorably Croatian village of Lucina on the island of Molat, swam in an old submarine tunnel embedded in the island of Dugi Otok, and had some great spinnaker runs in the reliable afternoon northwesterly winds.



Back in Zadar, we changed crew once again, losing first-timers Henrik and Mats for five-time *Geja* crewmate Lukas from Switzerland. More on our adventures in the December *Latitude*.

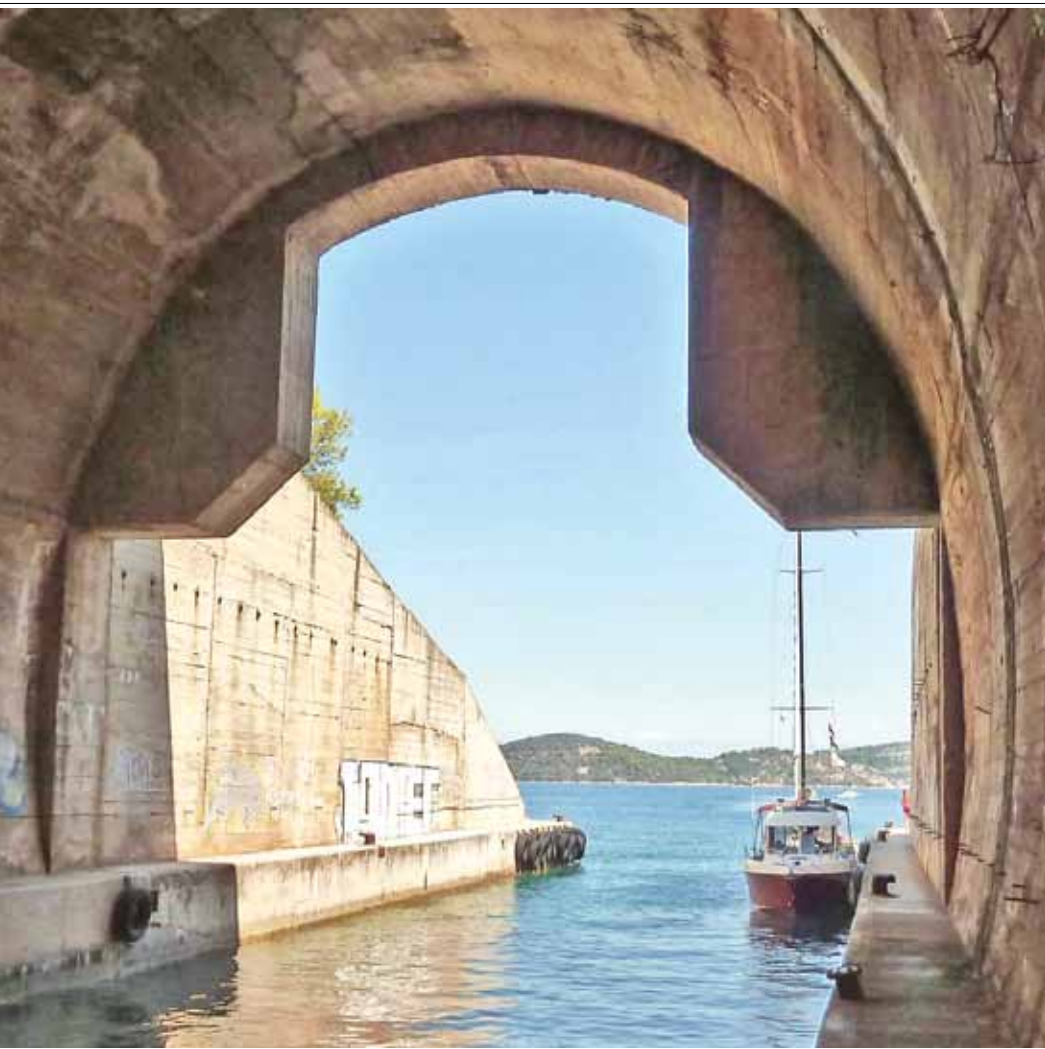
— andrew 09/28/2013

**Marnie — Mason 62 Ketch
Walter Paige
More than a Circumnavigation
(Virginia Beach, Virginia)**

In 1998, I purchased the 62-ft ketch *Marnie*, which was then berthed at the St. Francis YC in San Francisco. My first couple of months with *Marnie* were spent sailing the Bay and living aboard her in front of the club, where my previous two yachts, *Rowena* and *Natoma*, still lived. As we planned our first voyage and familiarized ourselves with the boat systems, we were frequently visited by many of the previous owner's family, sailing friends and past crew. It was such a pleasure to make a connection with each visitor, as they collectively provided a history of the life and times of *Marnie*. While she was



IN LATITUDES



GEJA

Spread and lower left inset; Two views of an old German submarine pen. Top left inset; 'Geja' anchored at the small and tranquil town of Lucina.

still a young boat, she had a rich history.

Our first cruise was down the West Coast of the United States, Mexico and Central America. After transiting the Canal, we continued on to cruise the East Coast of North America, as well as across the Atlantic to Turkey in the Eastern Med. Our first cruising experience with *Marnie* was so pleasurable that after returning to her new home port in Virginia, we decided that the only thing that would do justice to such a spectacular vessel would be a circumnavigation. So in January 2008, we departed Virginia Beach for the Pacific via the Panama Canal on the beginning of what would be a five-year circumnavigation.

Our crossing to French Polynesia was the most enjoyable sail I have experienced in over 30 years of cruising — which says a lot about both the Pacific Ocean and *Marnie*. Before departing, I purchased a 2.2-ounce tri-radial spin-

naker, which we often flew for days on end. Sometimes we did as little as four knots; sometimes we did over 10 knots.

I could go on for days about the adventures we enjoyed during the 5½ years we sailed the great ketch around the world. But I wouldn't know where to start, much less when to stop. In any event, the circumnavigation was as much about the vessel and the man who commissioned *Marnie* as it was about the landfalls we made and the ports we visited. I know this wouldn't be the case for every sailor, but then most don't have

the appreciation for fine craftsmanship or a beautiful shear. Nor will most ever have the opportunity to sail a vessel so full of life as *Marnie*.

Unlike most cruising boats of the last 40 years, *Marnie* was built of wood — 15,000 board feet of heart kauri — plus a considerable amount of teak, epoxy, copper, lead and bronze. They don't build them like her anymore. She is triple diagonally planked, and is of 'belt and suspenders' construction. She was built to go anywhere in safety, comfort and style, and never let us down.

If anyone ever has any doubts about the longevity of proper timber vessels, they only need to hold the beautiful kauri bowl we acquired in New Zealand. It was turned from a 'swamp kauri' tree unearthed after being buried in the mud for, as determined by carbon dating, 6,000 years!

When a boat is built by skilled craftsmen using modern construction techniques, timber is arguably the best material for building a proper yacht. I know most of you are thinking that fiberglass boats are so much easier to maintain and last longer, but I'm telling you that a properly built timber yacht takes no more to keep in *top* condition than one built of other materials. And the difference between wood and fiberglass boats is that a wood boat will give her 'custodian' triple the comfort, pleasure and joy.

A renowned yachtsman once told me, "*Marnie* is one of those yachts that you'll keep seeing in harbors around the world for the next century." I liked that evaluation. I might have considered it to be far-fetched if it hadn't come from the custodian of a 100-year-old gaff-rigged boat.

Of course, it's not the average sailor who would appreciate, let alone commission, such a vessel. That's what was so special about Donald Dalziel, a

Even after so many years and so many thousands of ocean miles, *Marnie's* interior remains an example of superb craftsmanship.



MARNIE

CHANGES

gentleman yachtsman from Berkeley. After graduating from the University of California, he started his seagoing career by shipping out on the Dollar Steamship



'Natoma's' trip to Auckland begat 'Marnie'.

Line in various junior officer positions, sailing around the world several times. He later joined the Coast Guard, where he honed his seamanship skills.

After building his first boat as a teenager, Dalziel would never be without one, and the last three he owned were larger ones. The first two larger ones, the 49-ft *Rowena* and the 58-ft *Natoma*, were built at the renowned Stone Boat Yard located in the Oakland Estuary. Dalziel was an avid racer who participated in numerous offshore races. In fact, *Natoma* ended up in New Zealand for the cyclone season of 1976 after doing both the 1975 TransPac and 1976 Tahiti Race legs of the voyage.

In the days before New Zealand first won the America's Cup, there were few marinas in which to keep a boat, so Dalziel ended up leaving *Natoma* in the care of John Salthouse at the latter's boatyard. Salthouse was a master boatbuilder who had acquired legendary status in New Zealand. Dalziel wasn't considering building another yacht at the time, but he was so inspired by the work of Salthouse that when he returned to San Francisco the following year, he had another build on his mind.

Famous American naval architect Philip Rhodes had done the design work for *Rowena* and *Natoma*, but had passed

away. So Dalziel sought out Al Mason, who had been associated with Rhodes over the span of his career. The only problem was that Mason had retired. That didn't stop Dalziel, who met with Mason and persuaded him to do one more design. Both men were 73 years old at the time, so there was plenty of experience between the two, and it's reflected in *Marnie*.

Once the design work was completed, Salthouse was brought into the fold. After a 16-month build, *Marnie* was launched on April 15, 1985. Although Dalziel was then 75 years old, age wasn't an impediment for him. A month after *Marnie* was launched, Dalziel, his wife Mary, and his crew departed New Zealand for the 8,000-mile voyage back to San Francisco. "We were eight crew, all corinthians," he proudly wrote.

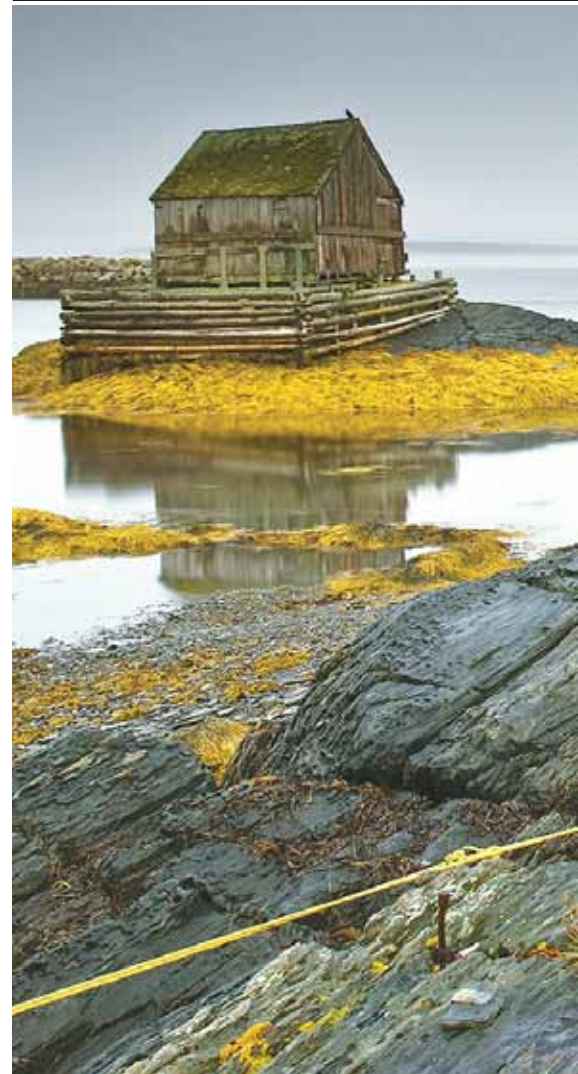
Don, Mary and their extended family would do another 25,000 miles in the Pacific before age got the best of him and he was forced to put *Marnie* on the market. As you might expect, in Don's mind there was no buyer who was fully suitable for taking the helm of his beloved yacht. But I like to think that after he got to know me, he was reasonably happy with my taking over. I have tried to be a good custodian. Dalziel told me that he had always kept *Marnie* "ready to go to sea." In his honor, I have done the same.

— walter 09/07/2013

Readers — After 16 years of ownership, plus a circumnavigation and much more, Paige has put Marnie on the market. See this month's Classy Classifieds.

Second Chance — Hylas 46 Dick Oppenheimer, Linda Dalton Adventures in Nova Scotia (San Francisco)

After several adventurous weeks cruising in Nova Scotia, we returned to Camden, Maine, to put *Second Chance*



back on the hard for another winter. 'Was the trip to Nova Scotia worth it?' is the question we've been asked most often.

"Absolutely!" is our answer.

As a cruising area, southwest Nova Scotia has much to recommend it: thousands of miles of undeveloped, scenic coastline; hundreds of anchorages; some charming small towns; and very hospitable people. A huge summer bonus is the absence of lobster pots, which, especially when combined with unmarked ledges and heavy fog, can make cruising in some areas of Maine such a white-knuckle experience.

Crossing the Gulf of Maine from Mount Desert Island to Yarmouth is a relatively popular route from Maine to Nova Scotia. We cast off at first light from Maine's Northeast Harbor, and arrived in Nova Scotia's Yarmouth after a 14-hour trip across the Gulf of Maine. We had every kind of weather in that short period of time: fog, rain, sunshine, high winds and calm.



IN LATITUDES

NOVA SCOTIA TOURISM



For sailors who have spent a long time in the tropics, Nova Scotia offers an entirely different palette — and different weather conditions.

Even if you have radar, negotiating Yarmouth Channel to Killam's Wharf can be hazardous in thick fog. The problem is that the channel is narrow and commercial fishing boats are coming and going. Currently there are no ferries to contend with, but that may change in the next year as a ferry between Portland, Maine, and Yarmouth has been proposed.

Prior to leaving Maine, we called Paul, the harbormaster at Killam's Wharf, to ensure space at one of the few marina facilities on the southwest coast that has power, water and fuel and is relatively close to supermarkets for provisioning.

Yarmouth is also a port of entry, where it is relatively easy to clear customs. The usual procedure is to call 1-800-CANPASS, and provide boat and passenger information. After a short conversation, we were given our clearance number over the phone. All we needed

to do to finish our check-in was print out the number and post it in an easily visible spot.

The process apparently is not always so easy, as officers frequently come down to interview captain and crew in person. One singlehander was charged a fee for clearing after normal working hours. Canadian customs officers are vigilant, and we noticed them visiting the docks daily in Yarmouth and Shelburne, and heard they checked with harbormasters regarding boats scheduled for arrival.

The best route from Yarmouth to Shelburne is a matter of lively debate among the cruising guides and experienced sailors. The inside route, Schooner Passage, is shorter and more scenic, but considered hazardous in fog or anything other than optimal tidal conditions. Even with favorable tides, the longer outside route — around Cape Sable — makes it diffi-

cult to reach Shelburne in daylight. The currents from the Bay of Fundy are some of the strongest in the world, so getting the tides right makes all the difference between a pleasant passage and a miserable — and dangerous — one.

While we wanted to see the islands in the Schooner Passage, the tides were not in our favor, so we took the slightly longer route. It allowed us to work with the tides, enjoy the relatively calm waters around Cape Sable, and arrive in Shelburne in daylight.

While preparing for the trip we discovered that our new Navionics electronic charts inexplicably lacked all navigational detail for the islands around Schooner Passage. Navionics customer support recommended that we download an updated file, which we did at the library, and that resolved the issue.

In addition to the electronic charts for our chart plotter, we carried a complete set of current Canadian charts, which we'd ordered from *Binnacle.com* in Halifax. We also carried a CD of the 2011 version of Peter Loveridge's *A Cruising Guide to Nova Scotia*, an indispensable, comprehensive guide to the area.

Fortunately, the entrance to Shelburne Bay is one of the easiest in western Nova Scotia, as it was socked in by fog when we arrived. That's not unusual during summer. As we proceeded up the 12-mile harbor, the fog lifted near Shelburne Harbour YC, revealing a colorful waterfront with many homes dating from the 1780s. After the American Revolutionary War, thousands of Loyalists — to the British Crown — moved to Nova Scotia, and many settled in Shelburne.

The Shelburne Harbour YC was a convenient and pleasant place to rest, refuel and reprovision. The helpful members and staff make it a favorite stop for cruisers. In fact, some former sailors found it so difficult to leave that

The Hylas 46 'Second Chance', as seen sailing the waters of Maine. It's nothing like sailing in the urban environment of San Francisco Bay.



SECOND CHANCE

CHANGES

they purchased homes in the area and became permanent residents. It is also a popular stop for boats making their return to the States after participating in the Marblehead to Halifax Ocean Race.



Despite its nautical heritage, Lunenburg has few facilities for private boats.

A n o t h e r 'must see' harbor is Lunenburg, which was designated a UNESCO World Heritage Site in 1995. The unique architecture and charming shops make this a lovely town to visit. Given its size and nautical heritage, facilities for pleasure boats are surprisingly limited. For example, all the city moorings were rented for the summer, there was no fuel or water available, and only limited places existed to land a dinghy if anchored in the large bay.

Around the corner from Lunenburg is picturesque Mahone Bay, which is dotted with numerous islands and is home to the towns of Mahone Bay and Chester. Both are popular cruising destinations. It would be possible to spend an entire season exploring just this one bay, once a thriving shipbuilding center, and before that a reputed haven for pirates and privateers.

Mahone Bay Town is the best place to provision, as there is a large, well-stocked supermarket on the waterfront. There is no place to get fuel, since the fuel tanks at the marina are for the exclusive use of the Canadian Coast Guard. There are moorings for transients, which are preferable to anchoring

Talk about your major contrasts. Nova Scotia can be both terribly gloomy and brightly colorful at the same time.

since the holding ground is poor and the winds can be strong and gusty.

Our last stop was Halifax, where we had a short but very pleasant stay at the Royal Nova Scotia Yacht Squadron. The RNSYS welcomes cruisers and racers, and with the Boston YC is the sponsor of the biennial Marblehead to Halifax Ocean Race. After anchoring out, it was a real treat to have all the amenities available — water, electricity, fuel, power, Internet access, a dining room and The Binnacle marine supply store. There were also regular city buses to downtown Halifax.

Halifax is as far into Nova Scotia as we went. Sailing back from Shelburne to Southwest Harbor took about 23 hours. We had heavy fog, rain, and winds under 20 knots for most of the trip. As we approached Cape Sable, the current added three knots to our speed over the ground, giving us a nice push toward our destination.

Two other sailboats left within a half-hour of our departure, so we formed a little convoy to Mount Desert Island. All three of us were equipped with AIS transponders, making it easy to track progress and stay in communication.

About 50 miles northwest of Cape Sable, we spotted a small radar target on a reciprocal, collision course, and, with visibility less than a quarter of a mile, we quickly steered away from the approaching target. A short while later, a 60-ft trawler passed to our starboard at high speed. He just missed one of the other two boats, made radio contact, and slowed down or altered course.

Forty miles from the coast of Maine, we all reduced our speed to ensure that we approached in daylight, which would mean we'd have a chance of seeing the lobster trap buoys, which were thick in the water as much as 15 miles offshore. We arrived within 30 minutes of one another, and, after clearing U.S. Customs in Southwest Harbor, went out for breakfast at Grumpy's. They have some of the best blueberry pancakes on the island.

Now back in the States, we have a big decision to make. Do we stay in Maine, return to Nova Scotia, or head south? All are good options.

— dick 09/20/2013

**Ichiban — Columbia 34 Mk II
Justin Jenkins & Anna Wiley
Cruising on a Dream**



(San Diego)

The saga of young ultra budget cruisers Justin Jenkins and Anna Wiley continues. You may remember they paid \$2,000 for a Columbia 34 Mk II, put a lot of elbow grease into her, then made a 33-day doublehanded passage from San Diego to Nuka Hiva in the Marquesas.

The couple, who have been living together for four years, set sail with a cruising kitty of just \$400.

"The kid [Justin] drives us crazy because he has no money," says Nancy, Justin's mother. "I asked him how his money was holding out, and he told me that he'd just made \$136, which would be enough for food for the couple's 10-day passage to America Samoa. They've mostly been living on rice, beans and potatoes, and Justin told me he learned how to make bread from scratch."

Nancy notes that Justin, the middle of five children, has always been the unconventional one, so his taking off cruising didn't come as a complete surprise. She just wishes she'd hear from him more



IN LATITUDES



ICHIBAN



The young and the bold living on a dream. Scenes from Justin Jenkins and Anna Wiley's low-budget cruise to the South Pacific.

than once a month, but without a SSB and SailMail, or an Iridium satphone, both of which are expensive, it's hard to communicate from French Polynesia. Anna's parents, who live in West Virginia and aren't particularly fluent in things like computers and Facebook, also wish they'd hear from their daughter more often. Once Justin and Anna get to American Samoa, they'll be able to communicate more frequently.

While Justin and Anna don't have much money, Nancy says they are "living their dream" and really having a lot of fun. "They were too scared to swim during the Pacific crossing, but once they arrived in French Polynesia, they've been swimming every day."

"They've made a lot of friends with cruisers," Nancy continues, "as Justin is a gregarious guy. When he walks into a room, everybody likes him. Plus, he will do anything to help anybody and has a

big heart."

Like any mother, Nancy was worried that the two, having to be together all the time in such a small space, might find themselves in a lot of fights. "Anna told me they have disagreements from time to time, like all couples, but quickly get over it. She says they don't have fights."

One reason might be their mutual love of music. They love playing together and for groups of people.

As with all cruises, there are some bad things that happen. Upon returning from a shore trip at Bora Bora, they were devastated to discover that Chewy, their beloved cat, was nowhere to be found. They assume that Chewy saw a fish in the crystal-clear waters, dove in after it, and was unable to get back onto the boat.

Justin and Anna have been scared, too. After a trouble-free crossing of the Pacific, the two got caught in very heavy seas after leaving the Marquesas. Nonetheless, they are continuing on.

"We're leaving Bora Bora tomorrow," Jenkins wrote *Latitude*, "on what we expect will be a 10-day, 1,200-mile passage to Pago Pago in American Samoa. We're hoping to find work there. Pago Pago is supposedly the safest natural hurricane hole in the South Pacific, so I guess we'll find out."

We at *Latitude* admire what Justin and Anna are doing. They are like old-school cruisers, who didn't have much but lived life to the hilt, and surely learned more than they could in any school. We wish them happy job hunting and safe passages.

— *latitude*/rs 10/05/2013

Murar's Dream — Beneteau 46 Andy and Debra Rosen Fire Onboard! (Marina del Rey)

Despite all the sensational stories of sinkings caused by whales, fire is — and should be — the greatest safety concern of cruisers. Fires can start quickly and unexpectedly, and in the case of fiberglass boats, be very difficult to extinguish.

My wife Debra and I, vets of the 2011 Ha-Ha and the 2013 Puddle Jump, now know firsthand what it means to have a fire onboard, how to deal with it, and how to prepare for possible boat fires in the future.

We arrived at Vuda Point Marina after checking into Fiji at Savusavu. After docking between other boats in close proximity — Med mooring means boats are only separated by the diameter of fenders — we settled into our new temporary home. From Fiji our plan was to continue on to Australia via New Caledonia.

That evening, while Debra was off to Suva for some dental work, I turned on our air conditioning unit, which is pow-

Fires on land make a mess, but the mess is exponentially greater on a small boat. A big problem is being able to get at the flames.



MURAR'S DREAM

CHANGES

ered by either a step-down transformer using 220-110 volts, or a 110-volt generator. The air con didn't sound right when running, so I quickly turned it off. Seeing no problem, I decided I would have it checked out by a local electrician the next day. So I sat down at the

nav station and began writing one of our blogs.

My writing was interrupted about half an hour later by the smell of smoke. When I entered the aft cabin, I saw flames coming out from behind the A/C unit's air return vent! I grabbed one of our two one-pound extinguishers and shouted "Fire! Fire! Fire!" Fortunately, I hadn't gone to sleep.

Within minutes, the port side of *Murar's Dream's* aft cockpit was in flames. Despite the assistance of four other cruisers, a total of seven fire extinguishers, and lots of water from two garden hoses, it took us half an hour to fully extinguish the flames. Once fiberglass starts burning, it's extremely difficult to put out. And even when it looks as though the fire is out, flames can start up again from seemingly nothing. And yes, we had immediately shut off the juice to the boat.

Were it not for the fact that we were docked at a marina with access to water and additional fire fighting equipment, I'm sure that *Murar's Dream* would have sunk. If at sea, we would have had to get into the liferaft and call for rescue using our EPIRB and our Iridium satphone.

As a result of this fire, we have some recommendations to fellow cruisers to prevent or deal with this type of disaster — especially when at sea without access to outside assistance:

1) You cannot have enough 5-lb ABC

There was severe fire damage to one of the lazarettes in the cockpit, but it could have been much worse. Much, much worse.

powder extinguishers aboard your vessel. The common small extinguishers are useless if the fire gets into the fiberglass.

2) Install at least one good smoke detector — and test it regularly.

3) As a regular maintenance job, periodically check for corroded wiring for any device that uses high voltage — 110 or 220 volts — or high amperage. We've learned that corroded high-voltage wiring is a common but hidden problem in salty environments.

4) If a fire has started, try to open the area above the fire to let out the hottest gases. In our case, this meant opening the lid to the compartment where the fire originated.

5) If the fire is electrical in origin, immediately shut off all your main battery switches. Do not use water on the fire until electrical power has been cut off.

6) As soon as it looks as if you might not be able to extinguish the fire, be ready with your ditch bag and liferaft.

— andrew 10/15/2013

Red Witch II — Bounty II Rob and Stephi Kirkcaldie Careening in the Sea of Cortez (Santa Barbara)

We found a delightful cove with a steep shoaling beach between Punta Pescadores and Punta Alcaran in the Sea of Cortez for the site of our first careening of our 55-year-old fiberglass yawl. There was a budding resort on the horizon, said to be owned by Carlos Slim,

The date we selected was August 18, two days before the peak spring tide's glorious waxing full moon. Gorgeous! As the water receded, *Red Witch* happily lay down at as much as a 45-degree angle. Just a little water came over the deck as she finally settled into the sand.

We hauled on the lesser of the two tides that day. Using the extra-long spinny halyard, we were able to pull *Red Witch* over onto her other side — at 3 a.m.

We'd set up a base camp tent, with all tools, on the beach. All the locals we encountered were so friendly and helpful, just as you'd expect in Mexico. They helped us with water, donated tons of free beer out of sheer generosity — and invited us to a fish dinner! What good vibes.

No risks were anticipated in the careening, and no problems arose, as the greater of the two tides floated us clear 12 hours after careening. It turned out to



be a most successful bottom painting experience for us.

Naturally, we made sure to tidy up the beach and make sure we didn't leave anything behind.

— stephi 10/05/2013

Cruise Notes:

"After a lovely 17-day stay at the Cocos (Keeling) Islands — in the Indian Ocean halfway between Australia and Sri Lanka — Jennifer Sanders and her daughter Coco flew home to Los Angeles, and my crew and I took off on a 2,000-mile passage to Rodrigues Island," reports Greg King of the 65-ft Long Beach-based schooner **Coco Kai**. "We're now broad reaching in about 16 knots of wind. The seas aren't too bad, at least compared to how bad everybody says they are going to get in the notoriously rough upcoming part of the Indian Ocean. So I'm trying hard to catch fish before it gets too rolly to clean them. My crew for this leg is Libby, an artist from Cape Town, and Tony, who lives in Cocos, but who is taking a much-needed



The fire spread to the aft part of the dodger.



There was severe fire damage to one of the lazarettes in the cockpit, but it could have been much worse. Much, much worse.

IN LATITUDES

RED WITCH II



Two views of the great old Sausalito-built 'Red Witch II' while she's careened on a beach in the Sea, plus a shot of Stephi and Rob.

break from his wife and four young boys. He'll be aboard for 3½ months, at which time we get to Mauritius. At that time I'll need another crewmember for the passage to Cape Town.

"I'm missing my lady Jennifer right now," continues King, "as she's better at writing updates than I am. It's hard to believe, but we got together eight years ago today at Buccaneer's Day at Two Harbors, Catalina — an alcohol-soaked event if there ever was one."

Update 1: "I'm now back on land at Rodrigues Island. After 12 days at sea, we're now two-thirds of the way across the Indian Ocean. By comparison, it took us six years to get across the Pacific. My crew was great, but this was the roughest, rolliest piece of water I've been on yet. We broad reached west with a large swell out of the south. I can't wait to reach the Atlantic, but we still have 300 miles to Mauritius, 1400 miles to Durban, and 1300 miles to Cape Town."

Update 2: "After reaching Rodrigues, we had a fast and windy two-day, 360-mile trip to Mauritius. It's nice to have the anchor down for a few weeks before the 1,400-mile passage to Durban. But it's not all fun and games here, as I have some jobs to take care of: fixing a rotten thru-hull, pulling the watermaker to fix the motor, and pulling the injector pump on the diesel to get it rebuilt. This after a four-month refit."

There are several sure signs that the seasons are changing. First, the days get shorter and the shadows get longer. Second, it gets cool — particularly in the Pacific Northwest. Third, Marc Wilson starts heading south from Seattle aboard the Catana 52 catamaran **Bright Wing**. "Summer isn't here anymore," he writes of the Northwest, "so we're sailing wing-on-wing at 9+ knots off the coast of Washington heading south."

Rafael Serrano reports that he and Canadian

Bob Buchanan have dissolved their **Total Yacht Works** company in Mazatlan, and are now operating separate boat and engine repair companies out of the Singular Fonatur facility. We don't know the reasons for the split, but we do know that the company enjoyed an excellent reputation for both boat and diesel repair. We wish them both the best of luck.



Stan Honey

(Sir) Stan Honey and his wife Sally Lindsay Honey of Palo Alto are going to take off cruising soon aboard their Cal 40 **Illusion**. As you may know, Stan received a 'sailors' knight-hood' for coming up with the spectacularly informative graphics while director of technology for the 34th America's Cup. He described it as "a rewarding but exhausting project." As for Sally,



Sally Lindsay Honey

she was the chairwoman of the blue-ribbon panel that wrote US Sailing's thorough independent report on the *Low Speed Chase* tragedy. While Sally was twice named Rolex Yachtswoman of the Year and Stan named Rolex Yachtsman of the Year once, Stan has several around-the-world records to top his nearly endless list of sailing accomplishments. For all their skill and accomplishments, Stan and Sally are two of the least pretentious people you'll ever meet.

"Isn't the most successful approach to cruising making no plans and then sticking to them?" Stan wrote in response to *Latitude's* inquiry about where the couple might cruise. "More seriously, Sally and I both have various commitments and projects from time to time, so we will probably just cruise in bits and

Stan and Sally's Cal 40 'Illusion', looking as good as a Cal 40 could look, on a spinnaker run back into the Bay from the Farallones.



CHANGES

pieces. Fortunately, *Illusion* is small and simple enough to leave places so we can stop and go. But I suspect we'll turn left, go through the Canal, then do an Atlantic circuit. After that, we'll see."

We'll leave it to everyone to ponder why one of the most talented sailing couples in the world, who could certainly afford a newer, larger and more spacious boat, would go cruising on a 50-year-old design. And the particular model of which they found on Moore's Reef in Santa Cruz, reportedly with one or more bullet holes in her. The one thing we're sure of is that they'll have at least one modern convenience — SailMail. After all, the godsend for cruisers was created by Stan and Jim Corenman of the (formerly Alameda-based) Schumacher 50 **Heart of Gold**.

Bob Johnson and Ann Adams of Berkeley-based Tayana 37 **Charisma**, vets of the 2011 Baja Ha-Ha, have experienced a lot of things in their two years of cruising. But last month they had one of the more unusual experiences.

"Ann and I were paddleboarding and we both got knocked off our boards," says Bob. "I'd never fallen in six months



CHARISMA

Bob back on semi-stable land once again. He never falls off his SUP — well, except when there are moderately strong earthquakes.

of SUP-ing, but it felt as though someone had just grabbed my board and pulled it out from beneath me. Ann fell at exactly the same time, which is what made me suspect there had been an earthquake. A surface wave would have taken more time to get to her, as she was 30 meters

in front of me. So I checked the web and — sure enough — there was a 4.2 here in Fiji!"

"I can report that I got two **Temporary Import Permits** for boats for Mexico online recently, and had the permits in my hand — thanks to DHL — in less than 10 days," reports John Skoriak of Sausalito. "It was quick and efficient. I recommend that when cruisers apply for their TIP, they list all the gear on the boat — and maybe even add on some extras. Because a year or so down the road, when they want to buy new or replacement gear and bring it into Mexico, they won't have to pay duty if it was listed on the TIP. Further, it doesn't hurt to take a list to the port captain before leaving Mexico by land or air for a trip home for gear. Have the port captain look at the list of items to be replaced and stamp or sign some acknowledgment. Then Customs agents at the border will not try to charge duty because you are simply replacing gear that was already on the boat, not bringing new stuff in."

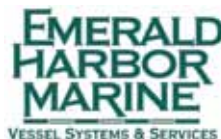
Well, that's how it works in theory. If your boat is going to stay in Mexico



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for any length of time, you want to get a Temporary Import Permit, as technically you can't leave Mexico without your boat unless your boat has one. Besides, most marinas now require one as a matter of course. In addition to being available online, TIPs can also be obtained at Ensenada, La Paz and Puerto Vallarta, but not Cabo San Lucas. But online is best. TIPs cost about \$50 and are good for 10 years.

It hasn't been the most peaceful summer in the southern part of the Eastern Caribbean according to reports from the **Caribbean Security & Safety Net**. The worst reported incident took place at Porlamar, Margarita Island, Venezuela on September 3, when a Dutch vessel anchored off the Concorde Hotel was boarded by armed men. The skipper was shot and killed but the other crewmember survived. According to the CS&S, not many cruising boats stop at Porlamar anymore. Given the fact that life is very, very, very cheap in the home of the Bolivarian Socialist Revolution, we can't imagine why.

Then there was an armed boarding

and assault at **Bloody Bay, Tobago** at 1 a.m. on September 26. Four men boarded an elderly couple's cruising catamaran, and struck the man with the dull edge of his machete as he attempted to keep them off his boat. He was later threatened with a pistol while his elderly female crewmember was restrained. When a female cruiser on a nearby boat heard the commotion, she bravely rowed over to try to help. She was fired at twice. The robbers left in a panic with about \$20, all the cruisers had on them. Both cruising boats then weighed anchor and headed for Store Bay. Friends Tony and Charlotte from St. Barth have a little surf shack in Tobago that he's owned for years. Fearful for her safety, Charlotte has refused to go there for the last several years.

Finally, about 11 p.m. on October 3, the cruising sailboat **Rainbow**, anchored off Frigate Island, which is adjacent



Little Union Island in the Grenadines is beautiful, but there have been longstanding security issues in the local area.

to Union Island in St. Vincent & the Grenadines, was boarded by men with machetes. The two **Rainbow** crew were able to fend off the attack, but only after they both sustained serious injuries. **Rainbow** proceeded to Carriacou for medical assistance. Three suspects were later arrested.

Places like **St. Vincent & the Grenadines** are fabulous for cruising — End of the World Reef! — but crime is a problem. Chances are you won't be a victim, but

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chances are much greater you'll be a victim there than most other places.

Oddly enough, the closest a cruiser came to getting killed in that area recently was by some other cruisers. **Mario**, last name unknown on an unknown cruising boat, is an enthusiastic diver, so he offered to dive on a friend's anchor to make sure it was properly set. As he was swimming over to the boat, some other cruisers zoomed by in a dinghy, oblivious to his presence. They ran him over! Fortunately, Mario had been able to dive deep enough to save his life, but by a matter of less than an inch, as photos show his back was still lacerated by the prop in five places. He also suffered severe bruises to his head and shoulders. It hadn't been the best week for Mario, as just before the rundown incident his dinghy had been stolen, although it was later recovered.

Jackasses screaming through crowded anchorages on planing dinghies are a serious safety hazard to swimmers and even people in other dinghies. Too often the operators are not paying attention or are drunk — or both. We've had friends



WIND TRAVELLER

Mark Twain said 'No good deed goes unpunished.' Mario's good deed came within a fraction of an inch of costing him his life.

suffer serious brain damage from being run over by a dinghy, and know of more than a few others who have been killed. The most dangerous we've ever seen it? During the St. Barth Bucket, when megayacht crews are being shuttled to and from shore in large, high-speed

dinghies. It's insanity. Swimming in a crowded anchorage is like riding a bike or motorcycle on a city street, in that you have to assume that everybody is out to kill you. When swimming, it's best to tow an inflatable red ball to warm maniac dinghy operators of your presence.

Gene and Sheri Seybold of the Esprit 37 **Reflections** — and formerly of Stockton and Honolulu — are continuing with the adventurous cruising life in Indonesia.

"While Gene was resting aboard waiting for his leg to get better, I had a cruising girls' day out in Bali," writes Sheri. "Four of us cruising women went to a spa for a 90-minute full body massage. Just \$15. Then we had a nice lunch at a Thai restaurant and a couple of glasses of wine. What a relaxing day! A couple of days later we set sail for Kalimantan, better known as Borneo, the third largest island in the world. It was an uneventful passage except for when some fishermen started to set their nets around us while we were sailing. They waved fish at us to warn us away. Once we arrived

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at Borneo, we started relaxing again, with Bloody Marys and "an All-American breakfast" of eggs, bacon and fried potatoes. We also booked a three-day, two-night tour to see the orangutans. We leave early tomorrow and are very excited."

"Farewell wonderful Vancouver, and hello Canoe Cove, Sidney, Vancouver Island, **Precious Metal's** new and first real home after over five years offshore," reports Pamela Bendall. "The 40-mile, 7-hour crossing was a breeze — with no breeze — with my great friend Alice as crew. *Precious Metal* is now safely moored on the same dock that I departed from in 1986, when my former husband and two young boys and I departed to sail the South Pacific and to Japan. I've sailed over 100,000 miles since I left this dock in 1986. Needless to say, it feels like I just arrived 'home'.

"I'm going to fly to Cabo for the end of the Ha-Ha — I did it in 2008 — and will ask for a few moments to address the crowd about **SailFest 2014** in Zihuatanejo. This is a *big* year for SailFest, as

the United Nations had designated it as the launch for their 2014 global endeavor titled *Education for Peace*. We will desperately need boats for SailFest — February 4-9 — in Zihua."

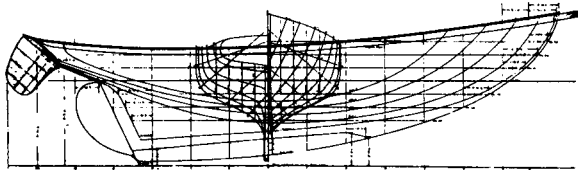
Thanks to years of very hard work by a succession of cruisers and other volunteers, SailFest, inadvertently started by the publisher of *Latitude* on a whim, quickly became one of the most successful educational fundraisers in Mexico, benefitting the area's indigenous schools and other educational projects. There is a pursuit race, a parade, and countless social activities. We highly recommend you participate if possible.

Nancy Griffith, one of the pioneers of unlimited ocean cruising, has passed on. She, her husband Dr. Robert Griffith (long deceased) and son Reid (who died hiking in the Marquesas as a young man), started a series of around-the-world voy-



Robert and Nancy Griffith's 53-ft ferrocement cutter 'Awahnee II' surfing downwind in the tradewinds off Honolulu.

ages in 1959. Their first circumnavigation, east to west around the Horn and Cape of Good Hope, was aboard the 53-ft **Awahnee I**, which was later lost on a reef in the Tuamotus while reportedly trying to rescue another American yacht. Their second circumnavigation, aboard their self-built, rough ferrocement cutter **Awahnee II**, using spars and other parts from *Awahnee I*, was east-around via Japan. The third trip, also aboard their ferro cutter, was by the southerly route around Antarctica from New Zealand,



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with stops at the American, English, Russian, Chilean and Argentine scientific outposts. Their circumnavigation of Antarctica, the first by a pleasure yacht, took 111 days — 84 of them under sail — and roughly followed the course of Captain James Cook. The Griffiths were awarded the Blue Water Medal of the Cruising Club of America in 1972, and after 200,000 ocean miles under sail wrote *Blue Water, A Guide to Self-Reliant Sailboat Cruising*. It's remarkable what the Griffiths accomplished given their relatively primitive boats and equipment.

Want to crew across the South Atlantic — usually one of the most pleasant long ocean passages in the world — with a very experienced sailor? Then Kirk McGeorge of the Hylas 49 **Gallivanter** might be your man. He did a circumnavigation on an Islander 37, and has done half a circumnavigation with *Gallivanter*. After he and his wife and child took up residence in Australia for a few years, they've decided to move back to the Virgin Islands, so he's delivering the boat.

"Having repaired the broken water-maker and propeller shaft coupling, changed the engine oil, filled the fuel and



One thing that's guaranteed when sailing with Kirk McGeorge is that he'll keep you entertained with amusing cruising tales.

propane tanks, and ordered new saloon seat covers here in Bali, we're pretty much ready for sea," writes McGeorge. "I was counting on three old friends to join me for the upcoming voyage to South Africa, but it seems other priorities are suddenly getting in their way. I'm capable and prepared to do this voyage alone, but would much prefer to have some company. Wanna come along?"

Then drop me a line and book a flight to Bali without delay."

It's likely McGeorge will have left Bali before you read this, but it's also likely he'll still be needing crew for the rest of the way across the Indian Ocean and across the South Atlantic. Hint to novice ocean cruisers: the sail across the Indian Ocean is one of the nastier ones in the world. The sail across the South Atlantic is generally one of the most lovely. McGeorge, who has frequently contributed to *Latitude*, can be reached at svgallivanter@yahoo.com.

At least there is some semi-good news following the Norwegian-owned Fountaine-Pajot 46 catamaran **Blue Marble's** grounding on the jagged coral of the remote South Pacific island of Niue in September. The cat went onto the coral after the recommended "commercial mooring" failed. Erlend Hovland, the young owner, reports that an insurance settlement was reached. "It all came together in one day," he wrote, "the insurance paid, the wreck sold, and we got a ride on the 40-footer **Red Sky Night** with our friend Felice." We suspect that

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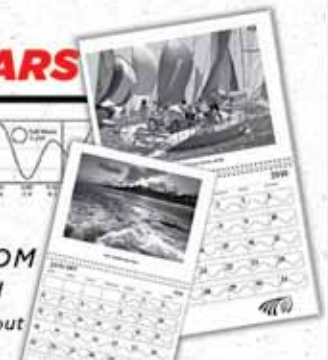
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relatively few young sailors carry offshore insurance, but Hovland was wise enough to do so, and had a boat valuable enough to make sense to insure.

"We've been on Tonga for nearly a week," Hovland continued, "and it's amazing. We have visited a psychedelic puppet show, eaten at a Tongan feast, and gone cave diving." He and his crew plan to hang out until the annual Vava'u Regatta, then hitch a ride to Australia via Fiji. Meanwhile, we expect that some enterprising islander will rebuild *Blue Marble's* badly damaged underbelly and eventually get her out sailing again.

Speaking of the **Vava'u Regatta**, it's the brainchild of former Bay Area sailors Ben and Lisa Newton of the **Alameda-based Cooper 54 Waking Dream**. The October 17-21 event included two semi-serious yacht races, a 'fancy dress' pub crawl to virtually every watering hole in Vava'u's waterside capital of Neifu, a day of silly beach games, an extravagant Full Moon Party, an awards ceremony and more. The Vava'u Group has always been a preferred staging area of New Zealand-bound cruisers, who wait there

for an ideal weather window to make the week-long crossing to Kiwiland's north island.

You Can't Go Home Again was the title of a famous Thomas Wolfe novel from 1940. The notion has become part of national consciousness, particularly among those who return to the States after cruising for a few years. In the September issue, we had a long interview with Jim and Kent Milski of the Lake City, Colorado-based Shionning 49 **Sea Level**. Only a Baja Bash away from completing a perhaps too-fast three-year circumnavigation at the time, they were eager to get back to the States. But, after getting to spend some quality time with their kids and a couple of months at a berth in San Diego, they are now eager to return to tropical Mexico. Even after what Jim



The 'Blue Marble' crew strikes a pose with a whopper blue marlin. Until the grounding, they had a splendid cruise from the Carib.

says was perhaps his best day of surfing ever, at Little Waimea near Pt. Loma, he groaned, "It's too expensive here in the States."

To which we would add, too hectic, too. Except for certain pockets and on the water, living in coastal California seems like living life on crack. But if you take off cruising for a few years because of *Latitude 38*, we will not be held responsible if you find that you, too, can't go home again.

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14-FT LASER AND TRAILER, 1991. Lafayette. \$1,000. With Dilly trailer. Older full rig sail, good for practice and fun. Nice blade bag and boat cover. Clean title in hand. Contact gwstarr@comcast.net or (925) 699-7260.

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26-FT MACGREGOR 26X, 2000. Santa Cruz. \$16,000. Very good condition. Suzuki 4-stroke 50hp motor. Mainsail, overlapping jib, genoa, and spinnaker. Includes trailer. Comes with many aftermarket upgrades. Low engine hours. (831) 234-7594 or emery.laurie@gmail.com.

27-FT CAL 2-27, 1975. Glen Cove Marina-near Benicia. \$6,500. Previous to 2010, boat kept and sailed in fresh water at Stockton Sailing Club since new. Red and white, looks nice and neat. Good sails with furling jib on self-tending boom. All lines go to the cockpit for easy solo sailing. New Raytheon 2000-Plus tiller pilot. Garmin chartplotter, depth gauge, ship's compass. New Garhauer mid-boom traveler. Atomic 4, runs great. Very strong hull. Contact larryoliverius@gmail.com or (925) 876-8822.



25-FT CAPE DORY 25D, 1983. Santa Cruz. \$19,995. Carl Alberg's best small cruising design and CD's legendary build quality. Head in forepeak creates spacious main cabin. Full keel. Stiff, comfortable, perfectly suited to Bay or bluewater. Deck-stepped mast/stainless tabernacle. New standing/running rigging. All lines to cockpit. Fresh bottom paint. Topsides wet sanded/buffed/waxed. Barient bronze self-tailing sheet winches. Hood 120 genoa on furler. Vector main/double slab reefing. Knotmeter, depth sounder, VHF. Stainless bow/stern pulpits with new lifelines. Bronze opening ports, many custom bronze fittings. Full dodger, sail cover, cockpit, toerail covers. 25lb Mason anchor. New 12-volt batteries. Yanmar 1GM diesel runs perfectly. Numerous Baja cruises. Custom, double-axle trailer available; \$4,995. Delivery available. More at <http://picasaweb.google.com/d1trout/Stargazer>. Contact (530) 941-2753 or D1trout@gmail.com.

25-FT ERICSON, 1976. Santa Cruz. \$6,500. Great condition! 3-year-old Honda 5hp outboard with few hours. Roller furling jib. Fixed keel. Boat is fully equipped with Lifesling, jackets and cushions. Beautiful teak interior. Marine radio, Ritchie compass. (831) 818-7171 or steve@brenner.com.



27-FT PACIFIC SEACRAFT ORION. 1979. San Diego. \$42,500. Well equipped boat for sale as we are looking to downsize. Full details/specifications from anchor windlass to windvane and many pictures on the website: www.pacificseacraft27forsale.com. Contact (760) 415-2345 or simon@sdfinancial.com.

27-FT EXPRESS, 1983. Santa Cruz. \$18,000. Hull #73, in great shape, full sail inventory, outboard, autopilot, ready to go sailing. No trailer. Email for pictures: tyler@tylerkaraszewski.com or call (415) 568-6450.



28-FT PEARSON TRITON, 1962. Ventura West Marina. \$6,000. Extensively modified for offshore singlehanded cruising. Hawaii veteran. Perkins M20, packless shaft sealing system, Morse MNS-SB shift and throttle control, Ratcliffe windvane, oversized rigging. Cruising sails with extra main, headsails, trysail, and cruising spinnaker. Profurl roller furling, Achilles dinghy, Garmin GPSMAP 176C, two 30-gal water tanks, Lofrans Royal windlass, 200' chain. Custom anchor box, hard dodger, and fuel tank. C.A.R.D., LAVAC toilet, and much more. Priced to sell. Contact (760) 421-2068 or pabash@gmail.com.



28-FT COMMON SENSE SLOOP, 1932. San Diego, CA. \$35,000 /obo. Hull #1. Designed/built by Matt Walsh, San Pedro, CA. LOD 27'5" (less bowsprit and boomkin), beam 7', draft 5'. Classic day sailer/racer. Substantial main, with 6,000 lb. lead keel. Restored and in excellent condition. New sails, standing rigging and roller furling. Rebuilt Westerbeke diesel, reconditioned Lewmar self-tailing winches. Mahogany hull, teak deck, Douglas fir mast and boom, spruce bowsprit and boomkin. Nice accommodations below: icebox, stove, head and new cushions. Beautiful interior woodwork. (858) 759-2283 or jajhij@cox.net.

29 TO 31 FEET



29-FT GULF PILOTHOUSE, 1985. Pittsburg Marina. \$25,000. Well taken care of with a lot of additional equipment including bimini, gennaker, BBQ, Fortress anchor and other stuff. Call Brent. (925) 625-8516 or batka@comcast.net.



30-FT BENETEAU FIRST 310R, 1991. Berkeley. \$45,000, offers considered. Deep keel, tall rig, Lewmar self-tailers. Documented, very well maintained. Volvo 18hp, SCAD holding tank monitor, Xantrex battery monitor, Bruce and Fortress anchors with chain and rode, solar panels, 2 tiller pilots, stereo, VHF, EPIRB. Older Pineapple carbon main and #3, excellent Pineapple 140, new Pineapple spinnaker and practice kite. Perfect boat for an active sailing couple. Photos available. (408) 727-7208 or jf_ryan@msn.com.

30-FT RAWSON, 1966. Guaymas, Mexico. \$7,500. New standing rigging, chainplates Sta-Lok fittings. 2' bowsprit. She has a one-year-old mainsail and Hood roller furling. Volvo MD2 diesel that runs good. She also has an Aries windvane. Will send photos. Email dobrodaddy1@yahoo.com.



30-FT SHIPMAN, 1974. Berkeley, CA. \$12,000. Designed for the North Sea. Ideal for Bay sailing and cruising. Yanmar engine, hard dodger, roller reef, storm, genoa and spinnaker sails, running water, large icebox, stove, self-flushing head, new cockpit cushions. (510) 685-4785 or BruceBaccai@att.net.

YANKEE 30 MK I, 1971. Emery Cove Yacht Harbor. \$14,000. Good condition. Ready to sail! Stiff, solid boat. 6 bags of sails. Bay rig. Engine in good running condition. Contact (530) 919-6198 or (530) 721-0721 or jimmytdm@att.net.



29-FT BENETEAU, 1985. Grand Marina, Alameda. \$10,500. Clean, good shape, sails great, fast, solid. Volvo-Penta diesel, bottom paint new 2013, auto-furler, dual rudders, shallow draft, teak interior. (916) 801-2530 or jerry.s2arch@gmail.com.

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30-FT CHEOY LEE BERMUDA KETCH. 1964. Port of Redwood City, C-26. \$2,800/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 (650) 619-0324 or arundelcomputers@hotmail.com.



30-FT ISLANDER BAHAMA, 1981. Richmond Yacht Club. \$12,500. Nice boat. Volvo Penta inboard, serviced. Sleeps 6, VHF, very clean and roomy, flat screen TV, alcohol stove and oven, new sail covers, 2 sets of sails. Nicely finished exterior. (916) 220-9791 or artkhan1@gmail.com.



30-FT OLSON, 1981. Brickyard Cove. \$9,000. Ready to race. Trailer. Always dry-sailed. Good: Quantum main, #1, Pineapple .5oz chute. Poor: #2 & #3, +storm jib. Nissan 6hp, 2-stroke, long shaft. Double spreader, strengthened mast step. Contact (530) 542-3641 or denewman2@charter.net.



29-FT C&C SAILBOAT, 1978. Point Richmond, CA. \$15,000. Beautiful well maintained boat. Must see to appreciate. New electronics and upholstery. Atomic 4 gas engine. Hauled out 2 years ago. (916) 897-7173 or irish01951@gmail.com.



31-FT BENETEAU FIRST 305, 1988. Alameda. \$35,000/Asking. 18hp diesel, folding prop, 10 sails, 5 Kevlar, 3 Dacron, 2 spinnakers, Hydrologic backstay, 2 anchors. Excellent condition. (510) 865-2511 or (925) 373-6450.



30-FT OLSON, 1980. Redwood City, CA. \$10,500. Double spreader rig. New racing main and #1. Some decent Dacron sails and lots of older sails. Solid, dry boat. No trailer. Nissan 3.5hp outboard. www.one-treedesign.com/olson30/. (510) 376-6983 or dkennedy66@comcast.net.

CAL 30 MK I (ORIGINAL), 1966. Richardson Bay Marina, Sausalito, CA. \$6,500. Standing rigging (J.P. Rigging 2011), new lifelines, running rigging, all lines led aft to Harken banks, 170% genoa, full-batten racing and square-cut working jib, fairly new main North double reef (10 by 29.5), 9hp outboard Mercury/Mariner 4 gallon tank, adjustable Garrett offshore mount. Single burner propane stove. Sleeps 4, designed to cruise. Contact (907) 942-7421 or galen4space@yahoo.com.

32 TO 35 FEET

35-FT ERICSON, 1974. Redwood City. \$27,500. New deck paint, new mainsail, Force 10 3-burner stove/oven, Yanmar 3GMF, Garmin navigation, Raytheon radar, Raytheon belowdeck smart autopilot. Many upgrades, too many to list. Liveaboard slip w/view. Contact (650) 771-5436 or (787) 565-7733 or sanbarjimmnancy@aol.com.

35-FT CHEOY LEE LION, 1965. Rio Vista. \$25,000. Glass hull. Beautiful head turner. Fresh water last 20 years. Email mrmrsjacobsen12@gmail.com.

32-FT WESTSAIL, 1971. Marina Bay Yacht Harbor. \$10,000/offer. Ketch rigged. 50hp Perkins. Selling as is. Call (707) 887-2644.



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. Call Justis, (510) 390-4674. Or email soverel33goodandplenty.com.



35-FT YOUNG SUN, 1982. Monterey Municipal Harbor. \$50,000. Beautiful, beamy and comfortable Robert Perry design in good condition. Excellent liveaboard amenities in a transferable Monterey slip. 30hp Yanmar diesel. Ready to sail. New AGM house/starter batteries. (831) 402-3149 or ncondor@gmail.com.



35-FT HINCKLEY PILOT YAWL, 1966. SFYC. \$60,000. Price reduced! *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. More at <http://hinckleypilot35.ning.com/photo/photo/listForContributor?screenName=2oz7adc9pf1um>. Contact (415) 435-9565 or sswan200@aol.com.

32-FT O'DAY, 1987. Monterey. \$34,000. Roller furling, dodger, lines led aft, self-tailing winches, wheel, autopilot, radar, Yanmar diesel, high-output alternator, 12-volt fridge, inverter, TV, stereo, propane stove, shower. Good condition, except dodger. With transferable slip in Monterey. See photos on Craigslist. (831) 512-6842.

35-FT ALBERG, 1962. Richmond, CA. \$32,500. Full keel sloop, pocket cruiser. New rigging, new lifelines, liferaft, Vari-Prop, electric windlass. Great condition, loads of extra equipment. (707) 485-5218.



33-FT NEWPORT 326, 1995. Channel Islands Harbor. \$32,000. Aft cabin port, galley starboard. 2-burner stove, two-sided sink and Coccold fridge. Hot water, pressure water. 35 gal fresh, 10 gal holding, 35 gal diesel. 30hp Yanmar approx 500hrs. 33# Bruce in bow locker on 250' chain and three-strand rode; no windlass. Danforth stored aft. Inflatable with 3hp OB. 110 and 150 genoa on roller furling with two-speed Lewmar sheet winches. Main with two reef points with lines led inside full dodger. Cockpit seats in the rails at the aft corners, wheel steering and Raymarine radar at helm. Teak and holly belowdecks, topsides plastic/SS. CG Documented vessel. (805) 440-7947 or amicitia326@gmail.com.

32-FT SAMSON C-MIST. \$4,000/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 INTERNATIONAL ONE DESIGN. 1979. Tiburon, CA. \$28,000. Actively racing fiberglass IOD with recent sails. Good condition. Past owners include the infamous George Degnan. More at <http://sfiod.org/boats/9>. Contact (415) 306-6565, (415) 250-7854 or rspeint@aol.com.



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32-FT WESTSAIL, 1975. Pillar Point Harbor, Half Moon Bay. Best offer. Launched in 1980. Original owner. 3 headsails, one drifter, Perkins 4-108, propane stove with oven. Recent haulout, June 2013. Come see, make an offer. (650) 303-3901 or (650) 712-1425 or pgclausen@gmail.com.

35-FT C&C LANDFALL, 1982. Tiburon. \$20,000. Recent engine work, new transmission, newer rod rigging, upholstery. Harken furler, B&G instruments, 2-speed self-tailing winches. Great Bay boat! Price reduced. Contact (707) 291-7867 or markvoss@sonic.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. Contact sail@mechdesign.com or (435) 640-0587.



32-FT PEARSON 323 SLOOP, 1978. Berkeley. \$21,000. Berkeley berth, great Bay boat, new prop in 2012, sails in good condition, excellent maintenance records. (510) 282-3316 or (510) 868-0228 or mikecdolan@gmail.com.

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 and www.spauldingcenter.org/myron-spaulding.html. Photos at http://plus.google.com/photos/107257849662934202751/albums/5901004776320496369?authkey=CJCU_e2mzdShDw. Email jonah_ward@hotmail.com.

36 TO 39 FEET

36-FT CATALINA, 1983. Monterey Harbor Slip. \$35,000/obo. Fully equipped coastal cruiser, well maintained, prime assignable front row slip in Monterey Harbor. (408) 309-2981.

36-FT JEANNEAU 36.2 SUN ODYSSEY. 1998. San Rafael. \$72,000 firm. Meticulously maintained, ready for cruising. Beautiful inside and out. Re-rigged for singlehanded sailing. See web address for pictures and equipment list, <http://hitchcraft.net/Zingara>. Contact (415) 299-0263 or miglopra@gmail.com.



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.



39-FT BENETEAU 390, 1990. Berkeley. \$73,000. Clean and well maintained Mexico vet. GPS-CP (x2), radar, SSB, VHF, Sat/FM radio/CD player, 24 GPH watermaker, wind and speed instruments, autopilot, EPIRB, optional 6-man liferaft, new AGM batteries (x3), electric windlass, dodger and bimini, recent bottom job. (209) 478-5411 or (209) 323-9657 or b390freespirit@yahoo.com.

37-FT ERICSON SLOOP, 1974. Alameda Marina Village. \$18,500/obo. Many upgrades. Yanmar diesel. Less than 350 hours. Regularly serviced. Re-stepped mast. Bottom plate replaced by Svendsen's with space age materials. Recent bottom job 4/2013. Work done by Svendsen's. Standing and running rigging replaced. New roller furling. Life lines replaced. Wheel and instruments. All records of purchase and service. Upwind berth. Boat has been sailed as a day sailer. Photos available. (408) 354-6960 or (408) 981-3779 or caparella2345@comcast.net.

36-FT BENETEAU OCEANIS 361, 2001. La Paz, Mexico. \$79,500. Great condition, well equipped. 2012 survey \$95,900. Located La Paz for convenient cruising in the Sea of Cortez and beyond. Picture and details at: <http://lapazyachts.com>. Contact owner via email at lapazsailboat@gmail.com.

37-FT ENDURANCE PILOTHOUSE. Cutter, 1978. Olympia. \$37,000. Custom pilothouse cutter, perfect liveaboard. A Peter Ibold design, this center cockpit with an inside steering station affords year-round comfort. Newer Yanmar (150 hours!), rigging, non-skid, batteries and many upgrades. Contact (253) 297-0510 or sue@schaefferresources.com.



38-FT CATALINA 380, 2000. Marina Village. \$110,000. 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.shutterfly.com>. (408) 828-0837 or billsails2@yahoo.com.

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.



37-FT PEARSON 365 SLOOP/CUTTER. 1978. Sausalito. \$49,500. Well maintained, upgraded, sailed, and lived on for 22+ yrs. Recent LPU topsides, Mainsail, much more... Come see, make offer. (415) 297-4080 or art_epstein@yahoo.com.

37-FT CREALOCK, 1979. Monterey. \$59,000. Cruising consultants, new LPU entire boat, new interior, new Yanmar. More at www.crealock37forsale.com. (831) 234-4892 or email for pics and video: dcd987@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. (510) 917-5229 or dalydolphin@aol.com.



36-FT MORGAN NELSON/MAREK 366. 1984. Tiburon. \$29,500. America's Cup pedigree. Deep fin keel, spade rudder, destroyer wheel, racer/cruiser. Forward facing nav station. Universal M25 diesel with Link 10 monitor, AGM batteries. Full galley with cold plate reefer/gimbaled oven-stove. Standing shower hot/cold running water. Contact (415) 302-1482 or ken-royal@comcast.net.

39-FT BENETEAU OCEANIS, 1993. Rio Vista. \$70,000. Recent main, roller furling jib, Yanmar diesel, wing keel, lazy jacks, full dodger/bimini, autopilot, 3 batteries with shore charger, 3 cabins, full galley, water heater, mahogany interior. Control lines led to cockpit. Very stable boat that is easy to sail. Comfortable for families on weekends or longer. Pictures on request. (775) 741-6427 or drbeck@sbcglobal.net.



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 FREYA IN STEEL, 1974. Oxnard, CA. \$35,000/obo. Freya Halvorsen 39 steel sloop. Insulated, rebuilt 85hp Ford diesel. Autopilot, radar, GPS, fridge, shower, hot water. Hood roller furling, hydraulic windlass, sounder, dodger, refurbished aluminum mast/boom. Will trade. (805) 200-6089 or train69@hotmail.com.



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38-FT ALAJUELA. Ventura, CA. \$150,000. New, custom-built Boat-Builder. 175K miles bluewater experience. Newly finished boat! Beautiful mahogany interior! Spruce spars, bronze hardware. NO interior veneer! For pics go to website: www.alajuelayachts.info. Contact (805) 256-5110 or (805) 200-6089 or traim69@hotmail.com.

40 TO 50 FEET



40-FT STEEL KETCH, 1986. Martinique. \$148,000 USD. Yacht in paradise looking for new owners. Gouwzee (Holland) design, expertly operated and maintained by marine industry professional since 1999. Hard-chine marine steel hull long keel 5.9 ft draft. Center-cockpit with hardtop provides easy access to sail and engine controls, nav station and galley for safe and comfortable passagemaking. 7 knots cruise with reliable and simple-to-maintain 69hp diesel engine. Fully equipped with B&G instruments. Three-cabin six-berth layout offers liveaboard cruising comfort for a couple or family. *Aquataurus* on Swiss registry currently in Martinique, can be relocated per agreement. To obtain full listing, details and pictures of equipment and features that make this yacht a steal, contact: aquataurus99@hotmail.com.



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@paradigmilgrim.com.

40-FT C&C AFT CABIN, 1983. Marin. \$60,900. 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.

42-FT CATALINA, 1990. South Beach Harbor, San Francisco. \$83,900. Price reduction!! Great condition. Extensive upgrades. Full spec and pics at: <http://leluya.blogspot.com>. Contact (650) 716-4548 or leluya123@gmail.com.

47-FT SAMSON KETCH. Costa Mesa. Nearly completed, bluewater Samson ketch, Costa Mesa. Insulated ferro-cement, 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 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 bnrdeltadreamer@aol.com.



46-FT KELLY PETERSON, 1982. Morro Bay, CA. \$149,500. Price reduced! Stretch/upgraded version of the Peterson 44. Built by renowned Queen Long Boatyard. Beautiful 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. Contact (408) 710-0693 or (805) 459-1909 or eddiekamp@sbcglobal.net.

43-FT RON HOLLAND, 1986. Marina Riviera Nayarit, MX. \$148,000. Aft cockpit, 2 stateroom, 2 head, Spacious, well equipped and well maintained for cruising. Singlehanded all over Pacific Mexico in comfort and now lying in a fantastic location. See more at www.sanctuarycharters.com/sabbatical.php or email office@sanctuarycharters.com.



48-FT CAMBRIA, 1989. San Francisco. \$330,000. Sailing cutter. Extraordinary sailboat. Twice featured in Ferenc Mate's *The World's Best Sailboats*, Vol. 1 & 2. Mod fin w/centerboard. Beyond Hinckley quality. Hand built in Portsmouth, RI by David Walters. Please visit my webpage for my detailed photos: www.wehryacht-service.com. Contact (954) 608-9874 or jaywehr@wehryachtservice.com.



40-FT CAPE GEORGE, 1982. Seattle. \$79,000. Pilothouse cutter, 18 ton heavy fiberglass layup, tall rig, inside and cockpit steering stations, new Hasse main, Pro-furl, Autohelm hydraulic autopilot, Furuno radar, Isuzu C-240, MaxProp, refrigeration, Force 10 stove. (831) 594-6148 or bobmagi@att.net.



44-FT REINKE 12M, 2000. Panama, Balboa. \$124,000. I have to sell my big love, Reinke 12M, built in Germany. Very good condition. For more info and photos, see website: www.lumme-haitz.de. Contact crew@lumme-haitz.de or (00-507) 6835-2839.



47-FT VAGABOND, 1982. Brisbane, CA. Entertaining pre-listing offers. *SV 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.



46-FT COLIN PHILP CUTTER, 1987. Alameda. \$105,000. Beautiful 46-ft round bilge steel cutter. Hawaii and British Columbia veteran. Completely ready for serious cruising, refit 2012. New rig, engine, steering system and electronics. Comfortable and seaworthy. Exceptional boat. U.S. Documentation. (415) 999-2270 or sjr90@comcast.net.



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.



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.

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48-FT MAYFLOWER KETCH, 1985. Puerto 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. See <http://TheOriana.com>. Contact (480) 447-7316 or info@theoriana.com.



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. Contact amgjohn@sbcglobal.net or (530) 318-0730.



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. For photos and specs, see website: <http://beachpartyfarr46.com>. (360) 471-4540 or jsprouse01@gmail.com.



47-FT 473 BENETEAU, 2006. Marina Village, Alameda, CA. \$240,000. 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.



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 j22rac@hotmail.com.



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.



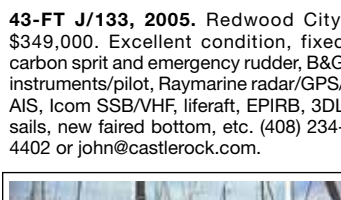
45-FT FASTNET 45, 1974. Portland. \$75,000. Beautiful boat, many compliments on her lines. Recently sailed to Australia and back. Very seaworthy, comes with a lot of equipment. Considerable locker space and storage for extended cruising. (503) 327-6750 or lighthouse45@yahoo.com.



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.



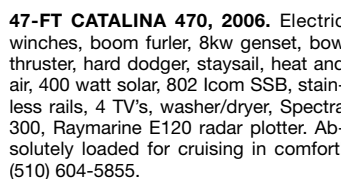
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40-FT CHALLENGER, 1974. MVYH, Alameda. \$40,000. Good stout cruiser. Radar, GPS, AIS, depth, etc. SeaTiger windlass. New: fridge, mainsail, furler, water tanks, holding tank, flatscreen TV. Hauled last year. Teak and holly throughout. SEE HER! (510) 847-5900 or (415) 385-5430 or ateamthree@gmail.com.



47-FT CATALINA 470, 2006. Electric winches, boom furler, 8kw genset, bow thruster, hard dodger, staysail, heat and air, 400 watt solar, 802 Icom SSB, stainless rails, 4 TV's, washer/dryer, Spectra 300, Raymarine E120 radar plotter. Absolutely loaded for cruising in comfort! (510) 604-5855.

41-FT BENETEAU, 1986. San Francisco. \$86,000. Performance cruiser, 3 cabin, 2 head, 100 diesel, 110 water, heater, Aux genset, watermaker, water heaters, 4 headsails, main, spinnchute, 300' chain, VHF, HF, radar, GPS, A/P. Contact bsgandco@gmail.com or (415) 963-1025 or (415) 867-9348.

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65-FT PILOTHOUSE KETCH, 1975. Grenada, West Indies. \$75,000. Cold molded kauri, built New Zealand. Great liveaboard, tub, W/D. Easy singlehand. Cookware, tools, parts. Low hours on gen, main. Pics at: <http://woburnmarine.com/magic>. Call or email for details. (415) 233-1940 or gondolaman2@yahoo.com.



68-FT DERECKTOR, 1971. Richmond, CA. \$299,000. Fantastic Deerfoot-like expedition yacht set up for singlehanded or chartering. 2011 refit including new Yanmar, mast, sails, refrigeration, electronics. Just returned from voyage across Pacific to Fiji. More at <http://sites.google.com/site/yachtpandion/home>. Contact (415) 663-8776 or svpandion@gmail.com.

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34-FT GEMINI 105MC, 2005. Redwood City, CA. \$119,900. High performance racing boat that is also amazingly a spacious liveaboard or mobile vacation condo. Perfect for watching the America's Cup in comfort and style. Fast; easy to sail singlehanded without heeling. Spacious deck, 3 bedroom interior, protected cockpit. Contact (650) 380-3343 or loona.asea@yahoo.com.



23-FT L-7, 2010. Dana Point, CA. \$32,500. *Neutrino* is a custom-built L-7 trimaran: very light and fast and "folds" (slides) in minutes to become an easily trailerable boat. Very well built, and looks and sails great. First launched 2011. Has electrical system, navigation lights, Suzuki 6hp outboard with alternator, anchors, etc. Sails are from Elliot-Pattison. New: main, jib (Dacron) and roller furling maxi-reacher made of Code Zero laminate on a bow pole. Contact (949) 922-1067 or acjdds@gmail.com.



38-FT FONTAINE PAJOT ATHENA. 1995. San Francisco, CA. \$164,000/obo. 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 or (925) 878-9659.



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.



49-FT OUTREMER CATAMARAN, 2011. Ft. Lauderdale. \$780,000. Excellent condition Outremer 49. Carbon mast, Kevlar rigging, lithium batteries, electric winches, B&G and Raymarine electronics, KVH mini-VSAT, US voltage, US duties paid. In San Diego from April 2014. Contact (408) 234-4402 or john@castlerock.com.



41-FT LAGOON 410 S2. Owner's version, 2004. San Diego. \$309,999. Well equipped cruising cat in great condition. Just back from a year in Mexico, and ready to go again, or use in SoCal as a comfortable weekender. Solar, watermaker, extra ground tackle, etc. Still in time for the Ha-Ha! More at http://lagoon410s2forsale.blogspot.com/2013_08_01_archive.html. Contact (619) 405-9349, (619) 405-9961 or h.33.sdyc@gmail.com.



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31-FT BOSTON LOBSTER BOAT. Ilwaco Boat Works, 1960. Port of Ilwaco, WA. \$18,000. Mahogany on oak. Sport fishing boat, Columbia River. 671 Jimmy diesel. Cruise 12.5 knots. GPS and VHS. 125 gal fuel. Single owner. Well maintained. Ready to use. Covers. (360) 642-2472 or (360) 783-2005.



40-FT RIVERQUEEN MK II, 1973. Pillar Point Harbor, El Granada, CA. \$39,888. Renovated to A-1 condition, ready to move in, 3-burner LP gas stove/oven, central heat and A/C, hot water heater, onboard shower, single engine 115hp outboard, steel hull, Sea Star hydraulic steering system, unrestricted liveaboard privileges, Comcast, water and power hookups. It's like having a condo-in-the-water. (415) 308-6659 or (650) 570-5444 or peter@com-strat.com.



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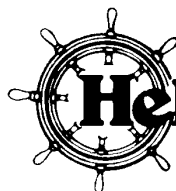


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GENERAL YARD

HAULS & LOADING

BOTTOM PAINTING
& REPAIR

FINISH PAINTING
& DETAILING

GEL COAT
& FIBERGLASS

WELDING
& FABRICATION

WOODWORKING
& CABINETRY

SYSTEMS & EQUIPMENT

RIGGING

ENGINES

ELECTRONICS

FINISH PAINTING & DETAILING



Painting is an art, and while we don't call our painters artists, a KKMI paint job is a masterpiece. Painting your boat will bring new life and beauty to your vessel as well as adding critical protection from the elements. Our painting Team consists of talented individuals with access to the best equipment, training and products available.

Painting services include:

- ▶ Spray/Racing Bottoms, Antifouling & Epoxy
- ▶ Authorized Awlgrip & Sterling Specialists
- ▶ Hull & Deck Painting
- ▶ Spar Painting
- ▶ Small Parts Sprayed
- ▶ Gelcoat Color Matching
- ▶ Non-skid Painting



BEAUTY IS MORE THAN... just a shiny hull. While a fiberglass boat may last many years, the exterior gelcoat does have a limited life. Fortunately, with the development of two-part polyurethane paints, the exterior finish of a fiberglass boat can be restored to better-than-new condition. In addition to improving the overall appearance and protecting the hull from further degradation, painting your boat will improve its resale. The team at KKMI are painting experts. They have several inside structures that make painting more efficient and provide a level of finish that few yards can provide. Call the KKMI professionals today - they can provide a quote you can rely on.



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