

Latitude 38

VOLUME 440 February 2014

WE GO WHERE THE WIND BLOWS



A MAGIC CARPET RIDE —

When Alice Woods' husband Steve passed away suddenly in 2010 — just two weeks after being tested for cancer — she was left with a soul-searching decision to make, in addition to dealing with the weight of her grief: what to do with her own life now that her partner of 36 years was gone.



A twilight 'selfie' of the happy crew: Anne (left) Alice and Mary. This threesome sailed together from Hawaii to Darwin, Australia.

The British Columbian couple had bought *True Blue III*, a well-found Vancouver 38 cutter, earlier that year with the intention of doing an extensive Pacific cruise, if not a complete circumnavigation. "Luckily," says Alice, "Steve had had a good life, and was able to say so without remorse." They had sailed together, fished commercially together, raised two kids together, and for 21 years they'd lived a seemingly idyllic lifestyle together as keepers of the Chatham Point Light on the remote northeast coast of Vancouver Island.

"What I witnessed in my husband's approach to death was more enlightening than anything I've ever experienced. It was a lesson to us all to seek out your dreams; find a way to make them happen."

At that point the boat was Alice's only home, as she and Steve had left their lighthouse gig to prepare for cruising. After considering her options, Alice decided to carry on with her cruising plans — "*True Blue* was tugging at her lines, ready to go" — following the route and philosophy that she and Steve had

evolved together: It would be a fast lap around the "belly" of the planet, stopping only when necessary.

Before Alice, now 60, began her search for appropriate shipmates, she decided that she'd like to take an all-female crew,

if possible, thinking that might have a healing effect on her. "It wasn't so much to exclude men, but to give the opportunity to women, if I could find them." But it proved very difficult to find women who wanted to go offshore.

She finally recruited Kate Cecys and Ryan Chadwick in Port Townsend, shortly before her planned departure date in August 2011. The threesome had a wonderful cruise to Hawaii together. But

they arrived too late in the season to continue on through the Pacific, so the couple flew home and Alice was left on her own again. She explains that in the idle hours of waiting until her planned springtime departure, "grief caught up to me." She wasn't finding appropriate crew, and began to consider abandoning her long-range voyaging dreams.

Meanwhile ex-professional surfer Anne Bayly, 54, of Santa Cruz had been going through some soul-searching of her own. She'd taken a hiatus from designing and building homes to explore the possibility of doing some bluewater cruising. While visiting her

kids and grandkids in Hawaii, she had bought a stout little Cal 30, but after six months of sailing frequently to hone her seamanship skills, she came to the realization that

she just didn't have the technical know-how to maintain her boat's systems while voyaging offshore. "I'm a risk taker," she says, "but I'm a *calculated* risk taker."

Just as she was coming to grips with those doubts, someone offered to buy her boat right out of the blue, and she took the deal. Three days later, a friend insisted that she meet Alice. Turned out, of all the boats in Honolulu's Ala

Wai Marina, *True Blue* was the sailing craft Anne admired most during her stay there.

The two spunky women hit it off immediately, and Anne had no objections to Alice's 'expeditionary-style' approach to circumnavigating: extremely long ocean passages with few stops. "I'm not a very good tourist," admits Alice, "I didn't want to break it up in small bits. Instead, I wanted the feeling of continual motion, and an understanding of the distance around the belly of this planet." Anne was totally in sync with that plan. She'd already traveled much of the world on the pro surf tour and had seen lots of tourist sights. What she sought now was something more spiritual: "It wasn't just that I craved going around the world, I craved being in the wilderness: quiet, unplugged and completely submerged in nature."

Having grown up on the Southern California coast with a view of Catalina, Anne recalls, "I always wanted to just take off and go. I actually tried to build

ALL PHOTOS ANNE BAYLEY



Spread: 'True Blue' glides across the Atlantic in light air. Inset: in every photo of Anne, she seems to be smiling.

AROUND THE BELLY OF EARTH

a little raft when I was a little kid to get to Catalina." She had grown up sailing Hobie cats and small boats, and surfing, so what she brought to the table — in addition to an upbeat attitude — was "expertise and understanding of the ocean, swells, wind and waves." Her background seemed ideally complementary to Alice's rugged character: she and Steve had lived in a fish camp until her first baby was born, and he had delivered her babies.

With the addition of Mary Campbell from Olympia, WA, whom Alice recruited through *Latitude 38's Crew List*, the threesome set sail from Hawaii, appropriately, on Mother's Day, May 13, 2012, bound for the Solomon Islands — a rhumbline distance of roughly 3,200 miles. After a short stay, it was off to Thursday Island, at the end of Australia's York Peninsula, then a hop to Darwin for some welding repairs.

Mary flew home from there, so it was just Alice and Anne during the longest passage of the trip: 51 days before making landfall at the remote French island of Réunion, which lies 400 miles east



of Madagascar in the Indian Ocean. Although such a journey might be some sailors' worst nightmare, it was the sort of passage this pair cherished — most of it, that is. Unfortunately, during the 4,400-mile trip Anne came down with a completely debilitating case of dengue fever that she'd apparently contracted shortly before they set sail.

"I eventually just collapsed — extremely sick — making it a very challenging situation for Alice to handle the boat by herself." The gut-wrenching, energy-sapping illness was at its worst

when they were still a week out of Réunion — in the middle of nowhere. As if that weren't challenging enough, the earliest recorded Indian Ocean cyclone was also headed toward Réunion at the same time. Luckily, Anne rallied before they made landfall and was able to give Alice some relief.

While at Réunion, the two voyagers met a young British couple, Laura James and Stuart Woodger, who were eager for an adventure, so *True Blue* set sail around the south end of Madagascar toward the Cape of Good Hope with a crew of four.

Despite all the scary stories you hear about harsh winds, swells and currents when rounding South Africa, *True Blue* made it around with relative ease — thanks, in part to receiving excellent weather updates from the volunteer Peri Peri Net. "Your decisions are only as good as the info they are based on," says Alice. "When approaching from the east, the net volunteers tell you when it's safe to approach and when to hold back. If you can pick your weather, the Agulhas Current will give you a good ride south. The trouble is there are systems that come through every two to five days and they back against the current. So if you can jump ahead — like playing hop-scotch — going from one protected port to the next, you're all right. We happened to get from Durban (on the east coast) all the way to Simonstown (on the Cape Peninsula) without much trouble."

The Brits got off when *True Blue* stopped at Richard's Bay, but Alice and Anne picked up two female sailors to replace them before heading up the South Atlantic: American Mariana Urban from Washington state and South African Christine Farrington.

The game plan was to sail straight



A MAGIC CARPET RIDE —



Equipped with solar panels, a wind generator, a windvane steering device, this cutter-rigged cruiser was well-prepared and reliable.

to St. Helena (1,700 miles), then on to the Eastern Caribbean Islands (3,700 miles), but their otherwise glorious trip up the South Atlantic was hampered by a succession of three rigging failures.

Five days after leaving St. Helena, where Christine got off due to health issues, Anne was alone on deck at midnight when all of a sudden she heard a startling *bang!* It was a lower shroud giving way. "Alice was up on deck in a flash with her headlamp on," Anne recalls. They brought in the jib, and at first light Alice went up the mast and improvised a jury rig. Under shortened sail, they limped into Ascension, 150 miles away.

Luckily, they were able to have the parts they needed flown in from London by the Royal Air Force, and Alice thought to buy spare parts as well, just in case. That instinct soon proved prophetic. Two weeks later another lower failed, and two weeks after that a third let loose. Before they left British Columbia all the

Soul sisters. Anne and Alice shared the same hunger to spend long periods in the open ocean, immersed in the magic of nature.



ALL PHOTOS ANNE BAYLEY

standing rigging had been replaced, so one suspicion is that the lowers were drastically over-tightened when inspected at Cape Town.

"The Atlantic is such a beautiful ocean," recalls Anne, "and the wind is so sweet, it was a shame we had to limp along at 3 knots — cripplingly slow — afraid that something else might blow."

They eventually made it safely to Grenada, where they rerigged and did a bot-

tom job before making a beeline across the Caribbean Basin to Panama. They arrived exactly a year after leaving Hawaii. There Mariana said goodbye. After transiting the Canal, Alice and Anne made their plan for the homeward run up to Hawaii.

Their intention was to visit the Galapagos Islands en route (600 miles off the mainland), but the wind gods were uncooperative. So after 10 days of struggling to make westing, they diverted to Esmeraldas, Ecuador for a break. Up the Central American coast at that time, hurricanes were brewing off Costa Rica.

They had a pleasant stay in Ecuador, but when they were ready to set off again in search of the trade winds, the friendly Ecuadorian officials showed their concern for the two women's safety, as there had been reports of piracy off the Colombian coast. With no guns aboard, the only possible defense Alice and Anne could come up with — other than sleeping with knives near their bunks — was to put canisters of gasoline all around the cockpit. If attacked, the plan was to throw them into the pirate's vessel and shoot them with flare guns.

"We're both very kind, loving and compassionate people," says Anne, "so I can't tell you how heavy it was to have to have a discussion about how far we would go to protect each other; how strong we would have to be to keep someone off *True Blue*."

They both stayed up for the first 24 hours, and by sunrise they thought they were probably out of the danger zone. But when Alice went below she saw on the radar that a boat was shadowing them, 12 miles off their stern. "We

thought, This is it." recalls Anne. They called a friend via satphone, gave their lat and long, and said if they didn't call back in an hour to call the Ecuadorian Navy and tell them they were a boat under siege.

"A while later we saw a boat off our bow that looked like a Colombian fishing vessel." But then they heard chatter on the radio. An authoritative voice asked, "What is your port of origin?" "Colombia" was the answer. The vessel was ordered — apparently by the boat behind, on the radar — to leave those waters immediately. The globetrotting grandmas give "huge kudos" to the Ecuadorian Navy for watching out for them.

As Jimmie Cornell and others recommend for that time of year (June), once they finally got into the trades, the hardy voyagers steered *True Blue* across latitude 2°N to about longitude 130°W, then angled up to Hawaii, and were back



A splendid English-built cruising yacht with a cozy interior, 'True Blue' had been designer John Dandridge's personal yacht.

at the Ala Wai on August 2, 2013.

Spanning only 15-and-a-half months, it had been a very fast lap, and was undoubtedly the greatest experience of either Anne or Alice's life. Thinking back on the experience now, their impressions are poetically heartfelt.

As Anne explains, "To have those lengths of passages was absolutely magic for me. It's gonna sound kind of funny to describe it, but nights and days were seamless — from morning to evening to the stars — and we seemed to travel along in this quantum world between worlds. We were thousands of feet above the earth floating on a thin surface of water, and yet we were below a myriad of heavens and stars.

AROUND THE BELLY OF EARTH

To sail in the trade winds on a downwind run was to sail on a magic carpet ride; surreal and absolutely stunning."

Not every offshore sailor gets so philosophical. But then not every passage-maker stays offshore so long. Alice says, "It almost takes two weeks to get into that state (where days meld seamlessly into night). So many cruisers do not experience it. It really is an altered state — part of it is sleep deprivation, of course.

"It's so beautiful out there. When

"The earth is so much smaller than we thought, so much more lovely."

the stars are reflected in the sea with the phosphorescence, and the air is the same temperature as the sea, you can't tell where you leave off and the world begins. There is no separation. It's really quite magnificent. Talk about living the dream, that is it."

Time will tell what adventures this pair will tackle next, apart from sailing *True Blue* back to Vancouver Island this spring.

One idea that's grown out of the trip is to share their experiences and enthusiasm for voyaging with other women. "That would be a great encore," says Anne with a laugh.

"I think it could be encouraging to women in general to step out and seek their dreams;" says Alice, "to fulfill their wishes and not limit themselves."

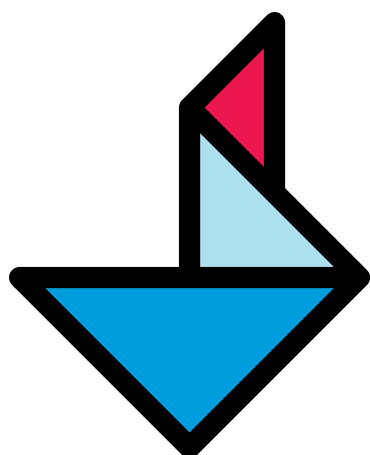
Although proud of what she and Anne accomplished, Alice regards the trip as a pilgrimage rather than a conquest. On her blog she wrote thoughtfully: "This pilgrimage around the belly of this beautiful planet has helped us to understand just



Half a world away, Alice takes a long look at the Cape of Good Hope as 'True Blue' passes beneath the African continent.

what it is we sit upon. The earth is so much smaller than we thought, so much more lovely. She spins in an ocean of air, floats in a sea of stars. This sanctuary in space offers us all that we need and concedes to most of our desires. May we never forget to respect all this."

— **latitude/andy**



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GOLDEN GATE MIDWINTERS —



The third segment of the Manuel Fagundes Seaweed Soup Regatta hosted by the GGYC reminded everyone in attendance what midwinter racing is all about — patience with more than a dab of frustration.

What had so far been a series with reasonable and, at times, ample wind

offsetting the season's strong currents turned quite a bit more traditional on January 4. A diminishing morning breeze vacated the start line completely by the scheduled first warning signal at 11:30 a.m. and PRO Matt Jones raised the dreaded "cat in the hat" flag signaling a delay. It took about another hour

before the breeze returned and Jones was able to get everything rolling. That's about as consistent as things ever got.

"Gotta love midwinter racing in the Bay," relates Sherry Smith, who sailed aboard the Antrim 40 *California Condor*. "We rounded the leeward mark, doused the kite, went upwind until the wind



SLOW-MO' BALLET

started to die, hoisted the Code Zero, then put the anchor out to keep from drifting backward with the tide, and then put the spinnaker up to get to the 'upwind' finish!"

Despite Sherry's clear sense of frustration, which was most certainly shared by others, it must have been more fun

than repairing a leaking faucet, trimming a hedge, washing the family car, or finishing some other household project that an individual might have been putting off for the last 18 months. After all, the temperature was practically t-shirt-

wearing warm and it was a strikingly sunny day. Who wouldn't have wanted to be out sailing anyway? The most likely candidates were arguably those on the 22 boats that got DNFs.

— **latitude/ross**

When the air is this light, concentration is key. Early last month the 1D35 'Dark and Stormy' led her class over the starting line at the Golden Gate Midwinters.

GOLDEN GATE MIDWINTERS —

ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED



SLOW-MO' BALLET



SOUTH PACIFIC PRIMER —

The chiseled volcanic mountains, turquoise lagoons and fragrant gardens of the South Pacific islands have inspired some travelers to describe them as paradise on earth. But cruising the South Pacific is not for everyone.

From the West Coast you not only have to sail across 3,000 miles of open

mittee boat, and no daily roll call. But we maintain a database of info about registered boats, which can be made available to SAR (search and rescue) organizations during emergencies.

We hold annual PPJ send-off parties in Panama (March 1) and Nuevo Vallarta (March 7), and we help our Tahitian partners put on the annual three-day Tahiti-Moorea Sailing Rendezvous (July 4-6), which serves as a celebration of the fleet's arrival, as well as an introduction to revered Polynesian cultural traditions in music, dance, cuisine and sport.

The Basics

Needless to say, in order to safely venture out into the vast South Pacific you need a solidly built offshore cruiser — whether large or small — that is set up for week after week of rigorous bluewater sailing. Standing rigging should be new or near-new, and the newer your sails the better.

You definitely don't need every single item on the shelf at your neighborhood chandlery, but certain necessities should be pretty obvious: redundant GPS nav systems, be they chartplotters, iPads, handhelds or laptops; a reliable watermaker; solar panels and/or a wind generator; a liferaft; beefy ground tackle plus a powerful windlass; and redundant radio systems.

You may be surprised to learn that not every South Pacific cruiser has an HF Radio. But an SSB or Ham unit gives lots of security in regard to potential emergencies,

it acts as your daily conduit to cruiser nets and marine weather, and when linked to a Pactor modem can supply daily email and weather graphics. These days, though, some opt to spend their money on satphones instead, which can give you real-time voice communications to land lines anywhere — an inestimable bonus during emergencies — as well as acting as a conduit for email and even graphics (although the latter is pricey).

Autopilots, windvane steering devices and radar are also great to have, but many cruisers sail without them. If you're on a budget, it sometimes comes down to 'doing it' now or waiting another year or two until you can afford your full laundry list of gear. It may sound odd to us comfort-obsessed North Americans, but even refrigeration is optional for some hardy cruisers.

One thing to consider is that the more complex systems you have, the more things you will have to repair — and find parts for. Some would argue that keeping things simple is ultimately better, as it leads to fewer worries and greater peace

The Tiburon-based Powell family enters majestic Opunohu Bay on Moorea in 2011. They eventually sailed home via Hawaii.



PEREGRINE

Last year, Puddle Jumpers Bill and Maria of 'Peregrine' had great fun mapping out the route to their next exotic landfall.

water before arriving at the first possible landfall, but once you're out there, you'll face typical passage lengths of 500 to 1,000 miles between island groups. And repair facilities for complex systems can be thousands of miles away.

We like to think of this as 'varsity-level cruising', as both you and your boat need to be much better prepared and more self-sufficient than for harbor-hopping in California, Mexico or the Caribbean. That said, many small boats with Spartan accommodations, and only basic communications and nav gear, cruise successfully through these islands. And compared to the cost of living in a West Coast city, vagabonding through the Pacific can be a real bargain.

Although we've sailed in various parts of the South Pacific, we don't pretend to be the ultimate experts on Pacific voyaging. But during the past 20 years we have learned a thing or two from running our annual Pacific Puddle Jump rally and interviewing countless veterans of SoPac cruising. So hopefully you'll find the info and insights presented here to be useful in mapping out your own Pacific cruise.

For the uninitiated, we should explain that the Pacific Puddle Jump is a rally only in the loosest terms. It includes international cruisers who set sail from various points along the West Coast of the Americas, anytime between February and June. There is no cost to enter (at www.pacificpuddlejumps.com), no com-



THE WONDERLAND AWAITS

of mind.

Crew Conundrum

If you've become accustomed to cruising as a 'mom and pop operation', say, during several seasons in Mexico and Central America, you might ask why

The more complex systems you have, the more things you will have to repair — and find parts for.

you'd want to bring extra crew on a passage to French Polynesia and beyond. But rotating watches of three hours on and three hours off for 20 to 30 days can be incredibly exhausting. Add one more warm body and now you're doing three on and six off — enough time to actually get some REM sleep.

Consider also what would happen if you got badly injured or became seriously ill. Having extra crew along can be good insurance against total fatigue — which, of course, can lead to very bad decision-making.

Needless to say, though, picking appropriate crew can be tricky. Ideally, you'll choose someone whose moods you've observed after they've endured several days of sleep deprivation offshore. But that's not always possible. If you're tempted to pick up a couple of fit, young travelers for the long crossing to French Polynesia, as some cruisers do in Panama and Mexico, we suggest you be sure they have enough money to support themselves and fly home after making landfall. Some foreign authorities consider private boat captains to be responsible for crew that they bring into the country, just as captains of commercial vessels are under international maritime law.

Many singlehanders cruise the South Pacific successfully, but at the risk of getting some very capable solo sailors pissed off at us, we have to say that the majority of offshore emergencies we can recall during our years with the Puddle Jump have involved singlehanders.

Formalities

We're not aware of any South Pacific countries that require Americans and Canadians to obtain visas in advance of arrival. You can simply show up and get a short-term visa. (*Noonsite.com* is an excellent world cruiser website where you can check requirements, country by country.)

In French Polynesia you can stay 90 days within a six-month period — and there is absolutely no way to extend this after you arrive. But the *boat* can stay 18 months. So some cruisers fly out and leave their boat on the hard, in a marina or even on the hook inside a lagoon, and return at the beginning of the next season to retrieve it and sail onward. Tahiti can get hit by cyclones, but major storms are rare, so some cruisers roll the dice and take their chances.

If you are willing to jump through some hoops before leaving the West Coast, it's possible to get a "long stay visa" of six months. We highly recommend this, as there is so much to see between the Marquesas, Tuamotus



LATITUDE / ANDY

Michael Bowe of 'Patanjali' was thrilled to get a long stay visa last year before heading west. That gave him six months to play in Fr. Poly.

and Society Islands (Tahiti and her sister isles), that 90 days flies by way too fast. See the detailed explanation of what is required at www.pacificpuddlejumps.com.

Although French Polynesia welcomes private yachts — and its people are often exceedingly friendly — it has one rule that we've never seen elsewhere: Every visitor arriving by private yacht must deposit in a local bank a cash bond that is equivalent to the cost of a return air ticket to that traveler's home country. It serves as sort of an insurance policy in case that person gets in trouble with the law, has debilitating medical issues, or whatever.

Most cruisers consider the dreaded bond requirement to be a major pain, not only because they have to tie up so much cash — consider a family of four — but also because they typically lose money on the exchange when the funds are returned to them (in French Polynesian francs) the day they clear out.

For nearly a decade *Latitude 38* has been working with Tahiti Tourism and a number of Tahitian partners to make cruisers feel welcome there. One result is that a Tahitian agency now offers a special package to registered Puddle Jumpers that includes clearance in and out, bond exemptions for crew and a duty-free fuel certificate that saves them roughly \$2 a gallon, all for a reasonable fee. (See the PPJ website for details.)

Routes & Weather

As mentioned earlier, the prime season for jumping west from the Americas is between February and June, thus avoiding both the Mexican hurricane season and the South Pacific cyclone season. One thing that has always



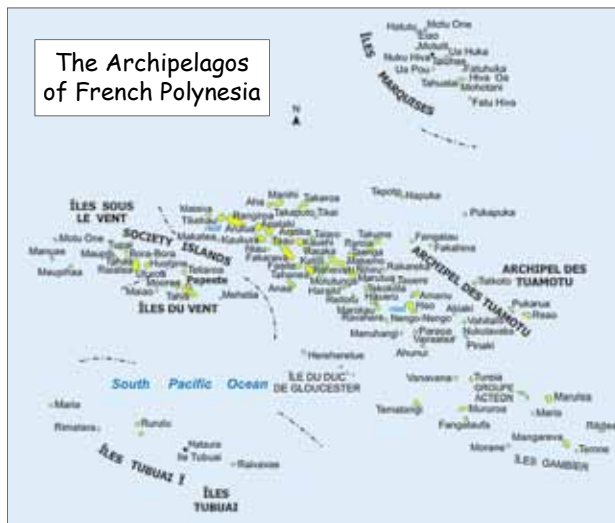
LATITUDE / ANDY

SOUTH PACIFIC PRIMER —

baffled us is that some folks will spend 20 years or more dreaming about a South Pacific voyage, but when they finally pull the trigger and go they race across nearly 6,000 miles of open ocean in a single six-month season in order to reach New Zealand before the South Pacific cyclone season kicks in.

This has always seemed crazy to us, as there are so many wonderful places to linger. And once you hook into the trade winds and sail west of a given group of islands, you're not likely to get back there unless you visit again on your next lap around the planet.

As Dave McCampbell of the Florida-based CSY 44 *Soggy Paws* pointed out in his excellent February 2012 article on *South Pacific Cruising Strategies*, there are a variety of ways to dodge the cyclone belt for a few months without giving up too much westing, i.e. wintering in Hawaii (due north of Tahiti) or in the Marshall Islands, which is a US territory where Americans can easily find work,



The Archipelagos of French Polynesia

The five archipelagos of French Polynesia occupy an area bigger than Western Europe. And they're just the beginning of what's out there.

buy US products, and utilize US postal services. (Dave's article is archived on the PPJ site.)

Many cruisers also extend their stays by lingering in Neiafu, capital of Tonga's Vava'u group of islands, which has a natural hurricane hole with almost 360°

protection, or in Fiji, where the proven method of surviving even powerful storms is to haul your boat and cradle its keel in a car-tire-lined ditch.

Getting Home

There's no two ways about it, once you make your first landfall in the Marquesas, you are a long, long way from home. Before all the murder and mayhem in the Gulf of Aden, many boats elected to simply keep on going around the world once they reached Tonga or Fiji. But now that the Red Sea route has been effectively cut off to cruisers

by Somali bad-boys, the only way to the Atlantic is via South Africa, and that's a bit too ambitious for many cruisers.

If you count yourself in that group, you're left with several options: You can sail north to Hawaii from French Polynesia — with wind aft of the beam much of the way if you're lucky — then circle back to British Columbia or the US mainland. Sell your boat in New Caledonia, New

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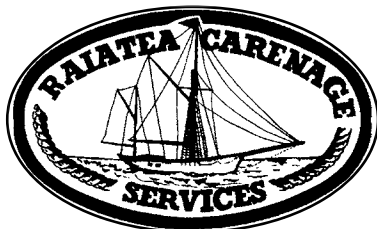
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THE WONDERLAND AWAITS

Zealand or Australia after having savored many island groups on your way west. Sail north to the Marshalls and west through Melanesia, up to Japan, then a long, long way across the North Pacific back to the West Coast. If your pockets are deep enough you can ship your boat back to the West Coast from Australia or New Zealand aboard a specially equipped freighter. Or, if you're really ambitious, you can sail east from New Zealand

You're not likely to get back there unless you visit again on your next lap around the planet.

through the low latitudes, eventually angling up to Tahiti — as Gene Dennis and Gloria Watson did this year aboard their Island Packet 44 *Pincoya* — then work your way home from there. But I'm not sure even they would recommend doing that.

If none of those options sound good to you, perhaps you should revisit the idea of going around the Cape of Good Hope, which lies close to San Francisco's latitude, but in the Southern Hemisphere (as compared with Cape Horn, at 56°S).

Despite the possibility of nasty weather while rounding South Africa, modern, accurate weather forecasting makes the trip around much less challenging than it used to be. And once you get into the South Atlantic, you may find the long ride up to the Caribbean to be glorious — as many circumnavigators have reported in the pages of *Latitude 38*. (For one example, see *Magic Carpet Ride* in this issue.)

We realize we've only scratched the surface of this complex topic, but we hope we've given you some worthwhile food for thought.

In all the years we've been reporting



SOGGY PAWS

If you're into diving and snorkeling, as Dave and Sherry of 'Soggy Paws' are, South Pacific waters will amaze you.

on South Pacific cruisers, we can't remember any who completely regretted making the trip. It is truly a vast wonderland of fascinating cultures, breathtaking topography and underwater beauty. We sincerely hope you get a chance to experience it firsthand someday.

— **latitude/andy**



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NAUTICAL NIGHTMARE —

As of January 22, over 300 foreign-owned boats, most of them from the United States, remained impounded in eight Mexican marinas after more than 45 days. It's one of the most incomprehensible, self-destructive government actions we can recall for two reasons:

1) The overwhelming number of impounded boats have been found to be in compliance with Mexican law — yet are still being held. And, 2) making life miserable for and/or scaring the bejesus out

Over 300 foreign owned boats, worth tens of millions of dollars, remain impounded in Mexico

of owners of foreign boats is diametrically opposed to Mexico's natural and stated best interests. After all, nautical tourists stay for months if not years, spend lots of money, and become Mexico's best word-of-mouth goodwill ambassadors.

The Mexican government's unfortunate actions have been described as "ridiculous" by Jorge Gamboa, director of Mexico Tourism in Los Angeles, who vowed to fight to the end on behalf of boat owners. Enrique Fernandez, harbor-master at Puerto Los Cabos Marina wrote, "It was a stupid idea by AGACE that created this stupid chaos." Mild-mannered Neil Shroyer of Marina de La Paz, whose marina was not raided, said the appointing of uninformed people to positions of authority is "what's keeping Mexico a Third World country." "We're all scared," said Geronimo Cevallos, harbor-master at El Cid Marina in Mazatlan and another on Isla Mujeres, speaking for all harbormasters. Neither of his marinas has been raided.

The near-tragic series of events started in late November, when AGACE,

"Appointing uninformed people to positions of authority is what's keeping Mexico a Third World country."

a newly created sub-agency of Hacienda, the Mexican IRS, conducted audits/raids on eight marinas in various parts of Mexico: Opequimar, Nuevo Vallarta and Riviera Nayarit in the Vallarta area; Marina Coral and CruisePort Marina

in Ensenada; Marina Cabo San Lucas and Puerto Los Cabos in the Los Cabos area; Marina San Carlos in San Carlos, as well as a facility in Acapulco, and a sister facility to Marina Cabo San Lucas in Cancun. These represent about one-quarter of the marinas in Mexico.

A little more than 1,600 boats were inspected by auditors from AGACE, who inexplicably were accompanied by teams of marines armed with machine guns. Some teams even brought prison buses. Boat owners who were on the scenes said they thought they were about to observe a major narco bust. In a number of marinas the inspections continued through the night until dawn. Creepy.

That 338 of the boats inspected — 21% of the total — supposedly had to be impounded should have been a wake-up call to AGACE that the problem was with their methods rather than the boat owners. But they blindly charged ahead, oblivious to the damage they were doing to the nautical tourism industry and Mexico's already shaky reputation.

According to AGACE, there were two goals of the raids. The first was to search for stolen boats, and was thus being done for the "safety" of nautical tourists. There is nothing wrong with checking for stolen boats, which could have been done quickly and easily using a Coast Guard database. But no, the bureaucratic ways of AGACE meant the process for each boat would have to involve: 1) the US Embassy; 2) the US Consulate, and 3) the US Coast Guard. AGACE said the process shouldn't take much more than a month, during which time the boats were impounded.

AGACE's second stated reason was to make sure that all foreign boats complied with Mexican tax law, which required that they each have a \$70 TIP (Temporary Import Permit.) As Mexico is awash in unregistered cars, stolen cars and cars with fraudulent papers and plates, our belief is that the appointed AGACE official behind the raids thought he was going to catch countless "tax cheats" and thus become a national hero.

As noble as AGACE's goals might have been, their execution was a disaster. In the first place, the auditors — who were from either Tijuana, Mexico City or Guadalajara — didn't know the first thing about boats. For example, they carried simple diagrams to show them the difference between the bow and the stern and other parts of the boats. They



didn't know the difference between the brand names of boats and the names of marine components, such as Garmin and Volvo.

The raids were carried out differently depending on where they were conducted. For example, when agents raided Puerto Los Cabos and Marina San Carlos, they didn't even go on boats. Yet in places like Ensenada, if agents couldn't find the HIN (hull identification number), the boat was put in impound. And at Riviera Nayarit, inspectors told some boat owners they didn't need to see HIN numbers at all. Gross inconsistency has long been a hallmark of law enforcement in Mexico.

At Marina Riviera Nayarit, where *Latitude* keeps *Profligate*, a major factor in a boat's ending up impounded seemed to be whether the owner was aboard when the agents made their unannounced visits. In the case of *Profligate*, we've been using the exact same paperwork — and TIP — for 17 years, and had used professional ship's agents to check in and out of Mexico three times in the previous two months — with no difficulty. Yet now our boat was impounded. We're convinced that had we been aboard when the AGACE came around, our boat would not have been impounded. How could

MEXICO CONTINUES TO EMBARGO BOATS



Some boaters were lucky, as their marinas were effectively immune. Pictured is Marina Real in San Carlos, where no boats were inspected.

she have been? For as AGACE would later verify, everything was in order.

Having examined AGACE's paperwork for Marina Riviera Nayarit, we noticed that agents wrote "not visible" in many of the boxes that needing checking on their inspection sheets. Unless the agents came aboard, how were they going to verify the boat's TIP, boat document, engine serial numbers, HIN number, and insurance policy? Much of Mexican law is based on the 'guilty until proven innocent' concept of Napoleonic law. So if you weren't aboard to show the inspectors some document, they couldn't verify that you had it, and thus your boat was impounded for having been assumed not to be compliance with Mexican law.

It got even more ridiculous. After being surprised to learn their multimillion-dollar boat had been impounded in Ensenada, one couple's lawyer was told it was because their boat didn't have a HIN number on the transom. Yet the boat clearly did have a HIN number. Ironically, before agents had left the boat, they had assured the captain and crew that everything was fine.

In the case of *Profligate*, even now, 45+ days after our boat was impounded, we have absolutely no idea why. Like the hundreds of other owners of impounded boats, AGACE has never made contact with us! Last week Doña de Mallorca had a chance to speak with a pleasant AGACE agent in person.

"Is all the paperwork and everything else with *Profligate* in order?" she asked.

"Yes, it is," said the agent after looking through the files.

"Great, then she's no longer impounded?"

"No, the boat is still impounded," the agent said pleasantly. He added that he didn't know how much longer *Profligate* would remain

impounded.

To summarize, AGACE impounded boats even though there was nothing wrong with the boats or their paperwork. Then, five weeks later, after verifying everything was in order, still wouldn't release the boats. It's unbelievable but true. And it's true for most of the 338 boats that were impounded.

It is correct that a small minority of boats didn't have a TIP or their TIP had expired. There was then some back-and-forth about whether not having a TIP was like a fix-it ticket in the States. Marina Owners Association lawyer Maria Elena Carrillo argued that it was a 'fix-it' situation without any fine. She said she knew, because she helped write the law when she worked for Hacienda. In any event, AGACE did allow boats in some marinas to retroactively get TIPs, and didn't even put them on their impound list.

There has been confusion about what 'impoundment' means. AGACE uses the term 'precautionary embargo,' an embargo being defined as when a vessel is not allowed to enter or leave a port.

After 'impounding' all the boats,

AGACE put great pressure on the marinas with impounded boats to become *depositarias*, which meant they would become financially responsible if the boat owner fled the country with the boat or otherwise made the boat unavailable for future judicial proceedings. It was sort of as if AGACE wanted the marinas — and later the port captains — to be the bail bondsmen for the boats. Some marinas agreed, some agreed only under the threat of their businesses being shut down, and about half the marinas flat-out refused.

In the case of marinas that agreed to be *depositarias*, the marina operators could decide if boats could leave the dock and go for daysails — although they usually wouldn't be allowed to leave the port captain's jurisdiction, and surely not the country. *Profligate*, however, was in Marina Riviera Nayarit, one of the marinas that steadfastly refused to become a *depositaria*. As a result, AGACE itself was the default *depositaria*. Since violating an embargo is a federal offense, and AGACE didn't contact us, let alone give us permission to leave the dock, *Profligate* hasn't left the dock.

To clarify things further, there are two kinds of embargoes in Mexico. The lesser one is where the owners are still allowed to go onto their boats, and if the *depositarias* agree, take them out. The greater one is where boats are circled in yellow tape and sometimes chained to the dock, nobody is allowed to go aboard, and the boat is not permitted to leave the dock. To our knowledge, none of the boats in this episode have been subject to the greater embargo.

Unfortunately, Mexico has a long history of seizing foreign-owned assets, be it real estate, airplanes, motorhomes, boats and the like, and often without cause. There are two letters in this month's *Letters* from boat owners who had it happen to them. But until November, it hadn't happened on a large scale since 1996.

After the fiasco of 1996, when the boats were released after 140 days, the Fox administration, after much work with Tere Grossman, president of the Mexican Marina Owners Association, came up with the TIPs. This was an important step forward, as previously boats had always been attached to the owner's tourist visa. Under Mexican law, the boat couldn't stay in Mexico for more than six months without being taken back to the States, and even worse, the owner of the boat couldn't return to the States for even a day without taking his/her boat along. This part of the law had

KURT ROLL

NAUTICAL NIGHTMARE —

been widely ignored, but the TIPs finally made it legal.

(Despite this recent episode, Mexico has consistently been making cruising easier for foreign boat owners, which is why the recent action is so baffling.)

There are two schools of thought about the recent inspections/raids/impoundings. One of them is that it's part of the PRI political party of new President Peña Nieto returning to its bad old ways: 70 years of massive corruption, if not rigged elections, before they were voted out in 2000. "The impoundings are a money grab," say some.

More optimistic people, ourselves included, think the whole mess is a result of bureaucratic incompetence, and one hand of Mexican government's not knowing what the other hand is doing. For while Peña Nieto comes from an admittedly once — and perhaps still — corrupt political party, he's actually been doing a lot of seemingly good things.

For example, he got rid of teacher union president Elba Esther Gordillo, a king-maker of politicians who had embezzled \$200 million from the union to start a real estate empire in the United States. Control of the school system was also taken back from the union by the government.

Peña Nieto has taken on some of the biggest monopolies in Mexico, many of which were either created or greatly assisted by the Russian-style privatization process under President Salinas between 1988 and 1994. Among the biggest beneficiaries of Mexican monopolies was Carlos Slim — Peña Nieto's godfather! Slim became the world's richest man through a ridiculous privatization deal of Mexico's phone system, and by charging among the highest telecommunication prices in a country with one of the poorest populations. To put it in context, minimum wage in Mexico, after a 4% raise last year, is about \$5.10 day! A family of four with a monthly income of \$800 is considered to be 'middle class.'

Nieto also has been instrumental in breaking the 75-year monopoly of the notoriously corrupt state-owned Pemex oil company. According to a Bloomberg sustainability report, the reforms are going to result in, "North America being flooded with oil." Peña Nieto has also taken on the powerful television, cement and brewery monopolies. Further, he's called corruption "the albatross around Mexico's neck."

Perhaps most importantly, Peña Nieto also has been attacking Mexico's ex-

tremely low taxation rates and even lower levels of compliance. Mexico's mostly ridiculously low tax rates generally favor the rich over the poor. Not paying taxes in Mexico is common.

As of January 1, many tax laws had changed, with a new 16% tax on junk food, sugary drinks, pet food and many other things. In addition, there are no longer any *pequeño* businesses, which paid just 3% of their gross. Now all businesses, even front-room taco stands, are supposed to have computers to record all

Peña Nieto has taken on some of Mexico's biggest monopolies — including the one owned by his godfather, Carlos Slim, the richest man in the world.

them every few weeks to Hacienda. How this is supposed to happen in a country where a large percentage of the population doesn't have electricity is unclear.

All this sounds great, and conceptually we're all in favor. But it won't be easy to accomplish. And many wonder if all the new money collected won't be kept by corrupt PRI members.

One big problem is the Mexican bureaucracy, which can move very slowly, such as AGACE, and can't see or understand the big picture. Blindly following laws it doesn't completely understand has been a disaster for Mexico. Furthermore, Mexico has a long history of passing laws that people and the bureaucracy can't possibly comply with. Just one small example: When boat owners attempted to get TIPs online in November, the program asked them to identify what brand of boat they had. Alas, it only listed a few names, all of which were powerboats. The program later asked for follow-up documents to be sent to an email address. The email address then shut down. Everybody in Mexico has countless similar stories.

Let's get practical. Because AGACE's action has been so destructive to the nautical tourism industry and to Mexico's reputation, it's our expectation that most of the impounded boats will be released before long. Indeed, a few own-

ers — in full compliance — have already been told they can apply for release, a procedure expected to take two weeks. Talk about adding insult to injury!

If your boat is already in Mexico, do you have to worry that she might be inspected and impounded? While there can be no guarantees, Tere Grossman, Neil Shroyer and other marina owners tell us that, given the horrible publicity to date, it's very, very unlikely.

If your boat is in California, should you risk coming south? As with boats already in Mexico, the terrible publicity generated by previous raids makes it highly unlikely AGACE will strike again, at least until it radically changes its policies and procedures. After all, one of the reasons cited for canceling the Cabo Race was "events in Mexico," and potential participants in March's Puerto Vallarta Race and MEXORC have been seeking reassurances. If you do head to Ensenada, we highly recommend that you check with Fito at Coral Marina or Jonathan at Cruiseport Marina on the current situation and learn exactly what officials are asking for now. As everyone has seen, it can change from day to day and without warning.

Having your boat seized after complying with Mexican law is no fun at all, so we understand those who say they are leaving Mexico as soon as their boat is free, and never, ever coming back.

We're taking a longer view, in part because we do lots of sailing anyway, and we've already been most everywhere in Mexico, and thus have primarily been inconvenienced. Our view is that all this has been a colossal mistake on the part of one sub-agency, and once they save face, they won't repeat it.

As we said in the beginning, Mexico is a fabulous place to cruise for so many reasons. Check out *Changes in Latitudes* later in this edition and you'll see that the folks aboard *Starship* liked it better than any country in the South Pacific. And after a circumnavigation, the Milskis on *Sea Level* said Mexico had as good cruising as anywhere they'd been.

Absent a complete additional screw-up by AGACE, we anticipate that there will be a 21st Baja Ha-Ha in the fall, that *Profligate* will be back in Mexico next winter — and best of all, this whole disastrous incident will lead to Mexico doing a much better job of making nautical tourists feel welcome and secure than before. Sort a revisiting of what happened in 1996.

— latitude/rs

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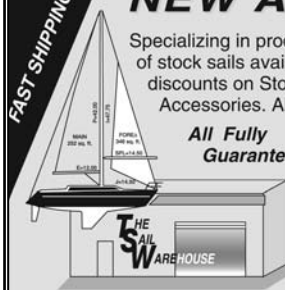
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"The nautical flea market isn't till next month!" I joked as I carefully stepped around a huge display of boat gear spread out on the dock.

I knew my dock neighbor wasn't really trying to sell his gear at the flea market, but it was a little strange to see the entire contents of his boat piled high on the main walkway.

"My boat was in the big weigh-in for the new Certified PHRF rating," he explained, "and everything had to come out. Now I'm putting it all back in — or at least, putting everything back in that my 'weight Nazi' crew over here will allow.

"Duplicate socket wrench sizes!" came the unmistakable voice of Lee Helm from the other side of a large pile of sail bags. She was sitting on the dock sorting through an assortment of tools and spare parts. "You don't need two 9/16ths sockets. This one goes overboard!"

"NO!" cried the boat owner. But it was too late. A shiny steel part went sailing through the air and plopped into the harbor.

"Like, I warned you about this after the last race," scolded Lee. "Duplicate, redundant and superfluous tools get tossed in the drink."

"She's so strict," sighed the owner of the discarded socket.

"Okay, now you only have one 9/16th socket left. What does it fit?"

"It fits any 9/16ths nut," said the

owner.

It's just a socket.
"This stuff all adds up. Each pound will cost us seven seconds at the finish line. If we can strip out, say, 300 pounds of crapola — and I think we can — then we finish 36 minutes sooner. That's almost six miles at ten knots, and lots of races to Hawaii have been won or lost by a lot less than that."

"Don't worry, I know how to handle this," I whispered to my friend.

"Lee," I asked, "how'd you come up with seven seconds per pound?"

"Oh, hi, Max. It's just a simple calculation of how wetted surface and frictional resistance change with increased displacement."

"Isn't it going to be completely different for each boat on each different race?" I asked, trying to formulate a question with a sufficiently complicated answer to keep Lee's mind off the weight of the boat gear on the dock, at least for a few minutes.

"Let's see, what can I write on," she said as she grabbed a slightly water-logged boat cushion. "This is one is headed for the dumpster."

Just as I had hoped, Lee walked around to my side of the sail bags, sat down with the boat cushion on her lap, and took out a marking pen. She started to draw on the cushion. The owner of the boat, seeing his chance, moved to where Lee had been sorting tools.

"To keep it simple," Lee explained, "let's start with hull shape like a log: Circular cross section, waterline at the equator, constant section bow to stern. Now, like, what happens to displacement and to wetted surface if some weight is added, and the draft increases by a small amount? Let's call the radius of the section

X, the draft Z, and the length L. Displacement is the volume below the waterline, which for our purposes is the same as weight, which we'll call W. And so, W is going to be the area of the half-circle times length, or length times pi-X-squared over two."

She wrote out the formula: $W = L\pi$



$(\pi)X^2 / 2$

"Fair enough," I said. "I'm with you so far."

"What happens if we add enough weight for the pi draft to increase by a small amount, which we'll call dZ? How does W change?"

She drew a new waterline and shaded the newly immersed part of the cross-section, labeling it dW.

"Let's see," I stammered. "The new section area, dW, will be length times beam, which is 2X, times dZ, and added displacement will be that added section area times length."

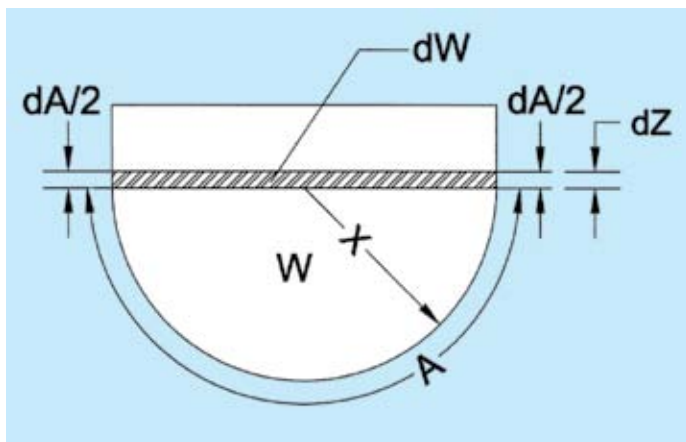
As I spoke, Lee was writing $dW = 2 X dZ L$.

"What about wetted surface area?" asked Lee. She answered without giving me a chance. "Area equals pi times X times L. Change in area is just dZ times 2 times L."

Lee wrote out $A = \pi X L$ and $dA = 2 L dZ$.

"Now the good part," Lee continued. "Let's look at change in weight compared to weight, and change in area compared to area. She scrawled on the old boat cushion, now writing smaller because she was running out of space:

$$dA/A = (2 L dZ) / (\pi X L) = (2 dZ) / (\pi$$

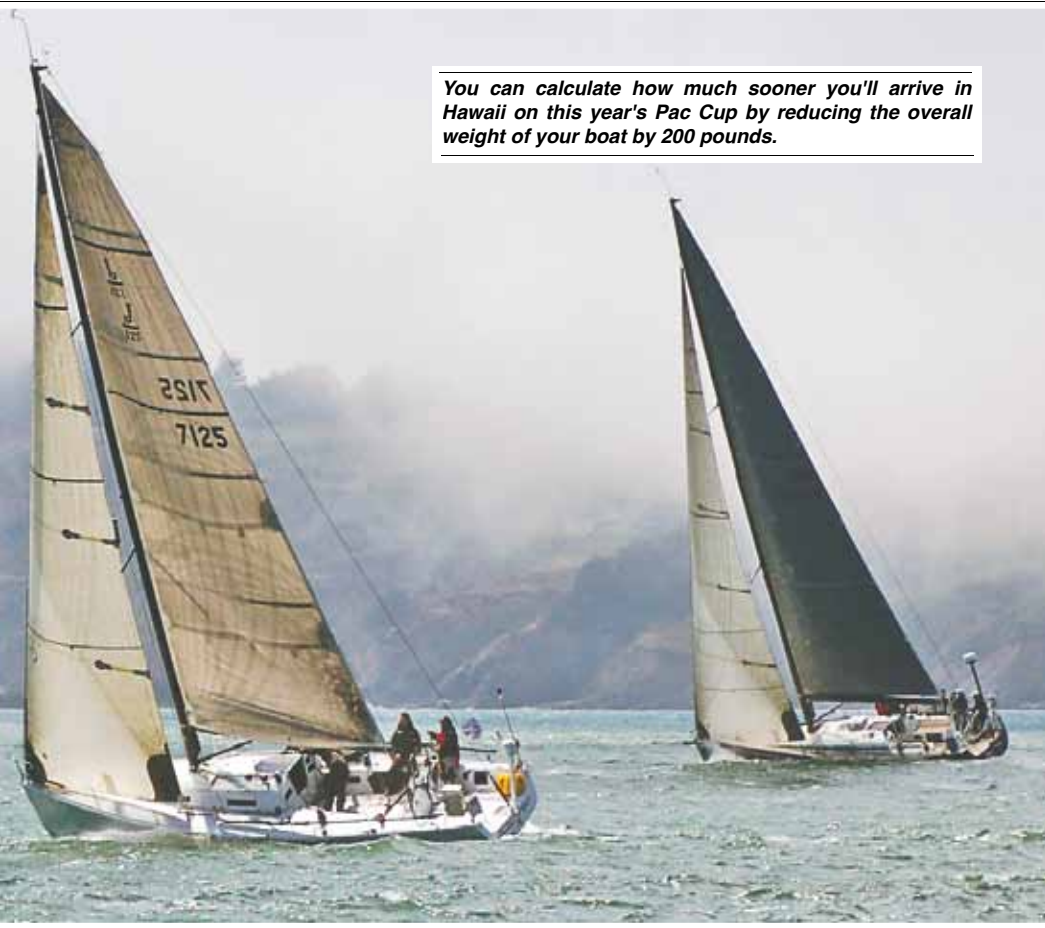


A relatively simple diagram puts all the variables into place.

owner.

"Show me one on the boat. Otherwise it goes for a swim to join its sister. There's no reason to slow the boat down with heavy tools that don't even fit anything on board."

"Oy!" he held his head in both hands, totally exasperated. "It's not a heavy tool.



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change in speed will be one-third of the change in wetted area, and, like, in the opposite direction, which makes sense because when area increases speed goes down."

I feared that Lee was about to look up and discover what her skipper was up to with his boat tools, so I quickly added "but that's not a rule of six, that's a rule of three."

"For sure, almost forgot," said Lee. "We started by showing that the change in wetted area is half of a small change in weight. The change in speed is one-third the change in wetted area, so multiply them together and you find that the change in speed is one-sixth the change in weight. Hence the rule of six: Add six percent additional weight, and the boat goes one percent slower or takes one percent more time to get to the finish line. That means that for a 20,000-pound boat that takes 10 days to get to Hawaii, each pound saved shortens the elapsed race time by one part in 120,000. For a 10-day race that's 7.2 seconds. Three hundred pounds will save 36 minutes, and taking off 1,000 pounds equals a whopping two... Hey, where are you going with that tool box!"

LATTITUDE / ARCHIVES

X) $dW/W = (2 \times dZ L) / (L \pi X^2 / 2) = (4 dZ) / (\pi X)$

"And now, compare dA/A to dW/W , and you get:"

$$\{(2 dZ) / (\pi X)\} / \{(4 dZ) / (\pi X)\},$$

"and it all cancels except we're left with 1/2. Cool, huh?"

"I suppose," I said, still trying to catch up with Lee's algebra. "But how do you get from there to..."

"It's a no-brainer," she answered. "What I just proved is that for circular sections, when draft increases, area increases only half as fast as displacement. That's the same as saying that, for example, a two-percent increase in weight causes only a one-percent increase in wetted area and a one-percent increase in drag. But, like, what we really want to know is, how much will the boat slow down?"

I noticed that the owner was quietly loading most of his tools back into a large toolbox over on the other side of the sail bags, and stashing some of the smaller items in his pockets.

"Viscous drag is proportional to speed

squared," Lee continued, oblivious to everything else. "And power is proportional to drag times speed. And resistance is proportional to wetted area, so power equals wetted area times speed cubed. Like, approximately, anyway." She wrote $P = A V^3$

"Or, $V^3 = P/A$. And since power is constant, we can rewrite this as being V 's proportional to one over area cubed, or $V = 1/A^{1/3}$ or $V = A^{-1/3}$."

"Okay, I can buy that," I allowed.

"We really want to know how much speed changes for a small change in wetted area, so we, like, throw in a little calculus. Differentiate to find dV/dA , and we get:

$dV/dA = -1/3 A^{-4/3}$ via the usual rule for finding the derivative, multiplying by the exponent, and decreasing the exponent by one. And now it gets tricky. Write it as

$dV = -1/3 A^{-4/3} dA$ and now divide both sides of the equation by V , so we have

$$dV/V = -1/3 A^{-4/3} dA / V, \text{ but since } V = A^{-1/3}$$

$$\text{we now have } dV/V = -1/3 A^{-4/3} dA / A^{-1/3} = -1/3 dA / (A^{4/3} A^{-1/3}) = -1/3 dA/A$$

And this just says that if there's a small change in wetted area, the small

Lee finally looked up from her calculations long enough to see the owner of the boat climbing back up the steps to his boat with a heavy metal toolbox in one hand and a large canvas bag full of spare turnbuckles and spools of electrical cable in the other hand.

"Okay, okay," said the owner, reversing course down the steps. "But at least I'm taking them home. No more of my tools on the bottom of the harbor."

"Lee can justify that seven-second-per pound hit," I said. "Although I'm not so sure about some of her assumptions, especially the circular cross-section."

"For sure, there are, like, other ways to compute this," she said. "If you consider a hull shape more like an actual sailboat, with overhangs and flare, then we can assume that the shape is similar in proportion but larger as the displacement increases. In other words, geometrically similar, just bigger in all dimensions, and keeping the same proportions. Then area is simply displacement to the two-thirds power. That just follows from the fact that volume increases by size cubed while area increases by size squared."

"Is it still a rule of one-sixth?" I asked.

"No, it's a rule of two-ninths. Same

MAX EBB

derivation, really. Start with

$$A = W^{2/3}$$

Differentiate, and $dA = 2/3 W^{-1/3} dW$.

Divide by A, and now we have

$$dA/A = 2/3 W^{-1/3} dW / A,$$

but this time sub in $A = W^{2/3}$

$$dA/A = 2/3 W^{-1/3} dW / W^{2/3} \text{ or } dA/A = 2/3 dW/W$$

and since

$$dV/V = -1/3 dA/A$$

we can sub in $2/3 dW/W$ for dA/A and get

$$dV/V = -1/3 \cdot 2/3 dW/W = -2/9 dW/W."$$

"That's an even bigger effect than one-sixth," I noted.

"Nine point six seconds for each pound," added Lee. "But the wetted area doesn't really change like a geosym, because the keel and rudder are always fully immersed and their contribution to wetted area doesn't change with changes in displacement. On the other hand, there are other sources of drag that vary more sharply with weight. A heavy boat that's sailing up against a hull-speed limit might be in the regime where power is proportional

to speed to the fifth power instead of speed cubed. Then the rule of six becomes the rule of ten for constant circular cross-section, or the rule of two-fifteenths for geometrically similar surface area."

"You see?" said the owner. "For a heavy boat that goes hull speed, it's not so important to take off those last few pounds."

"Even a 30,000 pound crab-crusher," Lee answered, "is going to lose 2.9 seconds for every added pound. And that's if they finish in 10 days — more time lost if they go slower."

Lee put the thoroughly defaced boat cushion in the "discard" pile, and got back to sorting gear and arguing over deadweight items with her skipper. I decided it was a good day to swing by the local chandlery.

Now, if only they could combine the nautical flea market with the measurement days, we could really find some bargains.

— max ebb

Summary of rules of thumb for estimating the effect of a small weight change on speed

Rule of six 0.167

Speed change is one-sixth of weight change. Applies exactly to constant circular cross sections subject to quadratic frictional drag only (rowing shells). But also a good estimate for light modern boats with short overhangs and fin keels, and a mix of frictional and wave drag.

Rule of 2/9 0.222

Speed change is 2/9th weight change. Applies to boats with geometrically similar shape as draft increases, and frictional drag only. This might be a better number for older hulls with more flare and long overhangs, especially in light air when frictional resistance dominates.

Rule of ten 0.100

Speed change is one-tenth weight change. Constant circular cross section, heavy boat at hull speed. A good estimate for a modern heavy-displacement boat with short overhangs sailing upwind or downwind in the trades, when speed is limited by hull speed.

Rule of 2/15 0.133

Geometrically similar shape, heavy boat at hull speed. Might be better for a more traditional hull with overhangs and flare, upwind or downwind in the trades.



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THE RACING

December was like no other we've seen in more than a generation. Unseasonably warm and dry weather made midwinter racing seem more like fall, with less breeze. But there was still some excitement, even if you had to go all the way Down Under to find it at the **Rolex Sydney Hobart Yacht Race**. Closer to home see who the **Wylie Wabbit Season Champion** is, take notice of the new date for **The Great Vallejo Race**, and then read about the **Richmond YC Little Daddy**, **Berkeley Midwinters**, **Coyote Pt. YC Midwinter Beercan Series**, and of course the **Sequoia Redwood Cup Series** in the South Bay.

Rolex Sydney Hobart Yacht Race

The Rolex Sydney Hobart Yacht Race has a well-earned reputation as one of the most challenging and competitive races in all of offshore sailing, and the 69th edition completely lived up to the pre-race hype and historic lore. Ninety-four yachts including five 100-footers, three Volvo 70s and a plethora of maxis, mini-maxis and production yachts lined up for the annual 628-mile romp to Tasmania, in what experts claimed to be the most competitive fleet ever assembled. In an apparent homage to the quality of the fleet, Mother Nature served up classic Sydney-Hobart conditions in a big way, with a beautiful sunny reach out the Sydney Heads, a northerly that built to 40 knots, and a southerly buster that brought upward of 50 knots in Bass Strait for the slow boats and a boat-breaking bash up Storm Bay for the front-runners.

Perennial line honors contender *Wild Oats XI*, owned by wine magnate and AC 35 Challenger of Record Robert Oatley, did what she came to do and beat all others to Hobart to earn a record-tying seventh line-honors victory in nine tries. To do so, she had to overcome a more-than-formidable challenge from Anthony Bell's new 100-footer *Perpetual LOYAL* (ex-*Speedboat/Rambler 100*), which was navigated by Bay Area superstar Stan Honey. *LOYAL* and *WOXI* played a game of cat and mouse where *LOYAL* went offshore early to stay in better pressure and current, jumping out to an early lead while *WOXI* and new navigator Tom Addis stayed closer to shore, allowing them to reach the building northerly first and taking the lead they built through to

the finish.

To win the Sydney Hobart race requires a combination of many key elements — skill, luck, navigation and a well-found boat — and this year's overall winner *Victoire* exemplified these qualities in spades. Sydney-based surgeon Darryl Hodgkinson's canting-keeled Cookson 50 sailed masterfully in her first race under new ownership to claim the victory by an hour over the Melbourne-based Elliott 44 *Veloce*. Having placed second in the race twice as *Jazz*, the 50-footer survived an accidental jibe 100 miles into the race and braved the challenging conditions off the Tassie Coast and Storm Bay to shoot up the leaderboard just as she crossed the finish line in Hobart.

Setting their stopwatches as they hit the dock, the crew waited anxiously to see if previous overall leader *Wild Rose* (originally *Wild Oats*) would be able to correct out on top. A much slower boat, *Wild Rose* was thwarted by the elements as she hit the southerly front earlier in

the race, spent more time sailing upwind as a result, and eventually encountered light air before reaching Hobart. *Rose* ultimately slipped to 11th overall on IRC. As challenging as this year's race was, there were just 10 retirements in the entire fleet despite a significant amount of carnage, injuries and torn sails — a further testament to the depth, quality and experience in the fleet.

— ronnie simpson

ROLEX SYDNEY HOBART YACHT RACE

LINE HONORS — 1) *Wild Oats XI*, R/P100, Robert Oatley; 2) *Perpetual LOYAL*, Juan-K 100, Anthony Bell; 3) *Ragamuffin 100*, Elliott 100, Syd Fisher; 4) *Black Jack*, Volvo 70, Peter Harburg; 5) *Beau Geste*, Botin 80, Karl Kwok. (94 boats).



Complete results at <http://rolexydneyhobart.com>

Wylie Wabbit Season Champion

The seasoned Wylie Wabbit crew on board *Mr. McGregor* take their success in good stride, suggesting that there's



COURTESY KIM DESENBERG

Kim Desenberg (pictured) & boat partner John Groen

always room for improvement. "We have won several season championships, although not as many as Colin Moore on



DANIEL FORSTIER

Darryl Hodgkinson's *'Victoire'* at the start of the Rolex Sydney Hobart Yacht Race.



A Dolphin pod escorts Timothy Cox's 'Minerva' toward Tasmania Island in heavy air during the Rolex Sydney Hobart Yacht Race.

DANIEL FORSTER

Kwazy," said co-owner Kim Desenberg.

The *McGregor* crew have more than just a bit of history in the Wabbit fleet. Desenberg's been a partner in the boat since it was built in 1982, and his company at the time was North Coast Yachts, which built the Wabbits. John Groen, who became a partner in the boat in 1990, was one of the boatbuilders on the Wylie Wabbit project, and his father Gene owned *Willow's* prototype.

Desenberg said *McGregor* benefits from a regular, talented and steady crew with Groen doing the trapeze and foredeck work, and their middle person, Terry White.

Their secret for success? "Showing up for the races, having the fleet captain aboard who is the one keeping the scores, and having fun sailing and racing our boat!" Desenberg said.

"After 32 years we still love sailing these exciting and fun little boats, which we think of as early sportboats," he continued. "We plan to be out defending our title next year (unless the boat falls apart)!"

— michelle slade

The Great Vallejo Race Rescheduled

The Great Vallejo Race dates have changed to April 26-27. Mark your calendars! The YRA Spring #1 will be May 3, and other race dates may change as well. Look for any announcements here in *Latitude 38*, or in *Lectronic Latitude*.

Richmond YC's Little Daddy

On January 11, the Richmond YC hosted their annual Little Daddy High School Regatta. The overcast weather didn't dampen anyone's spirits as the 63 teams enjoyed a steady but consistent breeze aboard their Flying Juniors. The Gold Fleet's 31 boats and the Silver Fleet's 32 boats each completed six races for the day. For the first time in the Northern California high school sailing scene, series organizers split the two fleets into two separate courses, which made a big difference to the young competitors.

RYC LITTLE DADDY

GOLD FLEET — 1) Will Dana/Nicholas Marwell, 13 points; 2) Jackson Wagner/Mark Power, 23; 3) Tristram Craig/Elizabeth Rowedder, 35. (31 boats)

SILVER FLEET — 1) Charlotte Lenz/Olivia Beers, 32 points; 2) Noell Sirot, 41; 3) Chad Farell/Isha Tomita, 48. (32 boats)

Complete results at
<http://rycjuniorprogram.wordpress.com>

Berkeley YC Midwinters

It's been said that you can't predict one day's weather based only on the day before. The weekend of January 11 and 12 proved this in spades. Saturday we almost saw rain, and the wind was mostly from the south. On Sunday there were no clouds and the wind was primarily from the north.

Fifty-four boats in nine divisions came out to race in the mist on Saturday. We decided upon a southerly focused course, eight miles in length for the first division. The wind seemed quite light and so for the second and third divisions, we chose a shorter 5.8-mile course.

At one point during the race, the mist (which never quite turned into rain) shrouded the fleet, leaving the Race Committee feeling almost alone. But then, the sun peeped through the clouds shining only on the RegattaPRO fleet racing just west of the Circle. Had they worked out something with the weather gods?

With only one race to go in the series, there are some divisions with clear winners and some others that are way too close to call. In Division A only two points separate the top four boats. Division B has a three-way tie for first and the Olson 25s and Division D both have two-way ties for first. February's racing should be fun and competitive!

Sunday appeared to be the better day to come out and race. In fact, two boats registered only for Saturday's races showed up to race on Sunday also. It was a tad chilly, but no one seemed to mind.

In contrast to Saturday, the wind was mostly northerly. The 7.6-mile course

For more racing news, subscribe to 'Lectronic Latitude online at www.latitude38.com.

January's racing stories included:

- Midwinter racing opportunities
 - Season Champions, Part III
 - Audi Melges 20 Worlds
- Midwinter racing wrap-ups from Berkeley YC, RegattaPRO, Richmond YC's Small Boat series, Sequoia YC, South Beach YC, Island YC, Santa Cruz YC, and more!

THE RACING



The Corinthian YC's Midwinter Regatta on Saturday, January 18, could have used a bit more wind. For many it was all they could do to reach Blossom Rock. Clockwise from upper left: 'Racer X' prepares to hoist; 'Tai Kua'i's foredeck hopes for a little wind to fill their spinnaker; 'Deception' and others struggle against the current; 'Uno' looks good heading across to Blossom; 'Quiver' and 'Inconceivable' find a breeze; Gordie Nash appears to lead the pack; the new J/88, 'Inconceivable' tailgating Steve Stroub's 'Tiburon.'

was comfortably completed before the anticipated drop in wind occurred. All this and the 49ers won too!

— bobbi tosse

BERKELEY YC MIDWINTERS SATURDAY

SERIES STANDINGS (3r.Ot)

DIVISION A — 1) **Lightspeed**, Custom Wylie 39, Richard Elkins, 10 points; 2) **Ragtime**, J/90, Trlg Liljestrand, 11; 3) **Always Friday**, Antrim 27, John Liebenberg, 11. (12 boats)

OLSON 30 — 1) **Hoot**, Andy Macfie, 3 points; 2) **Chaos**, Raymond Wilson, 7; 3) **Yankee Air Pilot**, Donald Newman, 8. (3 boats)

DIVISION B — 1) **Flexi Flyer**, Soverel 33, Mitchell Wells, 7 points; 2) **Baleineau**, Olson 34, Charlie Brochard, 7; 3) **Ahi**, Santana 35, Andy Newell, 7. (5 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton, 5 points; 2) **Abigail Morgan**, Oliver Kell, 11; 3) **Libra**, Marcia Schnapp, 11. (15 boats)

SF 30 — 1) **Jane Doe**, Olson 911s, Robert Izmirian, 7 points; 2) **Shameless**, Schumacher 30, George Ellison, 8; 3) **Wind Speed**, J/30, Tony Castruccio, 10. (6 boats)

OLSON 25 — 1) **American Standard**, Bob Gunion, 6 points; 2) **Synchronicity**, Steve Smith, 6; 3) **Shark on Bluegrass**, Falk Meissner, 10. (6 boats)

DIVISION C — 1) **Phantom**, J/24, John Guliford, 3 points; 2) **Achates**, Newport 30, Robert Schock, 6; 3) **Harry**, Newport 30, Dick Aronoff, 10. (3 boats)

DIVISION D — 1) **Ypso**, Cal 2-27, Tim Stapleton, 6 points; 2) **Critical Mass**, Mancebo 24, John Dukat, 6; 3) **Huck Finn**, Bear, Margie Siegal, 10. (6 boats)

CAL 20 — 1) **Can O'Whoopass**, Richard von Ehrenkrook, 4 points; 2) **Raccoon**, Jim Snow, 10; 3) **Coyote**, Dave Gardner, 10. (6 boats)

BERKELEY YC MIDWINTER SUNDAY SERIES STANDINGS (3r.Ot)

MULTIHULL — 1) **Foxtrot**, Corsair 24 Mk II, Todd Craig, 4 points. (1 boat)

DIVISION 1 — 1) **Stewball**, Express 37, Bob Harford, 5 points; 2) **Lightspeed**, Custom Wylie 39, Richard Elkins, 8; 3) **Always Friday**, Antrim 27, John Liebenberg, 9. (7 boats)

OLSON 30 — 1) **Hoot**, Andy Macfie, 4 points; 2) **Yankee Air Pilot**, Donald Newman, 6; 3) **Chaos**, Raymond Wilson, 8. (4 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton, 3 points; 2) **Libra**, Marcia Schnapp, 7; 3) **Bobs**, Anthony Murphy, 12. (8 boats)

DIVISION 2 — 1) **TMC Racing**, J/24, Michael Whitfield, 4 points; 2) **Frogflips**, J/24, Richard Stockdale, 6; 3) **Two Irrational**, Moore 24, Anthony

Chargin, 12. (8 boats)

DIVISION 3 — 1) **Antares**, Islander 30-2, Larry Telford, 3 points; 2) **Critical Mass**, Mancebo 24, John Dukat, 7; 3) **No Cat Hare**, Catalina 22, Donald Hare, 11. (4 boats)

Complete results at www.berkeleyyc.org

Coyote Point YC Winter Beercan Series

January 12 proved to be unlike most winter days: there was actually a fair amount of breeze so that competitors could get around the course in a timely manner. In fact, it was about as perfect of a winter sailing day as possible. The sky was very clear, bright and sunny, with a cool but steady 10- to-12 knot breeze.

Rarely seen in midwinter races around the Bay, this one had a rabbit start, led by Mike Haddock on his C&C 110, *Hot Ice*. The fleet of eight boats got off to a pretty good start with just a few smaller boats lagging behind the faster big boats by the end of the first leg. Things changed a bit when *Hot Ice* dropped out of the race unannounced, putting the J/29 *Smokin'*



ALL PHOTOS LESLIE RICHTER / WWW.ROCKSKIPPER.COM

J out in front.

It was a great sight watching three boats racing side by side, the smaller but quick J/32 *Sweet Grapes* with her big 150% genoa, *Vita e Bella*, once again flying the bright blue and red asymmetrical kite, and *Smokin' J* holding onto the lead. *Smokin' J* maintained her pace and entered the channel enough ahead of *Paradigm* to stay in first place after applying the three-second-per-mile handicap. *Sweet Grapes* took third, followed by *Vita e Bella*, *Moriah*, *Liquid Kitty* and *Escape*. Another wonderful day on the South Bay.

— mark bettis

COYOTE POINT YC WINTER BEERCAN SERIES (1r, 0t)

PHRF — 1) **Smokin' J**, J/29, Mark Bettis, 1 point; 2) **Paradigm**, J/32, Luther Izmirian, 2; 3) **Sweet Grapes**, Ericson 36, Alan Orr, 3. (8 boats)

Complete results at www.cpyc.com

Sequoia Redwood Cup Series

The Sequoia Yacht Club continued its Redwood Cup Series with race three on January 18. This is a five-race series that's run in pursuit format, where each boat's start time is based on its PHRF rating. In spite of light air forecast, 18 boats

turned out for winter racing on the South Bay. Fleet captains called for a relatively short 5.44-mile course because of the conditions.

Optimistic racers attempted to cross the start line just after 1:30 p.m. and sailors desperately looked for any sign that might indicate a whisper of wind. The left side of the channel offered what little wind there was, and thanks to the building ebb current, racers made forward motion along the course. The wind stayed light all day long, with a maximum of eight to nine knots of breeze by mid-afternoon. The key to success was rounding the windward mark early and setting the spinnaker to get back to the start/finish line. The second-half of the race was a run back down the channel, where the building ebb soon became a considerable factor. Many were treated to a colorful view of the low winter sun lighting the spinnakers of the lead boats, but as the afternoon came to a close many of the slower boats lowered their sails and motored back to the marina.

— tim petersen

SEQUOIA YC REDWOOD CUP SERIES

STANDINGS (3r, 0t)

PHRF — 1) **Head Rush**, Antrim 27, Charlie Watt, 3 points; 2) **Relentless**, J/92, Tracy Rogers, 7; 3)

Magic, Express 27, Mike Reed, 12. (9 boats)
Complete results at www.sequoiayc.org

More Race Results

ENCINAL YC JACK FROST MIDWINTERS STANDINGS (4r, 0t)

PHRF <105 — 1) **Twisted**, Farr 40, Tony Pohl, 4 points; 2) **Snowy Owl**, Express 37, Jens Jensen, 8; 3) **Peregrine Falcon**, Corsair F-27, Phil Gardner, 14. (6 boats)

SPORT BOATS — 1) **JetStream**, JS9000, Daniel Alvarez, 6 points; 2) **Outsider**, Azzura 310, Greg Nelsen, 8; 3) **Flight Risk**, Thompson 650, Ben Landon, 13. (5 boats)

WYLIECAT 30 — 1) **Crinan II**, Bill West, 10 points; 2) **Whirlwind**, Dan Benjamin, 12; 3) **Green Onions**, John Tuma, 14. (4 boats)

PHRF >106 — 1) **Elusive**, Olson 911s, John Schoenecker, 8 points; 2) **Gig**, Humboldt 30, Gil Sloan, 10; 3) **Blue Passion**, Tartan 3400, Al Leonard, 17. (6 boats)

SANTANA 22 — 1) **Pariah**, Mike Kennedy, 8 points; 2) **Oreo**, Garth Copenhaver, 14; 3) **Meliki**, Deb Fehr, 14. (7 boats)

REGATTAPRO WINTER ONE DESIGN SERIES STANDINGS 1/11 (6r, 1t)

J/120 — 1) **Chance**, Barry Lewis, 9 points; 2) **Mr. Magoo**, Stephen Madeira, 11; 3) **Desdemona**, John Wimer, 13. (4 boats)

J/105 — 1) **Wonder**, Thomas Kennedy, 13 points; 2) **Cuchulainn**, Kevin Mullen, 15; 3) **Jam**

THE RACING SHEET

Session, Adam Spiegel, 15. (18 boats)

MELGES24 — 1) **Personal Puff**, Dan Hauserman, 10 points; 2) **M1**, Ian Collignon, 15; 3) **Nothing Ventured**, Duane Yoslov, 19. (7 boats)

J/70 — 1) **Javelin**, Norman Davant, 6 points; 2) **Small Craft Advisory**, Mark Howe, 9; 3) **Sugoi**, Mark Nelson, 16. (5 boats)

Moore 24 — 1) **Banditos**, John Kernot, 7 points; 2) **White Trash**, Pete Trachy, 17; 3) **Gruntled**, Simon Winer, 24. (11 boats)

J/24 — 1) **Snow Job**, Brian Geoptrich, 6 points; 2) **Broadside**, Jasper Van Vliet, 21; 3) **Frogflips**, Richard Stockdale, 22. (11 boats)



COURTESY FRED FAGO

'Pariah' leads this trio of Santana 22s competing in the Encinal YC's Jack Frost Series.

Hawkeye, IMX-38, Frank Morrow, 7. (5 boats)

PHRF 4 — 1) **Youngster**, IOD, Ron Young, 5 points; 2) **Shenanigans**, Express 27, Bill Moore, 14; 3) **Nancy**, Wyliecat 30, Pat Broderick, 14. (7 boats)

CATALINA 34 — 1) **Queimada**, David Sanner, 9 points; 2) **All Hail**, Page Van Loben Sels, 9; 3) **Amandla**, Kurt Magdanz, 11. (6 boats)

KNARR — 1) **Fifty/Fifty**, Brent Crawford, 5 points; 2) **Knarr 134**, Eric Gray, 10; **Narcissus**,

John Jenkins, 11. (8 Boats)
FOLKBOAT — 1) **Polperro**, Peter Jeal, 4 points; 2) **Thea**, Chris Herrmann, 7; 3) **Nordic Star**, Richard Keldsen, 8. (5 boats)

Complete results at www.ggyc.com

SAUSALITO YC MIDWINTER SERIES STANDINGS (1/9)

SPINNAKER A — 1) **Streaker**, J/105, Ron Anderson, 3 points; 2) **Escapade**, Express 37, Nick Schmidt, 6; 3) **Q**, Schumacher 40, Glenn Isaacson, 6. (5 boats)

SPINNAKER C — 1) **Young-**

ster, IOD, Ron Young, 2 points; 2) **Cattitude**, Tartan Ten, Deana Maggard, 6; 3) **Nancy**, Wyliecat 30, Pat Broderick, 6. (6 boats)

NON-SPINNAKER D — 1) **French Kiss**, Bene-teau/Oceanis 350, Dave Burton, 3.5 points; 2) **California**, Islander 36, Tim Bussiek, 4; 3) **La Mer**, Newport 30, Randy Grenier, 4.5. (4 boats)

NON-SPINNAKER E — 1) **Raccoon**, Cal 20, Jim Snow, 2 points; 2) **JustEm**, Cal 20, Sally Clapper, 4; 3) **Inshallah**, Santana 22, Shirley Bates, 7. (5 boats)

GGYC MANUEL FAGUNDES SEAWEEED SOUP SERIES STANDINGS (1/4)

PHRF 1 — 1) **California Condor**, Antrim 40, Buzz Blackett, 6 points; 2) **TNT**, Tripp 43, Brad Copper, 8; 3) **Bodacious+**, 1D 48, John Clauser, 10. (6 boats)

PHRF 2 — 1) **Ragtime**, J/90, Trig Liljestrand, 11 points; 2) **Outsider**, Azzura 310, Greg Nelsen, 11; 3) **Symmetry**, J/111, Howard Turner, 13. (10 boats)

PHRF 3 — 1) **Yucca**, 8-Meter, Hank Easom, 6 points; 2) **Uno**, Wyliecat 30, Brendan Meyer, 6; 3)

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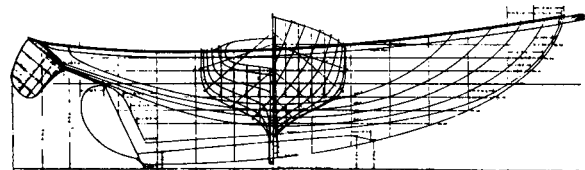


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With a report this month on **Two Diehard Sailors' European Cruise Aboard the World's Largest Tall Ship.**

A Different Sort of Sailing: A Clipper Ship Worthy of Royalty

My wife Marta and I have always been of the 'wouldn't-be-caught-dead-on-a-cruise-ship' persuasion, but we finally did a cruise last October — however, not on your typical 'floating city' cruise ship.

We were among 197 passengers aboard the sailing ship *Royal Clipper* for a 10-day cruise from Venice to Rome via Croatia, Montenegro, Greece and Sicily. We'd wanted to take a trip on the *Royal Clipper* ever since we first saw pictures of her in a sailing magazine when she was launched in Rotterdam in 2000.

Her lines were inspired by the clipper ship *Preussen*, built in Germany in 1902. As *Preussen* was then, *Royal Clipper* is today the largest fully-rigged sailing ship in the world. The two are the only five-masted clipper ships ever built. *Royal Clipper* is 440 feet overall with a beam of 54 feet, and draft of 19 feet. Her five square-rigged steel masts, bowsprit and boom carry 42 sails: 4 foresails, 26 square sails, 11 staysails and a gaff-rigged spanker — with an impressive 56,000 square feet of sail area.

She carries a maximum of 227 passengers in deluxe and standard staterooms and a crew of 106. Any sailor who maintains his own boat might enjoy our personal favorite 'world's-largest-sailing-ship' statistic: she has 19,000 square feet of teak decks! *Royal Clipper*

When conditions were right, the sailing was glorious, with all 42 of 'Royal Clipper's' sails harnessing the breeze.



is the flagship of the Star Clippers fleet, which also includes two identical 360-ft four-masted barquentines, launched in 1991 and 1992 by Swedish owner Mikael Krafft. (Check them out at *StarClippers.com*.)

Royal Clipper's square sails are hydraulically roller-furled into and out of their yardarms so there's no need for crew to go aloft. All 42 sails can be raised from the deck in about half an hour without anyone breaking a sweat. The foresails and staysails are all raised on their massive wire stays the old fashioned way, with their halyards led to hydraulic reel winches or huge bronze hydraulic drum winches that are tailed by the crew or willing passengers, then cleated to traditional belaying pins. The sheets, downhauls and other lines are all led to the deck and controlled by the same bronze winches.

The standing rigging is set up in the traditional clipper ship manner. The wire and turnbuckle dimensions are reminiscent of what you might find on the Golden Gate Bridge, and there is an amazing amount of wire overhead — many tons of it, I would think. Lying on a deck lounge or in the bowsprit netting and looking up into the maze of rigging wires and running lines to figure out what they were all there for was one of my favorite pastimes on lazy afternoons.

I learned the names of all 42 sails the first night aboard, figuring that knowledge would come in handy at some point, but I only got to show off my expertise for Marta.

Whenever leaving a port of call, *Royal Clipper* performs a ritual raising of at least some of the staysails, with Vangelis' *The Conquest of Paradise* blasting from loudspeakers so loudly that no one on shore or aboard any other vessel in the vicinity misses the show. Some of the passengers find this exercise very inspiring, others think it's kind of corny, and most probably think the former the first time and the latter by the fifth or sixth time. In any case, every passenger is always eager to see if conditions will be right for the world's largest sailing ship to actually *sail!* Our captain pointed out in his introductory remarks the first night aboard that there are other cruise ships with

sails, but they don't have "real keels" and are not really sailing ships. He promised to use the sails as often as conditions permitted, but we ended up motorsailing most of the time with staysails.

On the passage from Corfu to Sicily we were finally under full sail without engine power for a good twelve hours or so, making about eight or nine knots on a beautiful sunny day. That day gave a slight hint of what a two-week trans-Atlantic trade-wind passage from Lisbon to St. Lucia on *Royal Clipper* might be like. That would be the trip to book if you really wanted to immerse yourself in the ultimate sailing ship experience and commune with the sea, very comfortably.

We had some pretty nasty weather the first couple of nights out — 30 knots on the nose and heavy rain. The motion of the ship was bad enough that the steward deployed the bunk boards when making up our stateroom. We had one of the 14 main deck staterooms with an outside balcony, and I took a perverse pleasure in venturing out there at night to 'stand watch'. I took in the sounds and smells of the sea below and the rain above just long enough to get slightly cold and wet — so I could then jump into our marble whirlpool tub to warm up while contemplating what a miserable night it would be out there on the type of "sailing ship" we're used to cruising on.

We met some other passengers who, like ourselves, had never done a cruise before, but wanted the sailing ship experience, plus many who were repeat passengers on *Royal Clipper*, and a few who got seasick and might have been happier on a traditional cruise ship. Most were active retired types with long travel resumes — senior among them was the



OF CHARTERING



ALL PHOTOS DAVID TURPIN

The old salt strikes a pose in the bow netting of the world's largest sailing ship, 'Royal Clipper'. Inset: The five-master at Kotor, Montenegro.

85-year-old widow we met at dinner the first night who was on her fifth *Royal Clipper* cruise!

About a third of the passengers were Americans, a third Brits, and the final third were other Europeans, mostly Germans. All formal announcements and written materials are provided in English, German, and French. We saw a lot more passengers passing the time with books than with iPads or Kindles.

The captain is Estonian, the first officer Italian, the junior officers mostly Eastern European and Indian, the engine room/maintenance/sailing crew are Indian, and the galley/dining room/bar staff and cabin stewards are Filipino. The cruise director, purser, and ship's store keeper were young German women and the "sports team" was comprised of three young Swedish men. The ship's owner is Swedish; his company, Star Clippers, is based in Monaco; and the ship flies the

flag of Malta. The ubiquitous Hungarian piano player, who is always on duty at the grand piano in the "Piano Bar" or the electric piano in the "Tropical Bar," completes the diversity discussion.

Royal Clipper's amenities are very limited by typical cruise ship standards — no casinos, nightclubs, sports bars, theaters or shopping malls. No elevators, and lots of stairs. No shuffleboard either (ask an old person what that was). A small ship's store with logowear and other souvenirs, the modest spa, and three bars are the only places on board where one can spend money!

The decor is classic 1920s-era luxury yacht: gleaming brightwork, polished brass, raised paneling, a royal blue and gold color scheme, portraits of sailing ships everywhere, and those 19,000 square feet of teak decks for strolling. There is a library with a fireplace and overstuffed leather chairs. When admiring her as a work of shipbuilding

art, the word "magnificent" continually came to mind.

The deluxe stateroom that we splurged on — the Golden Gate stateroom, in fact — was as luxurious as any four-star hotel room, with living space and a marble bathroom the likes of which you probably wouldn't find on a charter yacht until you got up to the 100-foot range. Breakfast and lunch were served buffet style in the elegant multi-level atrium dining room and dinner was from a menu of five courses with five or six varied entrees. The dress code is very informal and you sit where and when you want to. A couple of times we enjoyed having a room-service dinner on our balcony. We found the food and spirits to be excellent, with the exception that, being from Santa Barbara, we were rather disappointed to find that the tequila selection was limited to a bottle of Cuervo Gold! Be warned, though, that bringing your own liquor onboard is strictly *verboten*, as on all cruise ships.

Social life centers around the Tropical Bar on the main deck where there is some form of amateur entertainment or game provided nightly after dinner for those who wish to participate. The cruise director doubles as emcee and many crew members join in. The highlight, of course, is pirate night, when you're supposed to put together whatever costume you can with what you have on hand. Having read about this on a cruise website prior to the trip, I was fully prepared with my six-time Baja Ha-Ha-veteran pirate outfit. But when pirate night came along we were so mellowed out by that day's excursion to Taormina, Sicily's 2,000-year-old amphitheater, that we opted for a moonlit walk on deck instead

Marta strikes a pose at the Tropical Bar, where the international clientele often gathers to relax and share travel tales.



WORLD

of the party.

Cigarette, cigar and pipe smoking is grudgingly permitted in one corner of the outdoor bar, and the few smokers among us quickly bonded. There are three small pools filled with sea water and deck lounges for all, and when the sun is out the Pool Bar on the sun deck is open and busy. At such times the sports team is usually occupied running the swim platform that lowers from the stern, and passing out the dive gear and kayaks.

On our late-fall trip, the swim platform wasn't put to much use and the young Swedes spent most of their time leading early morning exercise classes for the inspired, and belaying the passengers who wanted to climb the rigging to the crow's nest. I was bugging them about that from the moment we got on board, but the weather was too wet the first couple of days. We finally got to go up on the fourth morning's misty approach to the ancient fortress of Kotor, Montenegro. The view and photo-ops from the first yardarm were impressive,



ALL PHOTOS DAVID TURPIN

The 'Royal Clipper' is a class act right down to her dimpled Swedish figurehead. The passengers seen upper left give a sense of scale.

but I wished I could send my GoPro up to the topgallant yard — another 160 feet above — for some really epic 'point-and-hope' wide-angle shots.

The inability to dependably upload web posts and photos, and keep up with email was one of the few complaints we heard from our fellow passengers, as the *Royal Clipper* has only a spotty satellite

Wi-Fi system that really needs to be upgraded. It often proved easier to take care of those matters in a tavern or cafe when ashore.

Likewise with television. We happily accepted the ever-changing view from our giant windows and the balcony as our in-room entertainment for ten wonderful, television-free days. There was a little TV in a cabinet at the foot of the bed, and you can borrow DVDs from the ship's store, but if keeping up with current TV programming is important to you, this is probably not the ship for you.

We spent a lot of time studying the upcoming ports of call and the various optional and moderately pricey shore excursions. Examples are a short guided walking tour of an ancient cathedral, an all-day bus tour with a lunch stop at a local farm or vineyard, more athletic pursuits like mountain bike and kayak tours, or a trek to the crater of Mount Etna. The one we most wanted to do, a daysail through the islands around Hvar, Croatia, was rained out, but we



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OF CHARTERING

particularly enjoyed a guided tour of the magnificent gardens and art of the Achil- lion Palace on Corfu. At several places local cab drivers served as both tour guide and entertainment as we went off exploring on our own.

While wandering around in the rain at the island port of Hvar, we took refuge in a humble tavern and were delighted to enjoy a lunch of soup, salad, bread and beer, while being the only *gringos* among several hearty groups of commercial fishermen, recreational sailors, and other locals who were also pinned down by the storm.

At the opposite extreme, our lunch a week later on sun-drenched, upscale Capri was taken at a sidewalk cafe surrounded by the most exclusive European designer shops. One of my personal highlights was walking the walls and cobblestone streets of Dubrovnik again after having done so last in 1973. I channeled memories of that visit as a 23-year-old wannabe expat, arriving by land in a Volkswagen camper. That evening we

took a walk with a well-traveled guide who had survived the 1991 bombings, and could fill us in on the 40 years of history since my first visit.

'Standing watch' on the bridge for the nighttime passage from Sicily to Capri through the narrow Strait of Messina and past the volcanic island of Stromboli, which was in fiery eruption, was another highlight.

We would heartily recommend the *Royal Clipper* experience to anyone with a fascination for tall ships and a romantic view of the golden age of sail. Touring historical replicas or training ships at the dock is one thing, but cruising aboard the world's largest sailing ship is a truly unique experience. If you wouldn't be caught dead on a traditional cruise ship, but can't afford to charter a luxury crewed yacht for your next Mediterranean adventure, a berth on the *Royal Clipper* or one of her sister ships might provide the best



It takes a 100-person crew to run the 'Royal Clipper,' but motorized yardarm furlers lessen the sail-handling workload substantially.

of both worlds, as it did for us.

Now, having realized the goal of a voyage on the world's largest sailing ship, we just need to catch a ride on *Maltese Falcon*, a J-Class boat, and an AC72, and our sailing bucket list will be complete!

— david & marta turpin

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CHANGES

With reports this month from **Bula** on their solar oven; from **Privateer** on a long cruise through the South Pacific; from the **Wanderer** on a return to **Mazatlan**; from **Starship** summarizing a two-year cruise; from **Points Beyond** on Cartagena, Colombia; and **Cruise Notes**.

Bula — Seawind 1100 Ken McLaughlin and Kerry Dunlop Cooking With the Sun (Redondo / Two Harbors, Catalina)

If you're only using the sun to get power from your solar panels, you're not taking full advantage of Old Sol. As Ken and Kerry — he of Northern California, Redondo and Two Harbors, and she of Redondo and Two Harbors — told us, they do most of their cooking with a Global Sun Oven.

The 21-pound oven was made with the Third World and the environment in mind. Two billion people in the world cook with wood, charcoal or dung, which is not good for their health or the environment.

The Global Sun Oven is said to be the alternative for 70% of their cooking, as food can be boiled, steamed, roasted or baked at temperatures up to 360°. "You need to wear oven mitts when you open the oven so you don't burn yourself," says Ken.

What can you cook in a solar oven? The better question is, what can't you cook? Meat, fish, chicken, stews, vegetables, pies, cakes, beans, pasta — the list of things to cook goes on and on.

"I just throw in a bunch of frozen chicken parts and veggies and let it cook all day, just as you would with a crock pot," says Kerry. "It won't burn. It's suggested that you add a cup of water, but

Ken and Kerry aboard 'Bula' with their solar-powered oven. The couple do most of their cooking with the solar oven or the BBQ.

we've found that's not necessary."

"And the meats are slow-cooked-juicy and delicious," says Ken. "We've made ribs several times, and the meat falls right off the bone. We also did a roast. Another favorite is hard-boiled eggs. You take the top off the carton and put the rest in the oven, and in a little more than an hour you have perfect hard-boiled eggs. And the shells come off easily.

Depending on the model stove you get, they run from about \$125 to \$300. Ken and Kerry got the more expensive one, which comes with its own set of pots and pans. "Using the special stacking pots and pans, I can do things like cook meat and make corn bread at the same time. It's great. For things like cookies and cakes, the oven is not a slow cooker at all. They bake in the same amount of time as in a conventional oven."

The saloon in a Seawind 1100 is relatively small, so Ken and Kerry don't like to use their normal stove too much, as it overheats the saloon. "We do make our coffee with a regular stove and use a pressure cooker for things like artichokes, but our propane consumption is way down," says Ken.

The only downsides the couple could think of were that in situations where changes in the wind direction give the boat a different orientation to the sun, it might take a little longer for food to cook, and it's not as efficient on cloudy days. "It doesn't have to be a hot day for the stove to work, but it can't be too cloudy," says Ken.

The couple's more expensive stove came with a dehydrator for meat and fruit. If you want to get further off the grid and prepare healthier foods, the solar oven could be the ticket.

Ken and Kerry tried to take off cruising a year ago, but things — such as the house taking longer than expected to sell and Ken's daughter having a baby — set them back. They ended up spending eight months in Ensenada.

The truth be told, downtown Ensenada looks a little tawdry. Nonetheless Ken says he had "a fantastic time", and Kerry says, "I loved it." But the couple realized it didn't make sense for them to pay for a slip in Ensenada when Ken still had a free mooring at Cat Harbor. So they returned to Two Har-



bors — where Kerry had been a harbor patrolwoman for years and where the two first met — last summer.

They headed south a second time in December. After spending a month in Ensenada, they continued south to Cabo shortly after Christmas. You know how great the run down the coast of Baja is? Well, it wasn't for them. Either there was no wind or it was blowing up to 35 knots on the nose. "We didn't get to sail more than 10% of the time," said Ken, who, having owned 15 boats, obviously likes to sail.

The two figure they will spend hurricane season in Paradise Marina in Nuevo Vallarta, then head down to the Canal. After that the picture gets a little fuzzy, but they can see *Bula* — "a perfect boat for us" — in the clear waters of the Florida Keys and the Bahamas. Solar-cooked conch anyone?

— latitude/rs 01/15/2014

WINTON YEE



It doesn't matter if you like white or green asparagus, you can cook either one in a solar oven.

LATTITUDE/RICHARD



IN LATITUDES



Spread; Chris and Lila in a limestone cave at Niue. Inset top; Making a new headstay in Samoa. Inset bottom; The heavy HC was great.

Privateer — Hans Christian 33 Chris John and Lila Shaked The Young and Restless (Redlands and Tucson, AZ)

Since the majority of cruisers are in their 50s and 60s, we thought we'd pick the brains of a couple of young cruisers to better understand their perspective. The subjects of our interview are Chris, 29, and Lila, 32, who have recently finished a 2½-year, 16,000-mile cruise from California to New Zealand and back to Hawaii.

38: Did the two of you know each other well before you took off cruising?

Chris: Not really. Lila came around the night I was concluding the sale of my Islander 30 to a friend of hers. Three months later, she and I set sail for Hawaii aboard *Privateer*.

38: Where did you go from Hawaii?

Chris: Fanning Island, which is about 1,000 miles to the south. We then set sail for French Polynesia. Unfortunately the headstay broke, so we had to turn back to Fanning. Fortunately, we had a back-up swage fitting and were able to jury-rig some anchor chain to the bottom of the stay. The repair worked well enough for us to make a 1,300-mile, 13-day passage to American Samoa. After getting the headstay repaired, we stopped at the little island of Niue, which turned out to be our favorite place.

Lila: It's such a beautiful little island with awesome people.

38: You must have heard about *Blue Marble*, the F/P 46 catamaran that tied up to the fishing boat buoy at Niue that failed, allowing the cat to go on the reef.

Chris: Yeah. Maybe there's a jinx at Niue. When we were there in 2012, a baby humpback that had been swimming through the anchorage hit a mooring ball that the Hunter 46 *Knotty Lady* was tied to. It resulted in the cleats being ripped right through the deck of the boat. The force had been so swift that it melted some of the lines. Insane!

Lila: Fortunately, the boat's anchor and Code Zero got wrapped in the mooring line, so she didn't drift away.

Chris: After Niue we continued on to Tonga. Man, that place is paradise! It's better than Niue in the sense that it's much larger and has hundreds of islands, and there are lots of good anchorages instead of just one lousy one. We spent time at the three main areas: Vava'u, which gets lots of cruising boats; the Ha'apai area, which is a gem because it only has a small airport and the anchorages aren't very good, so it doesn't get many visitors; and the Southern Group, which is where we jumped off for New Zealand.

Lila: We actually took off for New Zealand twice. After getting about 200 miles down the line on the 1,100-mile passage, Chris noticed an approaching low. He got a bad feeling about it, so we and three other boats turned back.

Chris: That was the blow that knocked down the Beneteau 38 *Windigo*, resulting in *Just months before setting sail for Hawaii, Chris pretty much assumed that he'd be singlehanded across the Pacific.*



After landing this mahi, they stopping fishing.



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PRIVATEER

PRIVATEER

CHANGES

in the crew's having to be rescued by the navy. It blew about 40 knots where we were back at Tonga, so it was better to be behind a reef than on the open ocean.

PRIVATEER



Chris with a generous gift from locals.

the entire Southern Hemisphere summer. And we both found jobs.

38: Because you were both under 30?

Chris: Well, I was, so only I was legal.

Lila: Young cruisers need to know that they have to get to New Zealand before they turn 31, not 30, in order to be able to work legally. I made it there by two or three days, but you still have to apply for working status in time.

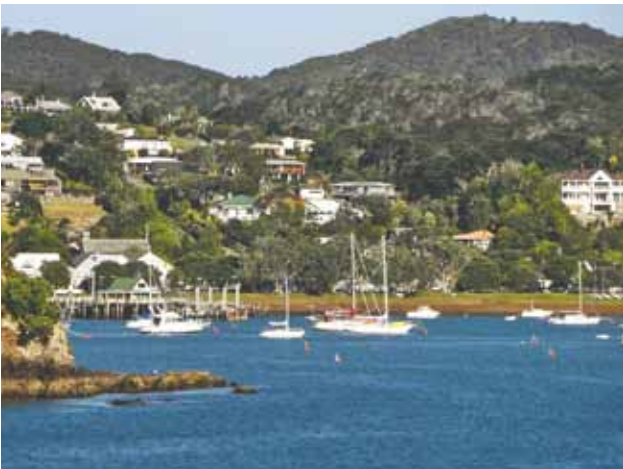
38: What did you do?

Chris: I worked as crew on boats while Lila worked in a cafe in Paihia. I later got a job as a cook at a beach bar where I could look out the window and see *Privateer*.

Lila: New Zealand doesn't have enough young workers, so it's not hard to find work. You can pick fruit, work in hostels, do all kinds of things. It's the same in Australia, except they pay even

Cruisers can find decent jobs legally in both New Zealand and Australia — if they sign up before they turn 31. Age discrimination much?

NEW ZEALAND TOURISM



better.

Chris: Americans can also work in American Samoa because it's an American territory. Just put on a hair net and go into a tuna cannery. [Laughter.]

Had I known about the legal opportunities to work between Hawaii and New Zealand, I would have taken off a lot sooner. But I'd assumed that I could only get spot work doing things like cleaning bottoms and stuff. What we learned is that you can easily get legal full-time gigs in Hawaii, American Samoa and New Zealand, socking money away for six months, then cruising for six months.

Lila: You just have to stay on the hook instead of in marinas, and make your own meals instead of dining out.

Chris: We lived on about \$400 a month, including all expenses. We'd save money by doing stuff like brewing our own beer. Everybody in New Zealand brews their own beer because otherwise it gets expensive — even for folks who, like us, who don't drink that much.

38: New Zealand is usually decision time. Do you go around the world with following winds, which is much longer, or do you head back to the States, which isn't as long but is a more difficult sail?

Chris: Even if you're going to return to the States, you have to make the decision if you're going to do it by going all the way around the Pacific via Micronesia and Japan, which takes 18 months, or sail back to Hawaii. We had to make that decision in the spring of 2012.

Lila: We decided that we didn't have enough money to complete the Pacific circuit, so we took the southern route back to French Polynesia. It was the worst trip ever, which is why so few cruisers try it.

Chris: We had bad luck. It took us nearly a month to cover the 2,500 miles, and it blew 30+ for days on end. We replaced the main with the trysail for two weeks!

Lila: We had to put out our drogue, too, and had many days where waves were breaking over the boat.

Chris: We knew what we were getting into, but we had a little bad luck with the weather. We ended up in the Austral Islands, which were great.

38: How did your heavy Hans Christian hold up in rough conditions?

Chris: I'd gotten a heavy full-keel boat specifically for



heavy weather. It's true that there were many times during our cruise when I wanted more wind to move her, and we flew the spinnaker a lot to accomplish that, but on the trip back to French Polynesia I was very happy with our 'little pot of tea'. She and her little engine just did their thing.

We continued up to Tahiti, then spent a month at Toha, which is just north of Fakaraha in the Tuamotus. Only eight people live there. The cargo boat with staples like rice and flour only comes once a month, and there is no airport.

38: What was the attraction?

Chris: That only eight people live there. In our opinion, the fewer the people, usually the better the experience.

38: It's long been our contention that it's easier for locals to identify with low-budget cruisers than those on larger and more luxurious boats. What do you think?

Chris: I agree 100%. If you're living a humble lifestyle, it's easier for poor locals to relate to you. You see it in the

get to cruise Mexico in a year or two.
 [We'll continue with Part II of our interview with Chris and Lila in the March issue.]

— latitude/rs 12/15/2013

Return to Mazatlan The Wanderer

It had been about five years — way too long — since we'd been to Mazatlan, and upon our return we were shocked by the changes. As most of you know, Mazatlan, Mexico's second largest coastal city and home to the biggest shrimp fleet in the world, is located in Sinaloa, one of the most active narco trafficking regions in the world. A few years ago there was a much-publicized shooting in a nightclub, and after a street robbery two years ago, most of the cruise ships pulled out. So we expected a lifeless city in decline. What we found instead was what appeared to be a booming, safe city with lots of happy locals and expats. We've never seen Mazatlan looking so good.

We were in Mazatlan as part of a road trip from Tucson to Puerto Vallarta with a newly imported Honda Element — the choice for discerning motorists — so we pulled off the *auto piste* at a seemingly seldom-used turnout overgrown with weeds to the beach area at the north end of the city. Minutes later we were flabbergasted by the string of new high-rise hotels and condos lining the beaches. Then there was a big new shopping center a short distance away. Somebody obviously believes in the vibrant city.

Our first stop was El Cid Hotel and Marina, where we visited with Harbor-master Geronimo Cevallos. It's easy for new hotels to look good; the real test is how they are maintained over time. Whoever owns El Cid deserves a medal — along with Graziano, the owner of Paradise Resort and Marina — for doing such

The excellently maintained El Cid Hotel and Marina is just inside the breakwater from the Sea of Cortez. Deer Island is in the background.

ALL PHOTOS COURTESY PRIVATEER



Spread; Chris burning trash. There are few garbage cans — or restrictions on beach fires — in the South Pacific. Insets left, from top: Lila with a nice mahi landed between Hawaii and Fanning. Locals included Chris and Lila in many of their activities and adventures. Fun at sea with Chris and Lila.

way people interact. We got along really well with everyone — although in French Polynesia it certainly helped that Lila speaks French. I stumbled with my French, but they appreciated my trying.

38: Not all French are so appreciative of such efforts.

Chris: The Tahitians are. They always want to bring you into their homes and make you part of their family.

Lila: After the Tuamotus, we returned to Tahiti, Bora Bora, and then kinda had to hide because our visas had expired.

Chris: If you have to hide out, it's smarter to stay at the smaller islands such as Maupiti and Mopelia. We made the mistake of going to Raiatea to provision and got caught. But we smiled a lot and the officials were nice about it. They didn't fine us or anything.

Lila: But we heard horror stories about boats that had overstayed their visas in Tahiti and some of the other big

islands. The three-month time limit is hard on cruisers because we have to wait for the end of hurricane season before we can safely move on.

Chris: Anyway, we just got back to Hawaii in November after a hard 6,000-mile trip back from New Zealand. We plan to stay on Oahu for awhile.

Lila: It's the first time we've stayed at a dock in three years!

Chris: It's nice. I was so happy to see the breakwater at the Ala Wai Yacht Harbor. The Ala Wai is still Hawaii-funky, with some very good slips and some really bad ones. But that's sort of why you like Hawaii. There's also good racing on Friday nights, they've got fireworks, and we're having a blast there. I have a job waiting for me at West Marine, where employees get super discounts. But we hope to



DRONE 38

CHANGES

a great job of maintaining and constantly improving his property in Mexico. El Cid



Mazatlan is the shrimp capital of the world.

looked great, as everywhere you looked someone was sweeping, scrubbing, painting or improving. The staff was very friendly without being obsequious. Despite the fact it was between Christmas and New Year's and nearly sold out, we got a spacious one-bedroom fronting the marina for just over \$100 a night. We liked the room,

El Cid, and Mazatlan so much that we extended our stay for another night.

There are four marinas in Mazatlan. Ed Cid and Marina Mazatlan are the largest, while the Fonatur Marina and Isla Marina are smaller. All are accessed from the same channel on the north end of town. There is a sharp and narrow dogleg at the entrance, so if a huge swell is running, it's safer to go to the old harbor at the south end of town.

El Cid is the closest marina to the entrance, and thus is sometimes subject to considerable current. This needs to be taken into account when entering or leaving a berth. El Cid has a lovely setting, however, with a bunch of swimming pools, and is ideally located for strolling to restaurants in the upper scale Dorado (Gold) Zone. The other three marinas are farther up the channel, and while their facilities aren't quite as nice, they are still very pleasant.

A number of years ago, Fonatur, Mexico's tourist development agency, came up with the quarter-baked 'nautical stairway' plan, which would feature **Of the nine Fonatur marinas in Mexico, the one in Mazatlan is the most successful, thanks to excellent service providers.**



stops every 60 miles down the coast of Baja, as well as the creation of nine Fonatur marinas. The reality has pretty much been an expensive flop because of the of ridiculous assumptions made about the number of U.S. boats that would travel to Mexico each winter. Nonetheless, the nine marinas and facilities still were built. To the best of our knowledge, the only one that has been a big success is the one at Mazatlan. A big factor in the success has been the onsite presence of Total Yacht Works, which has a stellar reputation for engine repair and replacement throughout Mexico, and other service providers in the area.

Total Yacht Works' reputation is so good that La Cruz-based friends John and Gilly Foy of the Alameda-based Catalina 42 *Destiny* think nothing of making the 222-mile round trip to have engine work done on their boat in Mazatlan. In addition to engine work, they got a gorgeous set of new faux leather salon cushions, with new bot-

tom foam, for about \$1,000.

One of Mazatlan's signatures is her lovely six-mile *malecon*, which is a magnet for physical-fitness buffs and others. While walking there, we came across five young at heart *gringo* senior citizens taking a rest from hill climbing on their bicycles. We asked them what they liked about the city. The whole bunch of them, half from Canada and half from the States, reported they spend about six months a year in Mazatlan and like it most because, "It's not a tourist town like Puerto Vallarta." One gentleman explained to us that agriculture and fishing are economic engines numbers one and two, while tourism is just number four. "Did you know," he asked us, "that the propellers for U.S. Navy ships are made here in Mazatlan, and have been for decades?" We didn't know that.

All five seniors agreed that the cultural offerings in Mazatlan are superb, the weather great, and the cost of living a quarter of what it is "back home".

Yeah, but what about all the narco





ALL PHOTOS BY LATITUDE 38 AND DRONE 38



Clockwise from above. The El Cid Hotel and Marina, near the breakwater to the Sea of Cortez. Mazatlan's busy six-mile 'malecon'. Upscale dining and Mazatlan-loving expats on bikes. Mazatlan's old port at the south end of town. El Cid pools. "Why me?" wondered the pig in the 'mercado'.

violence? You ever hear five guys snort in unison? We did.

"I've been here 10 years and haven't seen as much as a fist fight in Mazatlan," said one, with the others nodding their heads in agreement. "The violence business got blown out of proportion and sensationalized in the U.S. and Canadian press. You know why? Because our home countries are mad because so many of their Social Security checks are being cashed down here in Mexico."

It's estimated that one million American and Canadian citizens live in Mexico.

There is one street in Mazatlan near the central *mercado* where vendors sell nothing but shrimp. The shrimp are sorted by size and kept in big tubs along the street. It's not the most appetizing display, but the deal is you buy a kilo or two, then you walk into one of the nearby restaurants that specializes in cooking them for you. We and friends

bought a kilo of medium large ones — which is about two pounds — for 200 pesos — which is about \$17 U.S. It cost another 50 pesos for preparation of each style and the use of their facilities, which included the near-mandatory karaoke jukebox at ultimate volume.

"The shrimp cost twice as much as they did a year ago," said Gilly, "but it's still about half of what they cost in the States." And because the shrimp are so fresh, they taste noticeably better.

After stuffing ourselves with shrimp and saving some for lunch the following day, we took a stroll to the old central *mercado*. While the arrival of Wal-Marts and such has reduced the importance of the *mercado*, it's still vital and still the real deal. This is particularly obvious at the various *carneceria* stands. When we looked down at a display case, we saw three

severed pigs' heads looking back at us with baleful expressions. "What did we do to deserve this?" they seemed to be asking. Hang around the *mercado* long enough and you'll become a veggie.

It's only a short stroll from the *mercado* to the beautiful main cathedral and then the theater district. The latter is on a very lovely square with restaurants in colonial-style buildings and spilling into the street, and hip new boutique hotels. After the sun goes down, the crowds appear and the fun begins.

So now you're on the other side of town, stuffed, and bushed. How much is a taxi back to the El Cid and the other marinas? Who cares? All you have to do is wait for a green bus, which will take you right back to your marina for about \$1. How convenient!

The old harbor of Mazatlan is much closer to Mazatlan's Old Town, which is home to the shrimp district, *mercado*, cathedral and theater district. It's possible to anchor out there and come ashore at the so-called Mazatlan YC, which is looking a little down in the dumps. We tried to ask for info, but the gate was locked. The downside of the area is that there was an outboard theft or two in recent years. The same is true for Stone Island, which is outside the harbor and about a mile south.

We like surprises, particularly good surprises. Mazatlan was one of them.

— *latitude/rs* 01/12/2014

Starship — Islander 36 Chris and Anne-Marie Fox Our Two Years of Cruising (Victoria, Canada)

After two years of being sea gypsies, Anne-Marie and I, now 30 and 29 respectively, are back in Canada and settling into life as landlubbers. Ours was an amazing two years of cruising, filled with a lot of emotional highs and lows, and

After participating in the 2012 Ha-Ha, Chris and Anne-Marie found themselves on the rocks — the dramatic rocks at Cabo San Lucas.



STARSHIP

CHANGES

lessons learned. We would like to recap some interesting figures and lessons learned from our journey in the hope that it may help those who are about to leave Mexico and follow in our wake.

Decisions We Were Happy About:

1) *Spending a Year in Mexico.* Anne-Marie and I agree that the best single decision we made was to spend a year in Mexico before doing the Puddle Jump. After all the countries we have visited, Mexico remains

our favorite for several reasons. The amount of time we spent there allowed us to really get to know the people and places, and at a very relaxed pace. Given how quickly we had to rush through the countries of the South Pacific, it was impossible to develop the same affection that we have for Mexico. Sailing was also generally easy in Mexico, especially in the Sea of Cortez where all but the hardcore motored a lot. There were only short hops between amazing anchorages, and it was easy to find secluded spots.

2) *Not Getting a Watermaker.* Thanks to our boat's 100-gallon water capacity, and our conservative use, we found that not having a watermaker wasn't a problem. Indeed, it was a luxury, as we would have had to get additional electrical power from solar, wind or a Honda generator, or else use our main engine. The main hassle was carting water to the boat, since we rarely went to a dock. It's true that a watermaker would have given us more freedom in places such as

A dramatic anchorage in the Sea of Cortez. After two years of cruising, including across the Pacific, Mexico remains the couple's favorite.



STARSHIP



STARSHIP

Swimming with big rays in Mexico.

the Tuamotus if we wanted to stay for extended periods of time.

3) *Not Replacing Our Bent Boom.* The boom was bent when we bought our Islander, and this caused us some concern before we left San Francisco. Yet it served us well across the South Pacific,

4) *Having a Third Crew Member for the Puddle Jump.* A third set of hands for the 2,800-mile jump from Mexico to the Marquesas made a huge difference. Jonathan Busby, our crew, was the best.

What We Would Do Differently:

1) *Not Fly a Spinnaker at Night!* That ended poorly for us — and it could have been much worse.

2) *Go to Vanuatu.* We heard nothing but great things from the people who paid Vanuatu a visit.

3) *Minimize Our Time in the Societies.* We would just reprovision in Tahiti and head straight for the Cook Islands. Especially since we were doing a single-season crossing, our time would have been better spent in Tonga or Fiji.

4) *Spend More than One Season Crossing and in the South Pacific!* I'm coining the term 'Single Season Syndrome' or SSS for short. It seems nearly every cruiser we met who was trying to get to Australia in a single season became exhausted and just wanted to be done with the trip. From what we surmise, we had a rougher weather year than most, which may be partially responsible for cases of SSS. In a perfect world, we would spend a season in just the Marquesas and Tuamotus, then haul the boat in the Tuamotus for the cyclone season. We'd then spend another year or two in the Tonga/Fiji area. Unfortunately, we didn't have the ability or desire — because of SSS — to extend for a third year.

For further proof of the cause of SSS, note that we spent 27% of our time in the South Pacific doing passages! No wonder we developed a case of SSS. This is one strong reason to have a faster boat. Our friends with the First 40 *Hydroquest* spent about 21% in passage, which is less, but still quite a lot. Contrast that with our time in Mexico, where we were able to spend 22% of our time on 'vacation' from cruising, leaving our boat in storage. This amount of downtime really made our time in Mexico that much more enjoyable.

Our Statistics:

12,000 — Total nautical miles traveled.

0 — Number of times we plugged



our boat into shore power. Thanks to 270 watts of solar panels, we didn't plug in after San Diego.

20 — Number of nights in a marina or at a dock. We don't like marinas. Of the 20 nights, seven were spent in Puddle Jump preparations, five were spent when guests visited, and just two were in the South Pacific.

79 — The number of nights at sea. Nineteen of them were in Mexico, 60 were in the South Pacific.

420 — The number of nights we spent at anchor. Of these, 299 were in Mexico and 121 in the South Pacific.

96 — The number of nights our boat was in storage.

46 — The number of nights on a mooring, all in the South Pacific.

Favorite Countries/Island Groups:

1) *Mexico.* It will always hold a special place in our hearts!

2) *Fiji.* We would have loved to spend a few seasons in Fiji. In a lot of ways — beautiful anchorages and super-friendly people — it reminded us of Mexico.

3) *Suvarrow, Cook Islands.* This is a

IN LATITUDES

ALL PHOTOS COURTESY STARSHIP

especially on passages. There was also the benefit of weather forecasts. We were also surprised at how much we enjoyed the SSB nets.

Our Most Exciting Personal Accomplishments:

Learning to surf, learning to spearfish, learning Spanish — thanks to Vicente, our hot dog vendor in La Paz — learning how to repair an oil leak in our diesel, outfitting *Starship* for offshore cruising, and repairing her while under-way.

Some of Our Favorite Experiences:

All the amazing sea life we saw firsthand, the amazing sunsets and sunrises, the interesting people we met along the way, and getting our tattoos from Felix, the local tattoo artist in the Marquesas.

Our Advice? Get out of your comfort zone. Aim for the stars. Chart your own course. Stay focused and make it happen. Live your best life possible!

P.S. We sold *Starship* in New Caledonia for nearly what we'd paid for her via Raiatea Yachts in Tahiti. However, we did not recover the amount of money we put into her, which was considerable. The buyer in New Caledonia had no conditions on the purchase of the boat and didn't even do a survey. That was great. The buyer even paid the import fees for New Caledonia, which were high.

We crewed aboard a friend's Privilege 39 catamaran for the last leg to Australia. It was an interesting experience.

— chris 01/12/2014

Points Beyond — Shannon 38

The Mullins Family

Cartagena

(Newport Beach)

Last August we — Devan, Alisa, Brady, 12, and Jamie, 8 — spent a month exploring lovely Cartagena, Colombia, during our family's six-month

Cartagena has many attractive historical areas by night, but it's at twilight that she appears to be a real gem of the Caribbean.



COLOMBIA TOURISM



From the 'Sanctuary' scrapbook, starting above and moving clockwise. Chris gazing at Moorea. Learning to spearfish was a plus. Fixing a diesel leak. The South Pacific waters are warm and clear. A Mexican sunset. Carpentry work. Cruising friends on 'Lolo'. With the ranger at Suvarrow.

very worthwhile pit stop on the way to Tonga or Samoa.

4) *Vava'u Group in Tonga.* There is a lot to love there — friendly locals, short hops between anchorages, and great snorkeling and kitesurfing.

5) *Tuamotus.* This is another spot where we would have liked to spend more time. Amazing kitesurfing, snorkeling and secluded anchorages.

6) *The Marquesas.* A great place to make landfall after 24 days! We would spend more time here if we did it again.

7) *New Caledonia.* We didn't get to explore New Caledonia as much as we would have liked since we were selling *Starship*, but we enjoyed what we did see.

8) *The Societies.* Is it a coincidence that all the French Territories were at the bottom of our list? Our French-speaking friends seemed to enjoy these countries a lot more.

Favorite Cruising Gear:

- 1) Rigid-Hulled Inflatable Boat for a

dinghy. Our compact 310 RIB dinghy did everything great but row.

2) *Four-stroke 9.9-hp outboard.* Compared to two-strokes, the four-strokes are quieter, smell less, and are much more fuel-efficient.

3) *270 watts of solar panels.* This was the perfect amount for us. There were only a few times when we had to run our engine to generate electricity, and those were when it had been excessively cloudy for long periods of time. We ran the fridge for our entire trip without power issues. If we'd had a watermaker, we would have needed more solar power or a generator.

4) *Xantrex Link Pro battery monitor,* which helped us get a grip on our power usage.

5) *Jiggle Tubes!* These revolutionized the way we filled our water and fuel tanks.

6) *SSB Radio with Pactor Modem.* Being able to email family every day was really great for us,

CHANGES

cruise from Key West to Panama via the Bahamas. We're lucky Cartagena is such a great destination, because our six-day, 750-mile passage from the Bahamas to Cartagena wasn't so pleasant. The weather was Caribbean-rough, and we had to hand-steer because the autopilot wouldn't work. It was several



Colombian women, it seems, prefer blondes.

months before we realized that the problem was that a rat had chewed through the wire between the autopilot and the compass!

We anchored off Club Nautico, because at that time it still had no facilities. The facilities may have been completed by now. But there was also quite a bit of surge at the docks because the tourist-laden pangas screamed by at Mach 6. When it got really bad, masts would touch. I think we paid about \$30 a week to use the dinghy dock.

Theft had previously been a big problem for boats anchored off the club, but apparently no more. Officials cracked down on the local outboard shops, not allowing them to repair any outboards unless they had proof of who owned them. We didn't hear about any dinghy thefts either, but everyone still lifted their dinghies at night.

During the colonial period, Cartagena served a key role in the administration and expansion of the Spanish Empire. Cartagena's most significant structures remain the forts that were begun in the 17th century, some of which took over 200 years to build. Just under seven miles of walls and other fortifications surround the city. Cartagena's fortress

It took over 200 years to build, but the gigantic San Felipe de Barajas fort has stood the test of time. It has miles of tunnels.



COLOMBIAN TOURISM

and walled city were designated a UNESCO World Heritage Site in 1984.

Cartagena is also the city most associated with pirates. Willie Sutton robbed banks "because that's where the money is". Pirates attacked Cartagena because that's where much of the booty looted from the Americas was kept prior to shipment to Spain.

Our family wandered all over the old walled city, the skyscraper district, and the hotel-ridden Boca Grande peninsula. The Castillo San Felipe de Barajas fort is so big, and has so many miles of caves, that it took us an entire day to see. Our other explorations had us walking the walls around the old city, ogling the beautiful colonial architecture, and checking out some of the emerald/jewelry stores. Colombia produces 75% of the world's emeralds. We even sought out a dentist, who took care of a dental issue for Brady for far less than it would have cost in California.

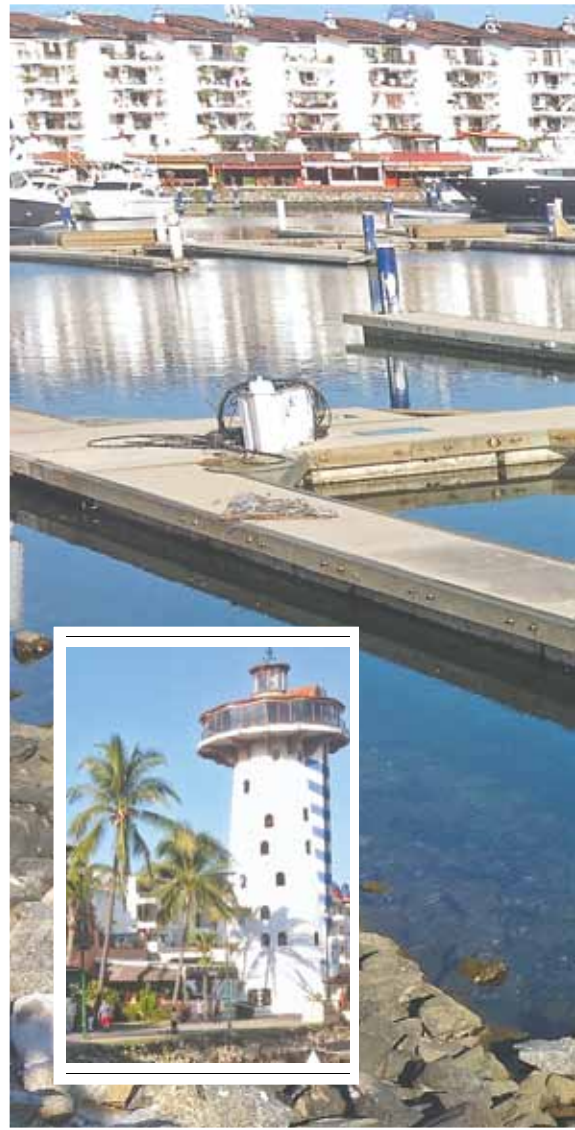
During our wanderings, the boys, especially Jamie, quickly developed a Colombian fan club. It must have been their blond hair. Everywhere we went, people stared, pointed, and smiled. Sometimes they touched Jaime's hair and asked if it was real. A teenage girl begged the boys to pose for a photo with her. Some of the older women appeared to want to gobble him up. We think he's pretty cute, too.

By far the easiest way to get around Cartagena is by taxi. The ubiquitous cabs are tiny, cheap, and easy to hail. In fact, driving a taxi seems to be the number one type of employment in Cartagena. And they all got the same memo: drive as fast as possible, use your horn at every opportunity, and make three lanes out of two at every intersection.

We felt absolutely safe the entire month we were in Cartagena and had no anxieties whatsoever. We loved it!

The water quality is terrible at Cartagena, as it's both dirty and a breeding ground for big barnacles. We paid Dumb, Dumber and Dumbest \$80 to clean our bottom, but the joke was on us. After we left, we stopped at an island where the water was clear and discovered that the three had only cleaned parts of the bottom and hadn't done anything to the prop. I had to clean it. And after just one month, our anchor chain had become one long barnacle. Bottom paint? It does nothing in Cartagena. But that was the only downside.

— alisa and devan 10/15/2013



Cruise Notes:

On January 14, Andrew 'Droopy' Connell, a good friend from winters in St. Barth, reported that he'd been advised that his lovely Standfast 40 sloop **Corcovado** had disappeared from her mooring at St. Barth. Connell, who has done close to 50 trips between the Northeast and the Caribbean, more than anybody else we know, was in Puerto Rico doing a delivery when he got the bad news.

"It has been blowing 30 knots for weeks now, and there have been huge seas," Connell wrote on Facebook. "I'd left *Corcovado's* forward shower hatch open for air, so the waves would have filled the boat as she drifted at two to three knots to the southwest. Unfortunately, the authorities have no info for me. Losing my boat is the hardest thing I've ever had to accept. I hope to earn enough money soon to purchase another

IN LATITUDES



ALL PHOTOS LATTITUDE/RICHARD

Marina Vallarta, after deteriorating badly for many years, was bought by Bayview Grand Hotels. Harbormaster Christian Mancebo says 60 of the 375 slips will be replaced by February 15, and the remainder of slips in three to four months. It's the closest marina to downtown and the airport.

boat, because owning a sailboat and cruising the islands of the Caribbean is not only a way of life for me, it's the thing that keeps me smiling from day to day."

A day later there was some good and bad news. The good news is that a Dutch Coast Guard helicopter had spotted *Corcovado* from the air, and she looked to be in fine condition. The bad news was that she had drifted to a position 120 miles west of Guadeloupe and was still headed west — to the wide-open spaces of the Caribbean Sea — at a couple of knots. Given that Droopy had no insurance, the question became whether he has the means to recover his boat. We, like a lot of others, have offered to chip in. We'll have to wait and see.

"Funnily enough, our first passage of 2014 will be one of the longest of the

season, even though it will only be 85 miles," write Scott Stolnitz and Nikki of the Marina del Rey-based Switch 51 cat **Beach House**. "We're just going from Trinidad to Prickly Bay, Grenada, and the rest of the season will be sailing up and down the islands of the Eastern Caribbean. You can almost always see the next island before leaving the one you're at. The long voyages and mammoth provisioning requirements of the last few years — when we sailed across the Indian and Atlantic Oceans — are for the most part a distant memory. The next long passages won't be until after the boat goes through the Panama Ca-

nal, most likely next year. We started this year with the boat on the hard for her bi-annual bottom scrape and paint, in addition to transmission and thru-hull maintenance. Then we had an unscheduled delay due to having to go back to the States for a week or so to get some medical tests. No worries, it was all good. And now we're off."

"After six weeks out on the reefs of Venezuela, I am back in civilization at St. Thomas in the U.S. Virgins," reports Steve Schmidt of **Hotel California, Too**, the only cruising version of a SC70 ever built. "I haven't firmed up my racing schedule for this season in the Caribbean, but I definitely will do the **Around St. Croix Race** in late January, the **St. Thomas Rolex Cup** in late March, the **BVI Spring Regatta** also in late March, the **Guadeloupe to Antigua Race** on April 25, and the **Around Antigua Race** a few days after that. Doing the **Voiles de St. Barth** in mid-April will depend on who wants to crew. If I don't have adequate crew to race, I might just take people sailing during the Voiles."

All these racing plans from Schmidt, a former resident of the South Bay, who only got into racing in the Caribbean to meet people! We sailed with Steve in last year's Voiles and had a blast. By the way, the Caribbean sailing season is just starting to come to a full boil, with lots of great events between now and when the season ends with **Antigua Sailing Week** in early May. Not mentioned by Schmidt were the **St. Barth Bucket**, the **Bequia Easter Regatta**, the **Antigua Classic Regatta**, and the **St. Martin Heineken Regatta**, the latter probably being the biggest of them all.

Much to the disbelief of many in the Mexico cruising community, Dave and Kim Wegesend, the delightful couple who have berthed their Catana 42 catamaran

Dave and Kim, duded up for Christmas, briefly occupy the slip that 'Maluhia' was in for so many years. Paradise won't be the same without them.



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Maluhia at Paradise Marina in Nuevo Vallarta for two weeks shy of forever, really did take off, as they've been promising to do for so many years. "We left on New Year's Eve, and have been sailing down the coast," writes Kim. "Thank goodness that very unusual week of rain finally stopped, as we were beginning to think it was a sign. But we're in Barra now, enjoying ourselves immensely. Our loose plan is Panama, the Galapagos, and French Polynesia, but we all know about plans."

People **complain about officialdom** in Mexico, and oftentimes it's justified. But when Dan Orlando of Marina Iguana in Puerto Vallarta delivered the Maple Leaf 78 pilothouse **Breathless** through the Panama Canal to St. Petersburg, Florida in late November, he says U.S. officials were baffled when he attempted to clear into the country. Eventually they sent him to the Tampa International Airport, where officials didn't know much more. "It took nine hours for me to check into the United States because none of the U.S. officials knew what to do." Orlando had a more enjoyable time in the



DAN ORLANDO

It's hot in Panama, so who can blame a smart egret for doing a Canal transit on the top of the rudder on a big ship.

Panama Canal, when he took the accompanying photograph of what appears to be an egret hitching a ride through one of the Miraflores Locks.

In the December issue we wondered

how long an idealistic group of four young people — Eric, Pam, Tyler, Kevin, and a dog — who planned to do a circumnavigation together, could last on the 31-ft Columbia 9.7 **Connect**. After all, she's a small boat, and new sailors have different desires and needs. It turns out the four made it to La Paz from Southern California, which we think is pretty good. But having done 1,000 miles, the near-inevitable changes are taking place.

According to Kevin, Eric and Pam are unsure if they want to continue attempting the circumnavigation with *Connect*, or travel up the Sea of Cortez, or go back to the States for a bit. But he and Tyler like cruising so much — and "becoming part of the *Latitude 38* community" — that Kevin decided to buy his own boat. She's **Destiny**, a CT-35 pilothouse that was available for a very good price, but needs quite a bit of work. Fortunately, he says there are a lot of experienced cruisers around La Paz who seem interested in helping them.

We're hoping that none of these four young folks don't feel bad that things

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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 Suva, Fiji. Hydrovane mounted off-center to preserve the swim platform.



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didn't turn out as planned, as they need to realize that by having 'gone for it', in many ways they've already gotten a real-world education. When you're young and putting your heart and soul into chasing dreams, there is no such thing as failure, just lessons learned. And because you learn them firsthand, they stick better than what you learn from a book or in a classroom. So please don't stop pursuing your dreams, as the world needs risk-takers such as you.

"Hey now!" shouts German Stefan Ries of the nowhere in particular-based Triton 28 **Mitaka**, currently in Panama. "I picked up two Belgian ladies in Panama City, and we sailed out to Santa Catalina. We broke the trip into parts, with two overnights at Playa Benao, where we caught some fun waves and did some reprovisioning. The wind was on the light side, so the whole trip took six days. We spent New Year's Eve drifting off the Peninsula de Suero, safely inside the busy shipping lane, and were able to watch the fireworks at Cambutal. We did a lot of drifting the next day, which

allowed us to swim with the dolphins. It was a great trip, as nothing broke, we didn't starve, and the Belgian girls adjusted well to life aboard. I'm now waiting for a swell to surf Santa Catalina, my favorite spot in Panama."

We know that Ries paid \$5,000 for his boat, but were curious what it costs him to cruise. "In a good month, I can live well on \$200 to \$300 a month," responded Ries. "I hardly ever stay in marinas, and sailing without an engine saves a lot of money, too." The old time versus money tradeoff.

"We made it!" report and enthusiastic Charlie and Cathy Simon, with crew Andy, of the Spokane and Nuevo Vallarta-based Taswell 58 **Celebrate**. What they had done is complete Leg 1 of World ARC, from St. Lucia to Porvenir in the San Blas Islands of Panama. "We finished in six days and two hours, and



MINTAKA

One of Ries' Belgian girls paddles to a surf break. A question we've pondered is whether women surfers wearing thongs have any idea of how much of their 'female bits' are exposed to innocent males paddling directly behind them. Ignorance, flirtation or exhibitionism?

were the 10th boat to finish in the fleet of 35. What a wonderful experience it's been so far! Aside from the occasional breakage and reluctant Autohelm, all went smoothly. And what a beautiful place the San Blas Islands are! The 365 islands are very small, dotted with small Kuna villages, and the people get around the crystal-clear waters in dug-out canoes, some of which are powered

“We know it’s the right publication...”

MICHAAN'S AUCTIONS

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When it came time to promote an auction of the contents of the Nelson's Marine boatyard, the auctioneer chose one publication: *Latitude 38*. "We had great response and lots of calls from *Latitude 38*. Callers said things like, '*Latitude 38* is the only publication I read.' And all were clearly fans of the magazine. We got calls from all over – area codes 707, 831, 801, 530, 503, and, of course, 415, 510, and more. We know it was the right place to advertise a marine auction and will use it again when we have the right product in the future."

– Talesa Eugenio, Michaan's Auctions

Looking for sailors?

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CHANGES

by sail. What's amazed us is the number of cruising boats that apparently come to spend the entire season here. It's truly a remote community of cruising sailors. We and the rest of the World ARC boats will meet up at Shelter Bay Marina, Panama, before passing through the Panama Canal as a group on January 28."

Seven of the 35 World ARC boats are from the United States, but we believe that **Celebrate** is the only one with a West Coast connection.

Alex Hasenclever of the M/V **Maitai-roa** wants all Mexico cruisers to know that this year's La Paz Bayfest, hosted by the Club Cruceros of La Paz, will be held on April 3-6. During the four days of fun there will be cruising-related seminars, wine tasting, dancing, good food, lots of socializing — and a fun day race for sailboats. "Don't miss it!" says Alex. "It's a blast," say a lot of sailors who have done it in the past.

While at the **Fonatur Marina at Mazatlan** in December, we came across an interesting poster on the front door of the harbormaster's office. 'Denounce Acts of Corruption', it read. That would



LATITUDE/RICHARD

In Mexico, you can file a 'denuncia' against anyone — including another American. And it supposedly has to be investigated.

be a great thing, wouldn't it? We wonder if they have any posters left to put on the doors of Congress in Washington, D.C.

"My idea is to build a **full-service marina at Mag Bay**, featuring about

100 slips, a 100-boat dry marina, and a hotel and condos, and be open for business sometime in 2015," writes Federico Pani. "Does *Latitude* have any idea how many U.S. boats, sail and motor, come to Mexico every year? I need to know to better plan my marina."

We at *Latitude* do not know how many boats "come to Mexico" every year. In terms of the number of boats that go up or down the Pacific Coast, we'd guess somewhere between 750 and 1,200. It seems to us that the most successful marinas in Mexico are close to population centers and airports, so we think your projections might be a little optimistic. But we wish you the best of luck.

We've always wanted to spend more time aboard **Profligate** at Mag Bay, which is about 25 miles by 11 miles (not counting adjacent Bahia Almejas, which is 11 miles by seven miles), and is located about 150 miles northwest of Cabo San Lucas. Better still, we've always wanted to take *Profligate* the 25 or so miles up the 'inside passage' to Lopez Mateo, where we've been told it's possible to pop

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back out into the Pacific. Last month we spent a few days with Bob Voit, owner of **Mag Bay Outfitters**, who knows all about the waters between Mag Bay and his home at Lopez Mateo. "There would be no problem bringing *Profligate* up, as the waterway is plenty deep and wide," advised the longtime friend of the Ha-Ha. "And if you're careful, you could easily get back out into the ocean with all the fishing boats." Sounds good to us.

Something else that sounds good is Fausto Beltran advising that the marina that is part of the 5,000-acre **Isla Cortes** nautical, golf and residential development at Nuevo Altata will be having their grand opening on February 22. Nuevo Altata is at the same latitude as La Paz, but on the east side of the Sea of Cortez, tucked inside a relatively large bay. The closest big city is Culiacán, about 20 miles inland, where the Wanderer and Doña de Mallorca found themselves spending last Christmas. Culiacán is a very affluent agricultural region, as well as home to the powerful Sinaloa Drug Cartel. Until now, the local

owners of big yachts, mostly motor yachts, have had to keep their boats in Cabo, La Paz or Mazatlan. But Beltran and new harbor-master Bill Hempel hope to bring them back 'home' to join the smaller local boats at the 50-berth marina.

And they want foreign yachties to know they are most welcome, too.

Beltran says the entrance to the big bay is a little tricky, but the government keeps it buoyed for all the commercial fishing boats that are based out of the area. The bay itself is said to be 20 feet deep, and the marina area has at least nine feet of water at low tide. Isla Cortes Marina has gas and diesel, and will soon have a restaurant and other facilities.

If you stop by, we suggest a side trip to 30-minute-distant Culiacán, which is an interesting and suprisingly cosmo-



Isla Cortes Marina is part of the huge new development on the shore of Bahia Altata. It's primarily being marketed to Mexicans.

politan city. It has three rivers flowing through it, and among other attractions, an orchestra that has a 42-week season of symphony, pops, opera, ballet, and chamber music, featuring musicians from all over the world.

As if that weren't enough marina news, the **Vista Encantada** development has announced it's planning a 150-slip marina "to the south of Chacala", which is about 25 miles to the northeast of Punta Mita. This might be the same marina that was previously announced for

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CHANGES

the Rincon de Guayabitos. We hope so, because cruisers would have a fit if anybody destroyed the cherished anchorage at Chacala itself.

"I'm reading the bad news out of Mexico for cruising folks and others looking for some fun in the sun," writes **Malama Robinson** of Hanalei Bay. "Unfortunately, all good things come to bad endings when you factor in human greed, such as had so much influence for decades now here in Hawaii. Yep, it looks like the party is over in Mexico and you'll need to pay the piper — i.e. the corrupt bastards running the show. It seems as though there is nowhere to go but home to a gated condo. Oh, well. Some of us saw the writing on the wall, but the ca-ca is only now hitting the fan. Sailing is not fun here in Hawaii any more due to all the vagrants and thieves living in and around the water, because of the horrible conditions of the marinas here and the stupidity of the people employed by the harbors. Oh, well, after losing my lifetime retirement in the 2008 financial fiasco, I was banished to the sea in small sail-



KAUAI TOURISM

Lovely Hanalei Bay, Kauai. It's a great summer anchorage, but where do people like Malama go with their boats in the winter?

ing vessels of one sort or another, until I found an old Cal seaworthy enough to eventually make my way home to Hanalei, Kauai. I guess I'm a bit hardened to the plight of folks in Mexico and owners

of big boats, as I see more and more megamillionaire yachts headed our way. The writing on the wall is that we owners of vessels under 70 feet are expendable. But I wish everyone well."

We've recently talked to some folks with boats in Hawaii who say that while things can be a little funky, they are loving it. That said, Hawaii has never been particularly friendly to out-of-state or foreign boat owners, and it's particularly hard on those who don't have a lot of money. There are, however, still plenty of places in the world where it's easy to cruise very inexpensively. See the earlier *Cruise Note* from Stefan Ries.

Fred Roswald and Judy Jensen of the Seattle-based Serendipity 43 **Wings** report that having spent the last year in the Caribbean, they are now anchored off the Rosario Islands of Colombia, and expect to transit the Canal soon and head up to Mexico. We remember when they sent us a report on the Queen's Birthday Storm in the South Pacific. That was in June 1994!

Happy cruising everyone!



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24 FEET & UNDER



17-FT MOLLY CAT CATBOAT, 1988. Edmonds, WA (Seattle area). \$15,000/obo. Gaff-rigged keel catboat, very rare and capable, excellent throughout, new rigging/lines, complete recent original restoration Port Orford cedar interior, all fittings re-bedded, 7' berths, 8' seats, full cushions, sail cover, custom matching boom sun/rain shade, 1GM-10 Yanmar (175 hours) 0.2 GPH@5.6 kts. Built in Richmond, CA for SF Bay conditions, fantastic seaworthiness, 1000# keel, no reefing below 22 kts., great pocket cruiser. Includes tandem axle factory custom trailer. In water at Edmonds Marina. Health reason. \$22K invested. Contact Chuck. (206) 498-6607 or cgold10@msn.com.

24-FT J/24, 1978. \$6,500. TP built, vermiculite job, main bulkhead replaced, Dyform standing rigging, calibrated turnbuckles, windward sheeting, roller stations all at minimum height, 8-1 boom-vang, Ullman class sails and two-axle trailer with gear box. Fun fast boat. (209) 603-7991 or ccorbin@costco.com.

25 TO 28 FEET



25-FT CAL 2-25, 1978. Stockton. \$12,500. Excellent condition. Bay and coastal cruiser, 5'10" headroom, bottom paint, furling, rigid vang, reefing, self-tailing winches, new dodger, bimini top, 8hp remote control electric start, autopilot, compass, multi instruments. Can't list everything. (209) 451-0061.

28-FT ISLANDER, 1979. Alameda. \$14,900. Well maintained Islander 28, smaller version of Islander 36. Volvo diesel, new rigging, haulout April 2013, Pineapple main and roller-furling jib in very good condition. See photos at: www.flickr.com/photos/sailauklet. Contact (925) 828-9448 or sailauklet@gmail.com.

28-FT BRISTOL CHANNEL CUTTER. 1977. Park City, Utah. \$38,000 (reduced!). Bristol Channel Cutter project on custom trailer. Stored inside, almost everything included to finish. Additional details and photos at link: <http://www.samlmorse.com/forum/read.php?4,12504>. Email/call with questions. (435) 503-2879 or calderstratford@gmail.com.



CATALINA 28 MK II, 1999. Sausalito. \$43,000. Clean, well maintained, diesel low hours, 2 jibs, dodger, Dutchman, spacious fully equipped cabin, stereo, Autohelm, windpoint, auto meter, depth sounder, autopilot, Garmin chart plotter, zinc saver. Can email photos. Contact (415) 897-3210 or (415) 250-1968 or rtoller@comcast.net.

26-FT PEARSON, 1976. Brickyard Cove. \$8,500. Beautiful, clean, new rudder, new main, new lines. Won Valjejo twice. Perfect bottom, no blisters, all receipts. Email for pics or appt. to see. (510) 517-8600 or (510) 437-4725 or klugert@mac.com.

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14-FT ENTERPRISE, 1980. Saratoga, CA. \$2,995. Beautiful Enterprise sailing dinghy. African mahogany wood, immaculate condition. New, never used trailer. 2 sets of blue sails. Contact srs@jma.com or (408) 761-6072.



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27-FT LAURENT GILES. Point Hudson, 1982. Eureka, CA. \$17,500. Fiberglass, diesel, new rig, wind vane, inverter, GPS, fathometer, VHF, new wiring, stainless tanks, dodger, ready to go. Contact (510) 701-0255 or coastpilot@att.net.



28-FT CUSTOM WYLIE HAWKFARM. 1982. Richmond. \$18,500/obo. Lightly sailed, professionally maintained, single-handed ocean racer Fast in light and heavy air. 2nd owner, Bristol condition. New carbon fiber rudder, custom mahogany interior. 6 bags new racing sails plus offshore cruising sails. Self-tailing winches, 35-gallon water tanks. New - standing rigging, chainplates, offshore lifelines, high-output alternator, solar, Trojans, bottom paint, Delrin rudder bearings, virgin Airex spinnaker, autopilot, Pioneer stereo. Many more upgrades. 1st Place Best Single-handed Boat Plastic Classic. <http://plus.google.com/105407320077230827157/posts?banner=pwa>. Contact (707) 484-9486 or winefood@sonic.net.

29 TO 31 FEET

30-FT WYLIECAT, 1997. Pt. Richmond. \$89,500. Dazzler. Major refit 2007-08, Pineapple carbon sail, Icom VHF, Garmin GPS plotter, Raymarine speed/depth, XP5 and ST2000 autopilots + remote. Fusion iPod stereo. LED lighting and more. Yanmar diesel. Fast and really fun. (510) 381-0802 or Tom.Patterson@iCloud.com.



31-FT BENETEAU, 1992. San Diego. \$39,500. *Lanterne Rouge* has been set up to be easily singlehanded. This is a turn-key boat, ready to take you to your next adventure. The First 310 is a complete racer/cruiser providing speed and safety racing around the buoys and providing elegance and comfort at the marina or to Catalina Island with family and friends. Email george@elwersfamily.com.



30-FT SHIPMAN, 1974. Berkeley, CA. \$9,000. 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 BruceBaccei@att.net.



31-FT CHEOY LEE, 1970. Costa Mesa, CA. \$12,540/obo. Fiberglass hull, with Volvo engine, wood mast, newly painted. 70% completed, no sails. Lien sale from our storage yard for unpaid storage fees of \$12,540. Make offer. (949) 642-4909 or (714) 815-7245 or mchan1023@gmail.com.

30-FT CAPE DORY, 1982. San Carlos, MX. \$30,000. Gooseneck trailer. New rigging, gel batteries. Full batten main, Furlex, Lewmar ST30's, Volvo diesel, wheel, dodger, Autohelm, EPIRB, radios, CQR, 50' chain, propane stove, solar panel, dinghy, more. US delivery possible. Contact jmac@laplaza.org or (575) 758-8366.



30-FT ERICSON 30+, 1984. Sausalito. \$25,000. Never buy fuel again. Zenergy has 9 kw Thoosa electric motor, new prop, CNG stove, Bose stereo, sleeps 6, newer rigging, professionally maintained, great Bay boat, no diesel smell, must see to appreciate. Contact (415) 331-8250 or jack@modernsailing.com.

32 TO 35 FEET

34-FT CATALINA C-34, 1990. Alameda. \$49,000. Classic boat with "walk through" transom, furling jib, refrigeration, VHF, cockpit table and cushions, new batteries (July 2013), bottom painted June 2013. Very clean, well maintained. Photos are available by email, billsailbay47@hotmail.com.

35-FT ALBERG, 1962. Richmond, CA. \$32,500/obo. 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 CAL, 1972. Emery Cove Yacht Harbor. \$19,500. Moving sale. Fewer and prettier than 34. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400hr. Newer rigging. Surveyed in December. Build equity and buy it with 40' slips for \$54,000. Contact (626) 410-5918 or ngolifeart@gmail.com.

34-FT TARTAN 34C, 1973. Pier 39, SF. \$27,500. Sailed a-plenty for 11 years: from and to Eureka and Santa Barbara, throughout the Gulf of Farallones, day-sailed the Bay from Delta to Coyote Point. Time to live ashore! (415) 377-5172 or johnpaul3145@yahoo.com.au.

34-FT CATALINA, 1994. Richmond Marina Bay YH. \$61,900. This Catalina has the best mix of features: 30hp <1800hrs Universal, keel-stepped mast, walk-thru transom, 4-year standing rigging, newer full batten main, 90 and 110 jibs, 2 owners, refridge, microwave. (530) 305-0129 or suezz3@yahoo.com.

33-FT DEHLER OPTIMA, 1985. Brickyard Cove Marina. \$16,000. Only sailed in Bay, 16hp Yanmar 192hrs, rigging recon 2008, self-furling jib, lazy jack, new spinnaker, bottom paint 2010, pedestal steering, new cabin windows, great interior, sleeps 6, dinghy w/motor, no dealers. (775) 829-2002 or vaperry@aol.com.



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. Contact (510) 282-3316 or (510) 868-0228 or mikecdolan@gmail.com.

32-FT DREADNAUGHT, 1974. Costa Mesa, CA. \$12,000/obo. Builders, looking for a project boat? A dream that needs to be completed after an unexpected death. 32-ft Dreadnaught double-ender sailboat, with almost everything needed to finish. The boat is approximately 85-90% completed. The deal includes a brand new Yanmar diesel engine, 3-bladed propeller (2) each, custom self-steering stainless hardware, stainless deck and running riggings hardware, custom built stainless blocks, carbon fiber mast, Monel drive shaft, custom headsail roller furling, custom S/S masthead fitting and boom ends, new chain rodes, the tankage is installed. There are 100s of miscellaneous quality yacht hardware items included. (949) 642-4909 or (714) 815-7245 or mchan1023@gmail.com.



35-FT BENETEAU OCEANIS 351, 1995. Ventura, CA. \$69,500. Cruise ready in sail away condition. 3-cabin layout - most roomy 35' you've ever seen. Well maintained, numerous upgrades. Furling main and jib, asymmetrical spinnaker, Yanmar diesel, Raymarine autopilot, radar, chartplotter, electric head, new running rigging. Great condition. More at <http://Beneteau351forsale.com>. Email kaya1000@gmail.com.

32-FT WESTSAIL, 1975. Pillar Point Harbor, Half Moon Bay. Best offer. Launched in 1980. Original owner. 3 headsails, one driver, 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.

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33-FT PEARSON VANGUARD, 1966. Bodega Bay. \$5,000. Yanmar diesel. Clean bottom. (707) 539-6897.

32-FT O'DAY, 1987. Monterey. \$32,000. 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. Good condition, except dodger. With transferable slip in Monterey. See photos on Craigslist. (831) 512-6842.

35-FT CORONADO, 1973. Monterey. \$18,500. *Moonraker*, a 35-ft ketch, good condition, transferable Monterey City Harbor slip at the end of A Dock. Great liveaboard with large V-berth, stern cabin, head with shower and full galley. Contact (559) 288-1396 or (831) 236-5905 or kfa1@aol.com.



35-FT NAUTICAT, 1993. Portland, OR. \$165,000. This unique two-cabin pilothouse with a sloop rig and fin keel was designed by Nauticat of Finland to emphasize sailing capabilities. It has a beautiful teak interior rarely found in boats of this era, but with limited exterior woodwork and molded nonskid decks, you will have more time for sailing. It is loaded with coastal cruising gear: 50hp Yanmar 4JH2E, 630 amp hours of AGM batteries, Hydrovane self-steering, Icom M710 SSB. New main and genoa, watermaker, Furuno radar, chartplotter with AIS, new thru-hulls and bottom paint in 2013. (503) 289-6306 or marge@passion-yachts.com.

32-FT COLUMBIA 9.6, 1979. Puerto Vallarta, Mexico. \$13,500. Yanmar 2QM15 diesel, dodger, West Marine VHF radio, wheel steering, radio Sony AM/FM/CD, autopilot Autohelm wheel mount, teak interior, new paint and nonskid topsides. Email for photos. Make offer. (916) 390-2332 or saillar77@hotmail.com.



35-FT WAUQUIEZ PRETORIEN, 1983. Roche Harbor Resort, San Juan Island, WA. \$77,500. Hard-to-find high quality blue water pedigree cruiser. Lightly used, always professionally maintained. Same owner of 17 years has invested over \$80k in upgrades, too many to list. (206) 920-7337 or sailsmantf@gmail.com.

33-FT HOBIE, 1983. San Diego. \$25,000. H-33 in great shape, newer 3DL sails, kelp cutter, LED nav lights, Dyneema running rigging. Fun daysailer, race winner. Plan your assault on Transpac 2015 now! Many pictures on blog: <http://hobie33forsale.blogspot.com>. Contact (619) 405-9349 or h.33.sdy@gmail.com.



33-FT JEANNEAU SUNFAST 3200. 2009. San Diego. \$139,500. Veteran of Pacific Cup doublehanded, Transpac and Cabo. Turnkey 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.



CATALINA 34 MK II, 1997. Berkeley Marina. \$78,000. Fin keel, lightly used, well maintained/equipped. Dodger, bimini, 12 volt fridge, cruising spinnaker w/dousing sock, custom V-berth mattress, diesel, 2013 bottom and batteries + more. Contact (559) 905-2633 or (559) 433-6436 or jgsatterberg@aol.com.

36 TO 39 FEET

37-FT JEANNEAU SUN ODYSSEY 37.1. 1995. St. Croix, USVI. \$76,000/offer. Original owner. Well maintained, beautiful inside and out. Furling main/jib, Yanmar 3GM30F, low hours. Zodiac/6hp Tohatsu. Recent canvas. Full electronics. Email for photos and equipment list. (516) 582-9342 or stxboater@yahoo.com.



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.

36-FT ISLANDER FREEPORT "B", 1978. Loch Lomond, San Rafael. \$60,000. New full batten main, staysail, roller furling jib, Espar heater, Isotherm refrigeration, LectraSan, rebuilt Perkins, new electrical panel, new dodger, sail cover and wheel cover. 2000 watt inverter. Pullman berth. (510) 410-5401 or tgrady7889@msn.com.



45-FT MAURITIUS, 1993. San Blas, Mexico. \$138,000. Powerful steel ketch, gentle motion. Aft stateroom, center cockpit. Charming wood craftsmanship interior. Hard dodger, davits. Comfortably equipped galley. 6 solar panels. Superb Isuzu Pisces 60hp. Excellent sails. A happy cruiser! See more at www.drsteveblake.com/Sojourn. Email steve@drsteveblake.com.

39-FT JEANNEAU SUN ODYSSEY. 2007. Sausalito. \$164,900. Boat's in great shape and includes the following features: furling mainsail, furling genoa, inverter, VHF radio, teak cockpit, E80w/GPS, Tridata & wind, electric winch, autopilot, spinnaker pole, and three sails. (415) 505-9614 or miami.hood@sbcglobal.net.



38-FT CONTEST 38S, 1986. S.France, Marines de Cogolin. \$99,000 VAT Paid. A premium center-cockpit sloop by Cony-Plex Yachts Holland, US flag, VAT paid. Always professionally maintained with tens of thousands of \$ in upgrades past 12 years. Teak decks and Selden roller furl mast 2002. Volvo 2003T 47hp turbo and tankage for 400 NM. Rod steering. Custom electric system with 75 amp Balmar alternator. Recent Raymarine instruments w/direct drive Autohelm. Radar/Navtex, Liferaft, EPIRB, Icom. Custom cabinetry. This safe and comfortable ocean cruiser sits in beautiful Marines de Cogolin walking distance to St.Tropez. A difficult-to-find berth with a six-year lease is also available. Heaven awaits. Contact (650) 637-7791 or terryshari@yahoo.com.



40-FT BRUCE ROBERTS. Cutter-rigged sloop. 1984. Bradford Island, CA. \$23,000. Price reduced! *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". *Windy* will be on the hard at Marine Emporium Boatyard, for your viewing and inspection during February. Bring all offers. 5993 Bethel Island Rd., at Bethel Island, CA. Brad. (209) 406-0965 or (209) 855-4085 or bnrtdeltadreamer@aol.com.

36-FT HANS CHRISTIAN, 1975. Oyster Point Marina. \$31,000. Proven cruiser from Alaska to New Zealand. *Good Bones*, needs new sails and little TLC to restore her to offshore condition. Monitor windvane, dinghy and more. USCG documented. (415) 337-5303 or svtekin@gmail.com.

40 TO 50 FEET



40-FT C&C AFT CABIN, 1983. Marin. \$58,900. 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.



47-FT VAGABOND, 1982. Brisbane, CA. Entertaining pre-listing offers. *S/V Natural High* is for sale. 1982/95/99 Vagabond 47, 56' LOA. Too many details to list, see website for more details and photos: <http://svnaturalhigh.com>. Email info@svnaturalhigh.com.

43-FT CAL, 1970. San Pedro, CA. \$15,000/offer. USCG documented. 4-108 diesel, 2000 watt inverter, GPS plotter, inflatable, new New Signet instrument panel, fire, fire, fire, Navtex rod. Many sails.



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43-FT SPINDRIFT CENTER COCKPIT. 1980. Honolulu, HI. \$130,000. Rugged full-keel double-ender, 80hp Lehman-Ford, large tanks, autopilot, radar, 2 SSB's/Sailmail, VHF/AIS, triple-reef main (new), Profurl jib, hanked on staysail, nine 2-speed self-tailing winches. 60-lb CQR, 300' chain, electric windlass; EPIRB, liferaft (new), sea anchor, two dinghies, two outboards, 2kw Honda generator, cockpit enclosure; 6'-10" headroom below; 4-burner propane stove, freezer/frig, watermaker, two heads, shower, copious storage. Extensive features and equipped. One-owner/skipper boat, proven ~35,000 miles doublehanded cruising - California to Mexico, Hawaii, BC Canada, Central America, Panama, Galapagos, Marquesas, Tahiti, Cooks, Samoas, Tonga, Fiji, Vanuatu, New Caledonia, and New Zealand (twice). Owner/skipper (now 81) says that's it! Boat ideal for experienced couple +1. Details and photos: www.sywindcastle.blogspot.com. Contact (808) 398-6703 or nashsail@aol.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 steve@paradigmpilgrim.com or (916) 847-9064.

47-FT PASSPORT, 1984. Grenada, BWI. \$185,000. Aft cockpit, 2 staterooms, 2 heads, Perkins 4-236, generator, watermaker, plus more. Excellent bluewater cruiser. An experienced world cruiser. Visit our website for photos and cruising history: <http://musetta.us>. Contact (360) 378-1188 or (360) 298-4044 or js15@musetta.us.



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.



40-FT PASSPORT, 1980. Nadi, Fiji. \$99,000. Start living your dream in Paradise. Renowned bluewater cruiser currently based in Fiji, actively cruising the South Pacific. All rigging and systems are less than 10 years old. 4200 engine hours. More at <http://sites.google.com/site/1980passport40forsale/home>. Email svboldspirit@gmail.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.



46-FT HYLAS, 2000. Coronado, CA, USA. \$380,000. Ready to bluewater cruise. Superb condition, boat interior reconditioned in 2013. New hull and bottom paint. 2 cabins, 2 heads, A/C, heating, washer/dryer, full canvas, in-mast furling, dinghy with 6hp outboard, 6-man liferaft. More at www.seasilk.us. Contact (619) 995-9085 or craft@seasilk.us.

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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.



48-FT SPARKMAN & STEPHENS, 1970. Marina del Rey, CA. \$310,000. Beautiful steel circumnavigator. Recent 18 month total refit 2010-2012! Dutch-built S&S/Koopman's design, completed by Royal Huisman. *Lola* is a beautiful, fast, seaworthy, circumnavigating machine! No expense was spared in bringing her back to "new" condition from top to bottom! Electronics, rigging, sails, mechanicals, electrical, and paint. All NEW! She is very unique, sails like a dream, and must be seen to be fully appreciated! More at www.sailinglola.com. Contact (707) 509-9096 or mjboucher76@hotmail.com.

43-FT J/133, 2005. Redwood City. \$349,000. Excellent condition, fixed carbon sprit and emergency rudder, B&G instruments/pilot, Raymarine radar/GPS/AIS, Icom SSB/VHF, liferaft, EPIRB, 3DL sails, new faired bottom, etc. (408) 234-4402 or john@castlerock.com.



44-FT TARTAN 4400, 2003. Channel Island Harbor. \$319,000. Major price reduction! Dark green hull, low hours, bow thruster, electric winches, VacuFlush heads, spinnaker, new batteries, new LP and bottom paint, numerous other options/upgrades. See more at: www.showcaseyachtsusa.com/tartini_time/tartini_time_home.html. Contact (530) 318-0730 or amgjohn@sbcglobal.net.



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 more at <http://TheOriana.com>. Contact (480) 447-7316 or info@theoriana.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 jmbtathoe@yahoo.com.



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CATALINA 42 MK II, 2002. Friday Harbor, WA. \$167,000. Pristine condition, meticulously maintained, and ready to go cruising! Fully enclosed canvas cockpit great for affordable Northwest adventuring. Full specs and photos on website: <http://CatalinaSailboatForSale.blogspot.com>. Contact (360) 370-5976 or (360) 298-2627 or ahampton06@yahoo.com.

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40-FT MANTA CATAMARAN, 1998. La Paz, Mexico. \$240,000. Fully equipped performance cruising cat. All lines to powered winch at helm, self-tailing jib. Complete electronics, watermaker, washer-dryer, solar, genset, enormous fridge/freezer, liferaft, dinghy, many upgrades. www.svdamiana.com. Contact (415) 987-6477 or mverdery@gmail.com.



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38-FT CHAMBERLIN CAT, 1992. Nevis/ St. Kitts, Caribbean. \$80,000. Custom 38-ft OSTAC performance cruiser: composite Vac-bagged Divinycell/Vinylester/Biax. Strong and lightweight. Two doubles, galley/settee berths up, bridgedeck with seated headroom. 30,000 ocean miles. See specs: <http://Sydeva.blogspot.com>. Pics at <http://picasaweb.com/sydeva>. Email sydeva@gmail.com.

48-FT TRIMARAN. Sacramento. \$9,999. In the water, project boat. Has new sails, 60hp Japanese diesel. Some damage to hull, interior partially completed. Call (916) 205-1912.



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 (925) 878-9659 or ctzortzis2014@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.



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47-FT SANTA BARBARA TRAWLER. 47.6, 1964. Delta Fresh. \$42,000. Custom motor yacht designed for private use on commercial fishing hull. 700 gallons fuel tankage, Cummins, Twin Disc, thrusters. Needs some cosmetics. Death forces sale. Call for info and pix. (916) 217-6908 or chardonnaymoon@att.net.

20-FT NOVURANIA CL600, 2005. Treasure Island Sailing Center. \$37,500. Novurania 600 CL-20' Custom RIB tender w/teak decks. Volvo Penta D3 10-A diesel engine w/700 hrs, SX 1.66 stern drive. Dry-stored, fully loaded custom launch including scuba and navigation packages. Email novurania@onclippercove.com.

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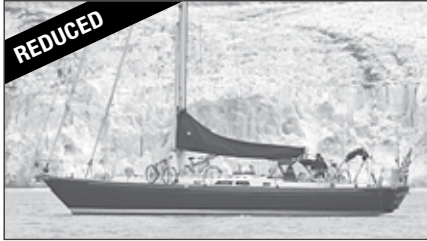


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