

Latitude 38

VOLUME 442 April 2014

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Directory of Grand Marina Tenants

Blue Pelican Marine	148
Boat Yard at Grand Marina, The...	11
Marchal Sailmakers	137
MarineLube	137
New Era Yachts.....	152
Pacific Crest Canvas.....	36
Pacific Yacht Imports	16
Alameda Marine Metal Fabrication	
UK Sailmakers	

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at the Strictly Sail
Pacific boat show
April 10-13

Staying Power

PHOTO JAY AILWORTH



*Sojourn**

Bruce and Bridget Eastman sailed their Alberg 35, *Sojourn*, to Mexico, starting in 2013 with the ever-popular Baja Ha-Ha, and they have cruised to a lot of harbors since: Manzanillo, La Cruz in Banderas Bay, Puerto Vallarta, Mazatlan, and up and down the Sea of Cortez.

While washing the salt off of their sails in La Cruz de Huanacastle Marina, a fellow Pineapple Sails customer stopped by for a chat and suggested they send a photo of their boat flying their 10-year-old Pineapple Sails to Kame Richards, Pineapple's owner and sail designer.

A "sojourn" is a temporary stay. And the Eastmans have enjoyed staying in exciting places as they cruise their Alberg. Their Pineapple sails have served them well, with real staying power, built to last and perform.

Not many things in today's world are built to last, but Bruce and Bridget's 1963 Alberg 35 and their suit of Pineapple Sails, built in 2003, prove it can be done.

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CONTENTS

subscriptions	6
calendar	12
letters	24
sightings	72
clipper overview	86
ppj profiles, pt. I	92
sailing is good for you	98
south pacific wifi	102
diesel tips	106
max ebb: dodging the dodger	110
the racing sheet	114
world of chartering	118
changes in latitudes	124
classy classifieds	140
advertisers' index	149
brokerage	150

Cover: Adam Spiegel's J/105 *Jam Session* and Ray Lotto's Express 27
El Raton enjoy pristine sailing conditions on the Cityfront during
St. Francis YC's Spring One Design Series March 15-16.

Photo: Leslie Richter / www.rockskipper.com

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

SELECT BROKERAGE



ALERION EXPRESS 33, 2009
\$195,000



BENETEAU OCEANIS 34, 2009
\$145,000

BENETEAU BROKERAGE

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OCEANIS 423	2004	\$165,000
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JEANNEAU 45	2007	\$250,000
ISLAND PACKET 380	2000	Pending
ISLANDER 36	1972	\$34,995
ERICSON 35	1977	\$29,900
ALERION EXPRESS 33	2009	\$195,000
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Latitude 38

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Apr. 2-30 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$25. All YCs' members welcome. More info under 'Events' tab at www.stfy.com.

Apr. 4, 1789 — HMS *Bounty* departed Tahiti for England with a cargo of breadfruit trees. Later in the month, the crew, led by Fletcher Christian, would mutiny and take over the ship.

Apr. 5, May 3 — Chantey Sing aboard *Balclutha* at Hyde Street Pier in San Francisco, 8-12 p.m. Dress warmly; bring a mug for hot cider served from the ship's galley. Free. Info, www.nps.gov/sqfr. Reservations required, (415) 561-7171.

Apr. 6 — Berkeley YC Swap Meet and Open House. Marine flea market with spaces available for \$20; club tours. Info, (510) 843-9292 or www.berkeleyyc.org.

Apr. 6-27 — Veterans Go Sailing, every Sunday, 10 a.m.; followed by Sunday Sail, noon, at Pier 40 in SF, courtesy of BAADS. Free. Info, (415) 281-0212 or www.baads.org.

Apr. 7-28 — San Diego's South Bay Sea Scouts meet at Chula Vista Marina aboard the schooner *Bill of Rights* on Mondays at 6 p.m. Sea Scouts is a program of the Boy Scouts of America for guys and gals ages 13-20. Nate, (717) 654-3797 or orn8kraft@gmail.com.

Apr. 9 — Singlehanded TransPac race seminar 'Provisioning and Medical Considerations'. Learn about the nutritional needs of long-distance racers and get ideas on how to stock your offshore medical kit and handle onboard medical emergencies. Oakland YC, 7:30 p.m. Free and open to the public. Info, www.sfbaysss.org.

Apr. 10, May 8 — Are you a single boatowner needing crew? The Single Sailors Association has crew to help sail your boat. Monthly meeting at Ballena Bay YC in Alameda, 6:30 p.m. Info, www.singlesailors.org or (510) 239-7245.

Apr. 10-13 — Strictly Sail Pacific at Jack London Square in Oakland. You'll find *Latitude 38* in booth #219-221. Info, www.strictlysailpacific.com.

Apr. 11 — *Latitude's* Andy Turpin will give a seminar about the Baja Ha-Ha at Strictly Sail Pacific, 2:15-3:15 p.m.

Apr. 11 — Baja Ha-Ha, Pacific Puddle Jump, and circum-navigators' reunion party at the *Latitude* booth at Strictly Sail Pacific, 6-8 p.m.

Apr. 11 — Eric Stone in concert at Oakland YC, 8 p.m., \$10 for the concert only, or \$40 including buffet dinner, tax and tip. RSVP to Elaine, (510) 522-6868.

Apr. 11-15 — Clipper Race presentations. 4/11: OCSC in Berkeley, 7 p.m.; 4/13: South Beach YC in SF, 5 p.m.; 4/15: Sports Basement on Bryant St. in SF, 6:30 p.m. Terri, tclarke@clipper-ventures.com.

Apr. 12 — *Latitude's* Andy Turpin will give a seminar at Strictly Sail Pacific about the Baja Ha-Ha, 3:30-4:30 p.m., followed by the Pacific Puddle Jump & Tahiti, 4:45-5:45 p.m.

Apr. 12 — Amateur Radio class, Petaluma, 9 a.m.-3 p.m. Cram Tech or General class/exam. \$25. Registration required. Dale (707) 762-9414 or wb6tms@arrl.net.

Apr. 13 — Open House/Introductory Sail at Cal Sailing Club in Berkeley, 1-4 p.m. Info, www.cal-sailing.org.

Apr. 15 — Go for a sail under the full moon on a Tuesday



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CALENDAR

night.

Apr. 15-16 — Tides on SF Bay talks by Kame Richards at the Bay Model in Sausalito, 7 p.m. each night, \$15. Reservations a must; jimtantillo@comcast.net or (408) 263-7877.

Apr. 15-17 — Clipper Race boats open to the public at South Beach Harbor in San Francisco, 3-7 p.m. each day. Terri, tblarke@clipper-ventures.com.

Apr. 20 — Like the White Rabbit, Easter is late this year.

Apr. 22 — Earth (two-thirds of which is water) Day.

Apr. 22-May 8 — Ham Radio Class for Cruisers to prepare for Amateur Radio Technician License Exam, at Oakland YC, 7-10 p.m. Register by 4/8. Info, www.oaklandyachtclub.net.

Apr. 26 — Marine Swap Meet/Flea Market at Ballena Isle Marina in Alameda, 8 a.m.-2:00 p.m. Free space for sellers. Reserve your spot at (510) 523-5528.

Apr. 26-27 — Bodega Bay Fisherman's Festival, featuring the Wooden Boat Challenge. Teams compete to build a boat with provided materials in three hours and then race it — without sinking. Info, www.bbfishfest.org.

Apr. 27 — Opening Day on the Bay, the official "start" of San Francisco's boating season. PICYA, www.picya.org.

May 1 — Opening Day on Merced's Lake Yosemite. LYSA, www.lakeyosemitesailing.org.

May 2-4 — South Bay Opening Day at the Port of Redwood City. Saturday's activities include the blessing of the fleet and decorated boat parade, followed by awards for the parade. Meals on all three days at various South Bay yacht clubs. Info, www.southbayopeningday.org.

May 3 — Marine Swap Meet at Martinez Marina, 8 a.m.-1 p.m. Browse, buy or sell — it's free. Info, (925) 313-0942.

May 3 — Nautical Swapmeet, Owl Harbor Marina, 9 a.m.-noon. Free space and free entry. Part of the Delta Loop Fest. Space reservations, (916) 777-6055 or info@owlharbor.com.

May 3-31 — Boating Skills & Seamanship classes presented by USCG Auxiliary Flotilla #12-3 at St. Edward School in Newark, held on four Saturdays. \$60 includes book. Additional family members half price. Bruce, (510) 468-8013 or ronoffline-0407@yahoo.com.

May 9 — Delta Doo Dah Kickoff Party at Berkeley YC, 5:30-8:30 p.m. Door prizes, guest speakers, no-host bar and buffet dinner (cash only). Meet fellow Doo-ers and form mini-flotillas! Chris, (415) 383-8200 x103 or www.deltadoodah.com.

Racing

Apr. 5 — Doublehanded Lightship, a fund-raiser for United Cerebral Palsy. IYC, www.iyc.org.

Apr. 5 — Masters Match Race Series hosted by StFYC. Info, www.stfyc.com.

Apr. 5 — Summer #1. SeqYC, www.sequoiayc.org.

Apr. 5, May 10 — KBSC Series #1 & #2 on Clear Lake. www.kbsail.com.

Apr. 5 — One Design #1. LWSC, www.lwsailing.org.

Apr. 5 — Trans-Folsom. The water level in the lake is up and racing is a go. FLYC, www.flyc.org.

Apr. 5, May 17 & 31 — Balboa YC 66 (Fun) Series, with random leg races and reverse-order starts, in Corona del Mar. Info, www.balboayachtclub.com.

Apr. 5-6 — J/Fest. StFYC, www.stfyc.com.

Apr. 5-6 — Harken Opti Challenge #2 on the Berkeley Circle. SFYC, www.sfyc.org.

Apr. 5-6 — Spring Series Races. SSC, www.stocktonsc.org.

Apr. 5-6 — PCCSC Women's Championship at UC Santa Barbara. Info, www.collegesailing.org.

Apr. 6 — Spring PHRF. MPYC, www.mpyc.org.

Apr. 6 — Andy Byrd Memorial Race. CPYC, www.cpyc.com.



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\$145,900 Contact: Jeff Brown



43' J/133 2006
\$349,000 Contact: Scott Poe



41' J/125 2000/2009 refit
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37' HANSE 371 2005
\$179K Contact: Kenyon Martin

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- 2005 52' TP52 \$349K
- 2014 50' HANSE 505 CALL
- 2014 44' HANSE 445 CALL
- 2013 41' HANSE 415 Shoal CALL
- 2012 41' HANSE 415 Deep CALL
- 2008 41' X Yachts X41 \$275K
- 1984 38' Ta Chiao CT 38 \$52K
- 2006 35' J/105 \$99K
- 2001 35' J/105 \$87K
- 1998 33' Seawind Cat \$139K



35' J/109 2004
\$149,000 Contact: Alan Weaver



35' J/105 2003
\$92,500 Contact: Kenyon Martin



35' J/105 2001
\$82,000 Contact: Kenyon Martin

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- 2014 42' SABRE 42 SE - Zeus CALL
- 2013 38' SABRE 38 SE - IPS CALL
- 2014 37' BACK COVE 37 DE CALL
- 2006 30' Grady White 300 \$150K
- 2002 28' Protector RIB Ttop \$80K



34' Morris 2004
\$275,000 Contact: Alan Weaver



38' True North 38 H 2004
\$249,000 Contact: Rick Boyce



30' Raider 9m RIB 2009
\$69,000 Contact: Jack Lennox



25' Ranger Tug R SC 2010
\$115,000 Contact: Gerry Laster



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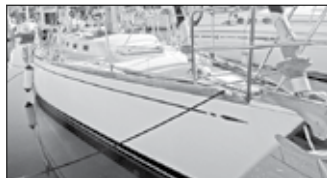
NAUTICAT 43 KETCH, '84 \$189,000



X-YACHTS 43, '04 \$275,000



SLOCUM 43, '83 \$159,000



TARTAN 42 CUTTER, '81 \$71,500



TAYANA 42 CC, '89 \$99,900



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CALENDAR

Apr. 12, May 10 — Santana 22 Team Racing at SCYC, www.scyc.org.

Apr. 12 — Mercury Series. EYC, www.encinal.org.

Apr. 12 — Doublehanded Long Distance Race #2. SSC, www.stocktonsc.org.

Apr. 12 — North Bay Series #1. VYC, www.vyc.org.

Apr. 12 — Don Wan Regatta. TYC, www.tyc.org.

Apr. 12-13 — Resin Regatta. SFYC, www.sfyf.org.

Apr. 12-13 — Rollo Wheeler Regatta. Buoy racing on Saturday, pursuit race on Sunday. BYC, www.berkeleyyc.org.

Apr. 12-13 — USMRC Qualifier. StFYC, www.stfyf.com.

Apr. 12-13 — Big Dinghy, featuring a pursuit race on Sunday. RYC, www.richmondyc.org.

Apr. 12-13 — Laser & 505 Regatta. SCYC, www.scyc.org.

Apr. 12-13 — South Designate at USC. Coed; women's and JV available. Info, www.collegesailing.org.

Apr. 12-13 — Rainier Cup at Cascade Locks, OR. Info, www.collegesailing.org.

Apr. 13 — Estuary Cup. EYC, www.encinal.org.

Apr. 14-15, 1984 — Hank Easom still has the right stuff. He topped 16 other Etchells sailors in a four-race series off the San Francisco Cityfront. With partner Dr. Chuck Moan and alternating crew of Jerry Rumsey and nephew Scott Easom, Hank had two bullets and a second. He bought his new 600 this year and is obviously pleased with the boat. "We're trying a little harder with all this new stuff," he said.

Apr. 19 — Crewed Farallones Race. OYRA, www.yra.org.

Apr. 19 — Twin Island #1. Around Alcatraz and Angel in either direction. SYC, www.sausalitoyachtclub.org.

Apr. 19 — Horsfall-Vincent Regatta. CYC, www.cyc.org.

Apr. 19 — 23.4-mile MBARI Buoy Race to a mark out on the ocean (and back). ElkYC, www.elkhornyc.com.

Apr. 19 — Small Boat Series #2. EYC, www.encinal.org.

Apr. 19 — OYRA #1 Lightship. YRA, www.yra.org.

Apr. 19 — Cal Cup #1. BYC, www.berkeleyyc.org.

Apr. 19 — Team Racing. StFYC, www.stfyf.org.

Apr. 19 — One Design Keelboats. SCYC, www.scyc.org.

Apr. 19 — IOD Regatta. SYC, www.sausalitoyachtclub.org.

Apr. 20 — Baxter-Judson Race #1. Non-spinnaker racing out of Fort Baker. PresYC, www.presidioyachtclub.org.

Apr. 26 — 30th Annual 26-mile Konocti Cup on Clear Lake, plus 13-mile Half Cup for slower boats. Jim, (707) 953-7059 or www.kbsail.com.

Apr. 26 — Gran Concorso Barco-Toro, aka Bullship. El Toro race from Sausalito to SF. Info, www.eltoroyra.org.

Apr. 26 — WBRA #1 on the OC. YRA, www.yra.org.

Apr. 26 — Anniversary Cup. SFYC, www.sfyf.org.

Apr. 26 — Shorteez Regatta #1. CPYC, www.cpyc.com.

Apr. 26 — Intraclub Race. StFYC, www.stfyf.org.

Apr. 26 — Team Race Qualifier. StFYC, www.stfyf.org.

Apr. 26 — Doublehanded Race. MPYC, www.mpyc.org.

Apr. 26-27 — The Great Vallejo Race kicks off the YRA's Party Circuit a week earlier than usual. Includes Saturday's race to VYC followed by a big raft-up and party, and Sunday's race from VYC to the North Bay. Info, www.yra.org.

Apr. 26-27 — Camellia Cup. FLYC, www.flyc.org.

Apr. 26-27 — Silver High School Championships, hosted by EYC. PCISA, www.pcisa.org.

Apr. 26-27 — Moore 24 Regatta in Santa Cruz. SCYC, www.scyc.org.

Apr. 26-27 — One Design Races. SSC, www.stocktonsc.org.

Apr. 27 — Spring 3 & 4 One Design. MPYC, www.mpyc.org.

Apr. 27 — SCORE Keelboat Regatta. SCYC, www.scyc.org.

May 3 — Spring #1 on the Cityfront. YRA, www.yra.org.

May 3 — Round the Rocks. SSS, www.sfbaysss.org.

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CALENDAR

May 3 — Small Boat Races #2. EYC, www.encinal.org.

May 3 — Small Keelboat Series #1. SFYC, www.sfyf.org.

May 3 — Frank Ballentine Race. CPYC, www.cpyc.com.

May 3 — Long Distance #2. SCC, www.stocktonsc.org.

May 3 — Shields Racing Clinic. MPYC, www.mpyc.org.

May 3 & 10 — Etchells Fleet Races #1 & #2. Fleet 12, www.sfetchells.org.

May 3-4 — 40th Elvstrom Zellerbach and Laser District Championship. StFYC, www.stfyf.org.

May 3-4 — Commodore's Cup. Cal 20s & C15s on Saturday; Lasers & Optis on Sunday. HMBYC, www.hmbyc.org.

May 3-4 — Multihull Kick-Off. SCYC, www.scyc.org.

May 4 — Spring Series #1 on Fremont's Lake Elizabeth. FSC, www.fremontsailingclub.org.

May 4 — Spring Series #5. SSC, www.stocktonsc.org.

May 4 — Spring 5 & 6 PHRF. MPYC, www.mpyc.org.

May 10 — One Design #2. LWSC, www.lwsailing.org.

May 10 — Monterey Laser Fleet Championship. MPYC, www.mpyc.org.

May 10 — Mercury Series #3. EYC, www.encinal.org.

May 10 — WBRA #2 on the OC. YRA, www.yra.org.

May 10 — OYRA #2 Duxship. YRA, www.yra.org.

May 10 — Flight of the Bulls for El Toros in Foster City. Info, www.eltoroyra.org.

May 10 — Interclub Series #2. IYC, www.jibeset.net.

May 10 — Gromeeke Round the Island. Los Gatos YC, www.losgatosyc.com.

May 10 — North Bay Series #2. VYC, www.vyc.org.

May 10 — Team Race Scrimmage. StFYC, www.stfyf.com.

June 28 — The Singlehanded TransPac departs San Francisco Bay for Hanalei Bay. Info, www.sfbaysss.org.

July 6-12 — The Pacific Cup departs San Francisco Bay for Kaneohe Bay. Info, www.pacificcup.org.

Summer Beer Can Series

BALLENA BAY YC — Friday Night Grillers: 4/4, 4/18, 5/2, 5/16, 5/30, 7/18, 8/1, 8/15, 8/29, 9/5, 9/19. Info, (510) 865-2511, race@bbyc.org or www.bbyc.org.

BAY VIEW BC — Monday Night Madness. Spring: 4/14, 4/28, 5/12, 5/26, 6/9, 6/23 (make-up). Arjan, (415) 310-8592 or www.bayviewboatclub.org.

BENICIA YACHT CLUB — Every Thursday night: 4/3-9/25. Joe, (707) 628-2914 or www.benicia-yachtclub.com.

BERKELEY YC — Every Friday night: 4/4-9/26. Info, www.berkeleyyc.com.

CAL SAILING CLUB — Year-round Sunday morning dinghy races, typically in Laser Bahias and JY15s. Thursday evening JY15 races, weather and tides permitting, April-October. Must be a club member. Info, www.cal-sailing.org.

CORINTHIAN YC — Every Friday night: 4/18-8/29. Jim, (415) 847-2460, race@cyc.org or www.cyc.org.

COYOTE POINT YC — Every Wednesday night: 4/16-10/8. Info, (650) 347-6730, regatta@cpyc.com or www.cpyc.com.

ENCINAL YC — Friday night Spring Twilight Series on the Estuary: 4/4, 4/18, 5/2, 5/16, 6/6. Darrell, (510) 502-8110 or www.encinal.org.

FOLSOM LAKE YC — Wednesday nights: 4/30-8/27. Friday Night Summer Sunset Series: 5/16, 6/13, 7/18, 8/8. Info, www.flyc.org.

GOLDEN GATE YC — Friday nights: 5/2, 5/16, 5/30, 6/13, 6/27, 7/11, 7/25, 8/8, 8/22. Gary Salvo, (916) 215-4566 or www.ggyc.com.

ISLAND YC — Island Nights, Fridays on the Estuary: 4/11, 4/25, 5/9, 5/30, 6/13. John, (510) 521-2980, iycracing@yahoo.com or www.iyc.org.



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KONOCTI BAY SC — Every Friday night: 6/6-8/29. OSIRs (Old Salts in Retirement) every Wednesday at noon. Brad, www.kbsail.com.

LAKE TAHOE WINDJAMMERS YC — Wednesday nights: 5/21-10/1. Steve, (530) 577-7715, ltwyc2@aol.com or www.tahoewindjammers.com.

LAKE WASHINGTON SC — Every Thursday night: May-August. Info, www.lwsailing.org.

LAKE YOSEMITE SA — Every Thursday night: May-August. Jerry, (559) 776-9429 or www.lakeyosemitesailing.org.

MONTEREY PENINSULA YC — Sunset Series. Every Wednesday night: 3/26-10/1; Summer Solstice Fiasco Race: 6/18. Victoria Model Yacht Series: every Friday night through 10/3. Juli, www.mpyc.org.

OAKLAND YC — Sweet 16 Spring Series. Every Wednesday night: 4/30-6/18. Jim Hild, (510) 277-4676, oyracecom@gmail.com or www.oaklandyachtclub.net.

RICHMOND YC — Wednesday nights: 4/2, 4/16, 4/23, 4/30, 5/7, 5/14, 5/21, 5/28, 6/4, 6/18, 6/25, 7/2, 7/9, 7/16, 7/23, 7/30, 8/6, 8/13, 8/20, 8/27, 9/3, 9/17, 9/24. Eric Arens, (510) 841-6022 or www.richmondyc.org.

ST. FRANCIS YC — Windsurfing Series, Friday nights: 4/4, 4/18, 5/2, 5/16, 5/30, 6/13, 6/27, 7/11, 7/25, 8/8, 9/5, 9/19. Kiteboarding Series, Thursday nights: 4/10, 4/24, 5/8, 5/22, 6/5, 6/19, 7/3, 7/10, 7/31, 8/14, 8/28, 9/4, 9/18. Wednesday Night Series: 5/7, 5/14, 5/21, 5/28, 6/4, 6/11, 6/18, 6/25, 8/6, 8/20, 8/27. Robbie Dean, (415) 563-6363, rdean@stfyc.com or www.stfyc.com.

SANTA CRUZ YC — Every Wednesday night: 3/12-10/29. Laser Friday Nights: 5/16, 6/20, 7/18, 8/15. Info, (831) 425-0690, scyc@scyc.org or www.scyc.org.

SAUSALITO YC — Tuesday night Spring Sunset Series: 4/29, 5/13, 5/27, 6/10, 6/24. Nick, race@sausalitoyachtclub.org or www.sausalitoyachtclub.org.

SEQUOIA YC — Every Wednesday night: 4/16-10/8. Hannig Cup: 8/27. Rick, (650) 255-5766 or www.sequoiayc.org.

SOUTH BEACH YC — Friday Night Series: 4/18 (practice), 4/25, 5/2, 5/16, 5/30, 6/6, 6/20, 6/27, 7/18, 7/25, 8/1, 8/15, 8/22. Gerard, (415) 495-2295, rearcommodore@southbeachyachtclub.org or www.southbeachyc.org.

STOCKTON SC — Every Wednesday night: 6/4-8/27. Tom, (209) 604-1300 or www.stocktonsc.org.

TAHOE YC — Laser Series, every Monday night: 5/26-8/25. Rick, (530) 583-6070. Beer Can Series, every Wednesday night: 5/28-8/27. Dan, (530) 581-4700 or www.tahoeyc.com.

TIBURON YC — Every Friday night. Spring: 5/23-6/27. Jim, race@tyc.org or www.tyc.org.

VALLEJO YC — Every Wednesday night: 4/2-9/24. Dave, (925) 580-1499, fleetcaptainsail@vyc.org or www.vyc.org.

In the Tropics

Mar. 31-Apr. 6 — BVI Spring Regatta & Sailing Festival, Nanny Cay, Tortola. One of the Caribbean's best regattas, which includes a huge bareboat fleet. A great way to spend a week-long charter. Info, www.bvispringregatta.org.

Apr. 14-19 — Les Voiles de St. Barth. Sort of a St. Barths Bucket for boats shorter than 120 feet. It offers the same great sailing as the Bucket race with even more French Caribbean-style partying. If you can sail, there's a decent chance you can get on a boat. Info, www.lesvoilesdesaintbarth.com.

Apr. 17-22 — Antigua Classic Yacht Regatta. Great classic boats, great racing, and great fun at a terrific historical site. Good opportunities to crew in the Classic are available. Info,



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CALENDAR

www.antiguaclassics.com.

Apr. 25-27 — Newport to Ensenada International Yacht Race, aka N2E. More than 130 boats are entered in this 125-mile race! Info, www.newporttoensenada.com.

Apr. 26-May 2 — Antigua Sailing Week is the granddaddy of all great sailing weeks in the tropics. Like us, she's gotten more mellow with age. Info, www.sailingweek.com.

May 2-4 — Loreto Fest, organized by Hidden Port YC. This classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and land-travelers for lots of activities on and off the water. The goals are to have fun and raise lots of money for local Mexican charities. Info, www.hiddenportyachtclub.com.

May 7-12 — Tahiti Pearl Regatta. An interisland regatta where local sailors race and party with cruisers and bare-boaters. Courses are run around the Raiatea-Tahaa lagoon, to Bora Bora, and back. Nightly parties, Polynesian music and dancing. Info, www.tahitipearlregatta.org.pf.

June 28-30 — Tahiti-Moorea Sailing Rendezvous, hosted by Latitude 38 and Tahiti Tourisme. Celebrate your successful arrival in French Polynesia and enjoy long-established Polynesian cultural traditions in music, dance, sport and cuisine. Info, www.pacificpuddlejumps.com.

Please send your calendar items by the 10th of the month to calendar@latitude38.com. If you're totally old-school, mail them to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941, or fax them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

April Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
4/05Sat	0345/5.2	1038/0.3	1806/4.2	2256/2.8
4/06Sun	0438/4.9	1140/0.5	1917/4.2	
	LOW	HIGH	LOW	HIGH
4/12Sat	0431/1.1	1043/4.8	1630/1.0	2305/5.3
4/13Sun	0506/0.6	1128/4.8	1703/1.1	2333/5.5
	HIGH	LOW	HIGH	LOW
4/19Sat	0233/5.8	0912/-0.7	1631/4.4	2112/2.5
4/20Sun	0325/5.6	1009/-0.5	1737/4.4	2224/2.7
	LOW	HIGH	LOW	HIGH
4/26Sat	0405/0.3	1028/5.0	1559/0.7	2239/6.0
4/27Sun	0452/-0.2	1126/5.0	1644/1.0	2316/6.1

April Weekend Currents

date/day	slack	max	slack	max
4/05Sat	0011	0250/1.8F	0542	0852/3.5E
	1309	1612/2.5F	1932	2134/1.5E
4/06Sun	0122	0353/1.5F	0643	0950/3.1E
	1414	1728/2.4F	2035	2241/1.4E
4/12Sat	0015	0300/3.4E	0643	0935/3.1F
	1233	1515/3.5E	1855	2147/3.3F
4/13Sun	0047	0335/3.9E	0719	1011/3.4F
	1316	1554/3.5E	1927	2217/3.3F
4/19Sat		0132/2.5F	0413	0746/4.6E
	1132	1436/3.3F	1811	2025/2.3E
	2326			
4/20Sun		0227/2.1F	0507	0840/4.3E
	1235	1538/3.2F	1915	2125/2.1E
4/26Sat		0235/4.2E	0615	0914/3.8F
	1211	1456/3.7E	1825	2122/3.8F
4/27Sun	0019	0319/4.7E	0702	1002/4.2F
	1305	1543/3.6E	1909	2202/3.8F

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LETTERS

↑↓ **THANK YOU FOR BEING A DELTA ADVOCATE**

I want to thank *Latitude* for the wonderful 'Lectronic *Latitude* articles featuring the Delta and Owl Harbor Marina. We at Owl Harbor are so honored to be a host of the Delta Doo Dah for the fifth year in a row. We're excited to see our old Bay Area sailing friends — and make new ones — this summer.

As former Delta Doo Dah co-organizer and 'Doo-dette' LaDonna Bubak noted in the March 10 item, in addition to



LADONNA BUBAK

Owl Harbor Marina will host another party for Delta Doo Dah'ers this summer.

a summer-long discount for Delta Doo Dah'ers, we'll be holding a special party — BBQ, a band, dancing and prizes all under the cover of a tent — to coincide with the Cajun & Blues Festival on June 14. This will be limited to our tenants and Doo Dah'ers. Reservations will be required for that weekend, so registered Doo Dah'ers should call me at (916) 777-6055, or email at devery@owlharbor.com soon to secure a slip. We have limited availability.

Since our family bought Owl Harbor several years ago, we've worked hard to upgrade the facilities and property to make it a unique Delta destination. And we're continuing to improve things. As I write this, a new building that will house the harbormaster's office, multi-purpose banquet room, showers and laundry room is under construction. Quite honestly, I can't wait!

The Delta is such an incredible place to visit, especially in the summer when the kids — young *and* old — can have fun in the water. That's why it always surprises me when we meet lifelong Bay sailors who have never sailed to the Delta. So thank you, *Latitude*, for being such advocates of the region. Hopefully, this year's Delta Doo Dah will be the largest in the history of the event, and full of first-timers!

Devery Stockon
Harbormaster, Owl Harbor Marina
Twitchell Island, The Delta

Readers — Thirty-one boats signed up in the first week for this summer's Delta Doo Dah. See www.deltadoodah.com for the most recent entry list and to sign up.

↑↓ **EIGHTY-FOUR DAYS IN A SAN JUAN 24**

Any new info on the missing San Juan 24 in the North Pacific? Sailing a San Juan 24 from San Francisco to Honolulu in the middle of winter? What was he thinking? The companionway on the San Juan 24 goes, I believe, all the way to the cockpit floor. One big wave filling up that cockpit and staving in the companionway would send the boat to the bottom before he could inflate the liferaft. That is one of many reasons not to go to sea on this type of boat. What part of San Juan spells 'open ocean'?

Bruce Soule
Sly Mongoose, Wylie Hawkfarm 28
Honolulu, Hawaii

Bruce — As reported in the March 3 'Lectronic, the boat you're referring to is Pier Pressure, owned and sailed by 61-year-old Russian immigrant Rimas Meleshyus. On February 28, a friend of Meleshyus alerted the Coast Guard that Rimas, who was 944 miles northeast of Honolulu in very rough weather



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LETTERS

on his way to San Francisco, had sent him a satellite message saying, "lost my liferaft, in danger now." A few hours later, as the Coast Guard was ramping up a major rescue effort, and had already diverted a couple of merchant ships, a second message was received by the friend saying that Rimas was all right. So the Coast Guard stood down.

Presumably Rimas made it to the mainland although, as of March 18, there was no new posting on his Facebook page.

We try to be open-minded, but we worry that Rimas has delusions of grandeur and question his respect for the ocean. After all, following the loss of his first San Juan 24 in Alaska,

COURTESY PIER PRESSURE



Rimas Meleshyus was last reported to be closing in on California.

Rimas bought a second one for about \$500, and then proposed sailing her around the world via Cape Horn. That didn't turn out so well, as indicated by the following posts:

"First bad happen for me in storm at 38 latitude, probably 400 miles out from California. In gale winds of 40 knots, there was a big bang. I run out to see no more old Honda outboard.

"Later rigging started to loose in very strong wind. No so far from Cabo San Lucas. Wind breaks three of the four shroud wire that holds my mast up. I can't go back upwind to Washington or California for repairs, so I must sail to Hawaii. I had no charts for Hawaii, only South America. But my GPS shows roads in Hawaii, but not harbors.

"Between Mexico and Hawaii I see no ships, no planes, no whales. I am always scared my mast come down and nobody to help. So far from land and people. Water is so low it's scary. But then it rained and I filled barrels. But sometimes it was peaceful. I saw all things of weather and felt all emotions in 84 days at sea."

Eighty-four days at sea? We'll leave it up to the Coast Guard, but we think Rimas is right on the edge of what the Coasties might define as a Manifestly Unsafe Voyage.

March 20th Update — Meleshyus reported he was still 600 miles from California — averaging just 20 miles a day? — and was slated to be hit by another gale four days later.

⇓ **DEAR LATITUDE 38 . . .**

I'm trying to reach David Graham, whom I have known since he was a child. His dad managed me and my band back in the day. I want to ask him to please book myself and the band at Bottlerock Napa. I now live in Sonoma, and have been out playing all over the United States and Europe for the last 16 years.

David LaFlamme
Sonoma

David — As we tried to explain to the folks who recently founded Latitude 38 Entertainment, LLC in Sonoma to take over the Bottlerock Napa music festival, similar business names can create problems. Such as your potential clients having trouble finding you.

Anyway David, we were around for the Summer of Love and the late '60s, and we can remember a couple of exact times and places when we heard White Bird. Thanks for providing a tiny bit of the soundtrack of our happy youth. We hope you get the gig.

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LETTERS

For younger folks, LaFlamme is a virtuoso classical and rock violinist who played with Jerry Garcia, Janis Joplin and Dan Hicks and the Hot Licks, and who formed *It's a Beautiful Day* in 1967.

↑↓ OVER A HALF-MILLION RAISED AT ZIHUA SAILFEST

It's hard to believe that it's been a dozen years since that first Zihua Sailfest in '02, but it's wonderful to know it has lasted, and to hear of the growth in both revenue and participation. I think the first event raised about \$5,000, and we thought we'd hit a jackpot! We've watched the numbers go up over the years, but we have no idea what the total might be. It must be quite a significant amount. Does anybody know?

COURTESY JELLYBEAN



Nuevo Creacion was dilapidated until Sail-Fest raised money for upgrades.

Jimmie Zinn
Dry Martini, Morgan 383
Richmond YC

Jimmie — We don't think any of us who were at the first one could have had any idea how successful Sailfest would become. According to Pamela Bendall of the *Kristen 46* Precious Metal, some 7 million pesos — or about \$529,000 — has been raised in 13 years. Much of that has come from matching funds from the Bellack Foundation of San Diego.

↑↓ THE RIGAMAROLE FOR BECOMING 'INSPECTED'

Several years ago, my wife and I decided to start chartering our lovely Seawind 1160 catamaran. After all, we enjoy meeting new people and 'showing off' our beautiful San Francisco Bay. Being retired, we also thought that this would be a fun way to offset some of our boating expenses — and perhaps even make a little profit.

We submitted our boat's information for *Latitude's* Crewed Charter Listing in the April issue. At that time, we wanted to carry eight passengers. I have a Master's license, authorizing me to carry more than the six passengers allowed under the

COURTESY CAPRICE



It took the Seifers a full year to get 'Caprice' declared a USCG Inspected Vessel.

basic 'Six Pak' license. However, Andy Turpin, *Latitude's* charter editor, kindly advised me that our vessel couldn't carry more than six passengers unless she was an 'Inspected Vessel' as defined by the Coast Guard. Before we could even start down what would be a one-year — and very expensive — bureaucratic road, we would need to obtain a MARAD Waiver, which allows foreign-built boats to carry up to 12 paying passengers. *Caprice* was built in Australia. In addition, the Jones Act requires that a foreign-built boat must have been in the U.S. for a minimum of three years before a MARAD Waiver can be issued.

Little did we know what would be involved in the process of becoming an Inspected Vessel. Anyone considering having

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LETTERS

their boat inspected might be interested in our experience. The Coast Guard eventually made five inspections of our boat, one of them while the boat was on the hard. They were meticulous in their work. Some of the items involved in this process were:

- We needed a current 'Stability Letter'. They would not accept one from Australia, where the Seawinds are built. This meant we had to hire a naval architect.
- We had to hire a professional rigger to inspect the rigging.
- We had to buy 14 Coast Guard Type A PFDs. The Coasties would not accept Australian Type A PFDs.
- We had to install signs to indicate where the adult and children's lifejackets would be stored, with instructions on how to put them on.
- We had to install automatic fire extinguishers in both engine compartments, with manual cockpit releases and automatic engine shutdowns. This was even though the engines are diesel, not gas.
- We had to install U.S. Coast Guard-approved manual fire extinguishers. Our Australian ones were not U.S. Coast Guard-approved.
- We had to install a liferaft — or IBA — for 50% of the passengers and crew. This was even though we are only authorized to charter within the confines of San Francisco Bay.
- We had to buy a U.S. Coast Guard-approved lifering with an automatic light. The two larger Australian liferings we already had were not acceptable.
- We had to install stainless steel plates behind and beside the stove.



COURTESY CAPRICE

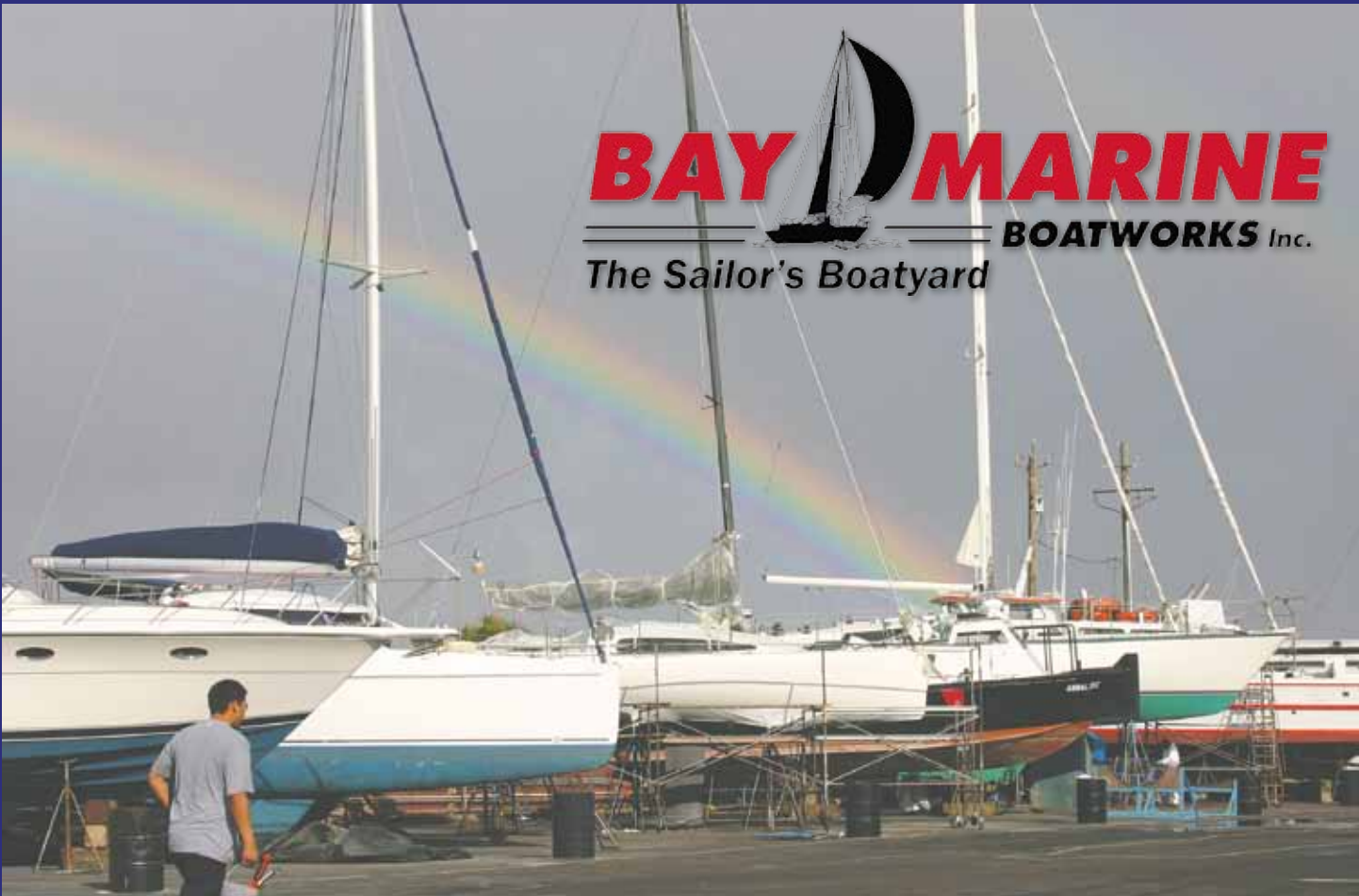
It was a long process, but 'Caprice' is now ready to take out larger charters.

Although many of the requirements make our boat safer, the added U.S. Coast Guard requirements are amazing for just going from six to eight passengers. We don't believe that anyone should consider making a living by going into the sailboat charter business for more than six people — unless, of course, they have a large-capacity vessel such as *Hornblower*. It's certainly not a user-friendly process for a truly small business owner.

However, we have completed the process, and *Caprice* is now certified as an Inspected Vessel. We are safer, drug-free, and open for business for sailboat charters and catamaran lessons (ASA-qualified instructor) on San Francisco Bay.

Captain Dan & Carol Seifers
Caprice, Seawind 1160
Point Richmond

Capt. Dan and Carol — If we're not mistaken, most countries in the world — and maybe even the U.S. Virgin Islands — allow eight passengers, not just six, on their version of uninspected vessels. But as we recall, many years ago in the United States, an organization representing something like the 'Small Ship



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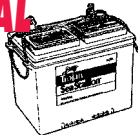
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and Ferry Association' lobbied the Coast Guard hard to limit the number of passengers to six on Uninspected Vessels. They didn't want any small business folks hornning in on their customer base, and they got their way.

We don't blame the Coast Guard for doing their best to protect paying passengers, who have a right to believe they are boarding safe boats. But we're not convinced the current regulations and categories do a very good job. We've seen some ancient Inspected Vessels, almost always monohulls, that were so overloaded with passengers that they looked like refugee boats. On the other hand, there are a lot of very safe, flat-sailing, unsinkable catamarans that are limited to just six passengers because, as you have found, the bureaucratic duct tape is so thick. Furthermore, we think the Coast Guard's understanding of sailboats seems stuck in the 1970s, and there is little impetus to change the status quo. But we're not going to lose any sleep over it.

Of course, the biggest change the Coast Guard needs to make is with the somewhat indiscriminate way in which they hand out Six-Pak licenses. Just because somebody can pass the written test for a Six-Pak license doesn't begin to address the question of whether they can operate a vessel safely with passengers and in emergency situations.

LOOKING FOR VICTORIA

In the 1980s and early 1990s, the Stanford University Sailing Association financed the university's sailing team



WEBB LOGG

and sailing program by soliciting the donation of yachts. The majority of these boats were put on the market immediately; however, a select few were kept for up to five years and used in our recreational sailing program. I was one of the lucky few volunteers who had the pleasure of operating

this program, and I was particularly fortunate to be in the right place at the right time to be chosen to skipper the queen of our fleet, the 72-ft Herreshoff ketch *Victoria*.

Sistership to the fabled *Ticonderoga* of 1929, *Victoria* was built in 1974 in New Zealand. She forever ruined me for any other sailing vessel, as she was gorgeous, wickedly fast, and immensely strong. We shared her with over 2,000 guests during the five years that Stanford owned her. *Victoria* was the cover shot on two issues of *Latitude* 38, and was featured in several miscellaneous interior shots.

We sold her to a San Diego sailor in 1993. Re-named *Victoria of Duxbury*, She was on the cover of *Sailing* magazine twice in 2001, and I tracked her down in Newport, Rhode Island, where she was again on the market. That is the last that I know.

Does anyone have any current info on her condition and whereabouts?

P.S. I've been reading *Latitude* since the beginning. You have done and are doing an incredible job.

William Hill
Moss Beach

William — Thanks for the kind words. Some issues are better than others, but we and the entire *Latitude* crew always bust our butts to do the best we can.

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LETTERS

We've done some checking around, including with Tom Reardon, who just retired after 29 years of running the original Ticonderoga, but haven't come up with anything on Victoria of Duxbury.

↑↓ **BUCHANAN IS ALIVE AND WELL, WEARING A LEI**

Just a little update on Bob Buchanan, the former owner of Total Boat Works in Mazatlan, who disappeared on his Acapulco 40 *Bolias Dream* in mid-January. We talked to Bob on March 10, and can report that he's alive and well. He'd been in Hilo, Hawaii, for a few weeks following an uneventful singlehanded passage from Mexico to Hawaii. He told us he'll be staying in the Islands for a little while before sailing back to his native Canada.

We didn't ask about what happened in Mazatlan be-



LATITUDE / ANDY

Bob Buchanan stopped in Hawaii recently on his way to Canada.

tween him and Rafa, his former employee and minority owner at Total Boat Works. We don't like putting a guy on the spot, especially when it's not really our business. But at one point we talked about how good *Bolias Dream* looked, and Buchanan said that he'd had to do some varnish repair

after the passage.

"In Mexico, I just would have had someone else do it," he said.

"Well, you did own a boat maintenance business, so why do it yourself?" I replied.

"Well, that's all over now," he said.

On another note, we've seen a lot of comments in *Latitude* about people thinking of sailing to Hawaii instead of going to Mexico because of the AGACE thing. Frankly, we can't imagine AGACE being worse to deal with than DOBOR/DLNR (Department of Boating Ocean Recreation/Department of Land and Natural Resources) here in Hawaii. We spent five years in Mexico — 2004-2008 and 2011-2013 — and never had a tenth of the headaches and legal hoop-jumping that we've had here in Hawaii, where we are spending our third winter.

People may feel it's safer in Hawaii than in Mexico, but here are a couple tidbits for comparison. We had our dinghy stolen at Stone Island, Mazatlan. A friend had his dinghy stolen from the beach at Kaneohe Bay, Oahu. I never heard of any cruiser being shot at in Mexico, but I've heard of cruising boats being shot at on the north side of Molokai. Prior to going to Mexico, we were never told "I hope you have guns aboard," but a guy at the Kaneohe YC on Oahu told us just that when we told him our next stop was Lono Harbor on Molokai.

Don't get us wrong, there are plenty of good things about cruising to and in Hawaii, but if we were making a choice between Mexico and Hawaii, and were leaving from the West Coast, our hands-down choice would be Mexico — even if AGACE was inspecting every boat's documentation.

John & Linda Gratton
Nakia, Hans Christian 33
Hilo Bay, Hawaii

John and Linda — With respect to the Mexico versus Hawaii comparison, let us nuance it a little. Until the AGACE raid/audits in late November, government in Mexico has pretty much always been less of a pain in the butt than government

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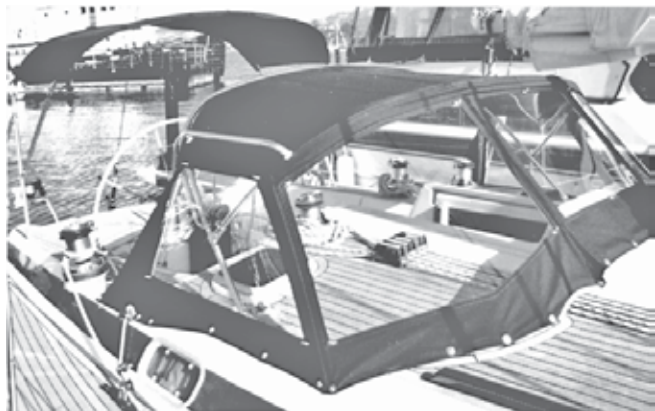
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LETTERS

in Hawaii. If you were an owner of one of the several hundred perfectly legal boats that AGACE impounded for two to four months, you'd think Mexico was worse than Hawaii. However, if you didn't find yourself unfairly snared by AGACE, Mexico continued to be as glorious as it was before.

As Hawaii is surrounded by water, you'd think the state would be friendly to mariners. It's actually indifferent at best. And the government-owned and -operated facilities, and in some cases employees, have historically left much to be desired. Mexico is also much less expensive than Hawaii, and has countless more and varied places to cruise.

↑↓ MAINE TO HAWAII — WITHOUT SELF-STEERING, TOO

Our experience is many years old, but here is how we 'did' the Pacific with respect to watermakers and SSB radios. My husband, three teenagers and I sailed *CB Carver*, our 40-ft, gaff-rigged, wooden schooner, from Maine to Hawaii via the Caribbean, Panama Canal, and Marquesas. We did not have a watermaker — I don't think many cruisers did back then — and we could not afford a SSB radio. The only radio we had was an old VHF that wasn't any good away from the coast. We used a sextant and tables, with paper charts.

We had a great three-year adventure, and were very lucky with both the boat and the weather. We had a 37-day voyage from Panama to Fatu Hiva that was just delightful and uneventful — except for the pod of sleeping whales we encountered. As we passed through them, they woke up and sounded. Spectacular!

We had a 19-day voyage from Nuku Hiva to Hawaii in August, if you can believe that. We were able to pick up some weather reports very late at night, so we knew there was a hurricane about 1,000 miles to our east and moving our way. We sailed with all its slop — 40-knot winds, driving rain and high seas — the whole way. Sailing was a challenge, but the kids were great. We didn't have any self-steering, so everyone stood watches. A week after we reached Hilo, the hurricane passed by just to the south of the island. Whew!

To make a long story shorter, I encourage *Latitude* readers to slip the docklines and go — assuming it's something they want to do but have hesitated doing. It was a great educational adventure for the children — and for us. And if someone can do their own maintenance and repairs, it can be done without spending a lot of money.

Josie Glenn Hyde
Planet Earth

Readers — We received a tremendous amount of response to a reader's question about whether a watermaker and/or a SSB were needed to cross oceans. Opinions were all over the place, and alternatives were suggested. We found the letters so interesting, and not just for the watermaker/SSB question, that we'll be running a number this month, next month — and maybe even the month after that.

↑↓ SIMPLE IS GOOD

You do not need a watermaker to cross the Pacific. Our family of five recently crossed the Pacific, having left from San Francisco, and are now in Micronesia. Our biggest worries were someone falling or getting injured — or running out of water. We carry over 200 gallons of water — almost a ton! — in four tanks. After our longest passage — three weeks — we hadn't even used half our water. We rely on water conservation, catching rain water and, if necessary, taking on water from shore.

Years ago, we cruised extensively on a Westsail 32, a much

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LETTERS

smaller boat, and didn't have a watermaker for that trip either. During that cruise it was mostly just my wife and I — until my wife had a baby.

By the way, having a baby resulted in our catching monster fish. We usually caught them at twilight when the winds were light, when we'd see big marlin or tuna swimming alongside our boat. What attracted them? No doubt it had something to do with the fact my wife washed our baby's cloth diapers in saltwater. And one of our washing techniques was to trail the dirty diaper over the side. Naturally, we only did this where discharge of human waste was legal and moral! But I am now a convert to the use-a-diaper-as-a-lure school.

In my opinion, a SSB radio is not absolutely necessary. But one does need a shortwave receiver for voice weather forecasts. That said, there is plenty to like about SSB, but I would have no qualms about cruising with a shortwave and an EPIRB.

Simple is good. It brings unanticipated blessings to you. Sometimes in the form of big tuna.

Lee Pliscou

Windsong, 45 custom steel cutter
Saipan

↑↓ ONE SHOULD NOT OWN A BOAT ON A BUDGET

There is nothing safer than cruising with a SSB, and it gives a great level of confidence. The Factor modem is somewhat of a luxury, but a great way to stay in contact with the homeland. It does provide access to GRIB files, but we've found these to be somewhat unreliable. However, access to a good source of weather information is a must. We used MaxSea, and were very impressed by its accuracy. We downloaded their GRIB files via satphone.

We would not do a long crossing without a watermaker. Yes, you may make it without one — if you want to live primitively. We did have the opportunity to explore both options when our generator went on the fritz for a period of about a week, leaving us unable to use our 110-volt watermaker. (Our new boat will have a 12-volt watermaker.) No fresh water showers and washing dishes with saltwater and a fresh water rinse definitely minimized our water use. By the way, we are big proponents of fresh water flush toilets to eliminate the algae smell, so we followed the "yellow is mellow" rule.

What is wrong with some comforts at sea? Remember that one should not own a boat on a budget.

Andrew

Lion's Paw, Outbound 46
Boulder, CO

Andrew — Why shouldn't one own a boat on a budget? Almost all the boatowners we know are on a budget in the sense that everyone says they could "always use another thousand." And in some cases, "a hundred thousand."

↑↓ SALT DRYING ON YOUR SKIN CAUSES DISCOMFORT

Based on my experience of sailing from Hawaii to Australia and back between 1998 and 2000 on my Ericson 32 *Xanth*, you don't need a watermaker. I did have a SSB, but I really didn't use it all that much.

I had two other crew on the leg from Hawaii to Fiji, and when we arrived in Suva after 22 days, we still had water left in the boat's 32-gallon water tank. But we did leave with bottled water and lots of canned drinks as well. We conserved water by taking saltwater showers and doing all the dishes in saltwater. In both cases we used only a small amount of fresh water to rinse, and we only rinsed our hair in fresh. If



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LETTERS

you dry off right away, you are none the worse for showering in saltwater. Letting the salt dry on your skin is what causes the discomfort.

Watermakers and SSB radios are two nice additions that will add to comfort and pleasure, but they are hardly necessary. A lot of other things some cruisers say are 'must haves' — such as refrigeration — aren't necessary either. Sure they are nice, but if the choice is between going without them or not going, I say go without them.

Mind you, I write this as I am working on putting all of these — and a lot more — on my current boat. But then I've already been out cruising twice, and don't expect to be able to leave my business for a few more years.

Andy Kurtz
Angelique, Columbia 57
San Francisco Bay

↑↓ **WE PREFER A SATPHONE TO A SSB**

We can't speak of the need for a watermaker and a SSB when crossing the Pacific, as we sailed in the opposite directions — to the Caribbean and Europe. But we'd like to add our two cents' worth.

We upgraded our catamaran with a Spectra watermaker before retiring aboard and heading to the Caribbean. Many islands had water shortages, but we didn't have to fret. In addition, we never had to abandon the safety of a secluded anchorage to seek water, nor did we ever have to haul it from shore.

We bought a SSB radio and a Pactor modem, but never used either that much. In the Caribbean we did use the SSB



COURTESY ANGEL LOUISE

Ed and Sue Kelly prefer a satphone for 'Angel Louise'.

to contact Chris Parker for weather, but we didn't use the Pactor. Before crossing the Atlantic to Europe, we opted to add a 9555 Iridium satphone — plus Dr. Luis Soltero's fantastic GMN compression software. We went this route because it was too much of a hassle trying to get the Pactor to work with our MacBook Pro laptop.

The Iridium 9555 is something we use only for data to/from our Mac, and it's perfect for emails and GRIB files. It is pricier to use than a SSB and Pactor, but does not have downtimes due to propagation. Nor does it take more than a minute to send multiple emails whenever we want to send a bunch. While we prefer the satphone, we would not cross an ocean without either a satphone or SSB.

Sidenote 1 — We cross oceans and seas with a Carib dinghy as our liferaft. Some time back Steve Dashew made the comment that he would recommend that a new cruiser buy a satphone before buying a liferaft.

Sidenote 2 — Sue and I flew back to frozen Iowa from St. Katherine's Dock in London, and are now at the Mayo Clinic in Minnesota getting our routine physicals. When we're done, we'll carry a year's worth of drugs back to Angel Louise at St. Katherine's Docks.

Sidenote 3 — St. Katherine's, which is next door to Tower Bridge and where we have spent two winters aboard, has gone to a policy of expensive annual leases. They will no longer offer six-month lease rates. I was just notified that the slip fees for our 37-ft by 17-ft catamaran will be \$2,400 a month starting in April. Clearly it's time for us to move on! We plan



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LETTERS

on cruising down the coast of western Europe, eating our way along the shores of France, Spain and Portugal like a couple of hungry locusts. We will cross the Atlantic in the trades from the Cape Verdes to the Caribbean in December.

Ed & Sue Kelly
Angel Louise, Catalac 38
Des Moines, Iowa

↑↓ 24 YEARS OF MINIMALIST CRUISING

I think the last time I saw the Wanderer was at Sea of Cortez Sailing Week in April 1985. I was sailing the 29-ft Pearson Triton *Wickanninnish* at the time. I think the last time I communicated with *Latitude* was December of 1992, when I reported on Tropical Cyclone *Val* from Pago Pago, American Samoa.

I left Canada for Baja in 1990, and enjoyed an excellent summer in the Sea of Cortez. I sailed out of Z-town through the South Pacific for 14 years. I left Australia in 2004 for Vanuatu, Kiribati, the Marshalls, Saipan and Palau, and have cruised Micronesia for the past 10 years. I'm currently on Guam.

I have a minimalist's approach to sailing and cruising. My current boat is a custom Doug Peterson 33 that was built using the West system.

Mexico was the only place I ever thought about using a watermaker, but I never did buy one. I managed to find water sources wherever I went, and have never had a problem. But you do have to watch your consumption. In the tropics, I think a water-catcher tarp was and still is the way to go. It just takes a bit of work to get it secured, but it has no moving parts that require maintenance.

I've used a number of portable all-band receivers over the past 24 years to listen to the cruiser nets and for weather updates. I now use an 11-year-old Motorola Iridium satphone. I prefer it to the hassles of dealing with radio wave propagation and maintaining a Ham or SSB radio.

I joined the Internet world a while back and have a sailing/diving blog at www.waterworks-sysooke.blogspot.com.

Brian Smith
Sooke, Peterson 33
Vancouver, B.C., Canada

↑↓ I HAVEN'T USED MY SSB FOR VOICE IN 12 YEARS

I say 'yes' to a watermaker — if you can afford one and are willing to maintain it. The latter means fresh-water flushes when you don't use it every day, and pickling for long-term storage. I highly recommend Spectra watermakers.

I also say that a good quality SSB receiver is another absolute must. A Sangean ATS-505 and Grundig G5 are the best, and can be bought for about \$150. As for an Icom SSB/Pactor combo, I say no. I haven't used my Icom for outgoing emails or voice in 12 years of cruising. And dry-cell, battery-operated receivers are usually less noisy and clearer than an Icom.

The satphone is probably the new EPIRB replacement. Definitely yes, especially for crossing oceans.

High-gain WiFi antenna? Absolutely. For about \$20 you can get a Hawking Tech or TP-Link, 300 Mbps, N-type. Both are capable of pulling in (pirated) WiFi from about a mile away.

Yes to an iPad — or any Android tablet — with iNavX chart plotter app. Navionics is the gold standard app — except in the Bahamas where Explorer Charts rule, with the Garmin 'Blue Chart Mobile' app.

Frank Magnotta
Hannah-I, Hunter Passage 450
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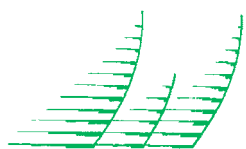
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LETTERS

↑↓ CROCS ARE GOOD FOR SOMETHING AFTER ALL

What a great idea for John and Ronnie Everton to repurpose old Croc brand shoes as fenders for *Gaucha's* dinghy, as reported in the February 21 *'Lectronic*.



COURTESY GAUCHO

John and Ronnie Everton found a good use for worn-out Crocs — dinghy fenders!

I'm not sure if *Latitude* is aware of it, but three different families were raised aboard the 50-ft *Gaucha*, and she's already completed two circumnavigations. Furthermore, she's had two books written about her. *Seagoing Gaucha* is the book I have. The second one

wasn't translated into English.

Did I mention that *Gaucha* is a big sistership to Vito Dumas's 31-ft LEHG/LEHG 2? I crewed on *Gaucha* in the mid-1970s when Tony Badger owned her.

Wes Hoffschildt
Pearl, Cape George 34
Foresthill

Wes — We're glad you mentioned that *Gaucha* is the big sistership to Dumas' 31-ft LEHG/LEHG 2, because we frequently get confused and think Dumas sailed on *Gaucha*.

This is as good an opportunity as any to remember what an outstanding and unusual singlehander the Argentine was. It was in 1942, at the height of World War II, that Dumas decided to do a singlehanded trip around the world via the Southern Ocean — and with only the most basic of gear. For example, he didn't carry a radio for fear he'd be treated like a spy, as both the Germans and Japanese had deployed spies in small sailboats. His outfitting was so basic that he brought along old newspapers to wear under his clothes in order to keep warm. Dumas made only three stops going around, and nearly had to amputate an arm.

What was the weird LEGH/LEHG 2 name all about? Dumas said they represented "four names which marked my life." As we recall, all four were women — his mother, his wife, and two mistresses.

↑↓ THE DYNAMICS OF GROUP BONDING

We've been cruising about six months a year for 18 years. We were three years in Mexico and a month in Central America, and then transited the Panama Canal in 1999-2000. Entering the Caribbean in 2000, we cruised Panama's San Blas Islands. Next we sailed up the west side of the Caribbean to Honduras, Guatemala, Belize and then the Yucatan. After the Bahamas and a visit to Florida, we went back south to the Dominican Republic and Puerto Rico, then cruised the eastern Caribbean islands to Trinidad, then headed back west.

Sometimes we cruised in company with as many as three or four other boats. This happened on and off during all of our years of sailing. But we noticed a phenomenon when cruising in company with other boats that we'd not read about — there can be an exclusivity that develops in the group. This can sometimes include a tendency for group members to associate only with other group members, especially for cocktail hour parties, dinner parties, and when going ashore.

We encountered one extreme case of such bonding in the Dominican Republic. We befriended an Englishman who was



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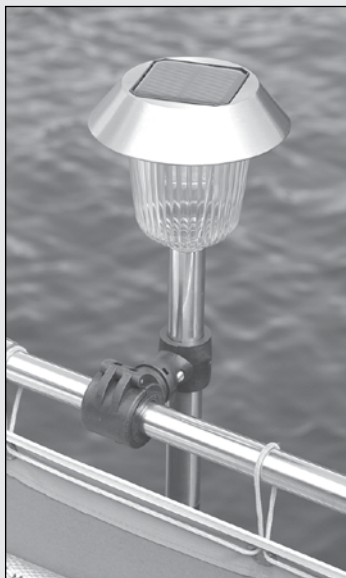


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LETTERS

a 'bonded member' of a group that had sailed together extensively in the Caribbean. One afternoon this man was on our boat helping with some repair, and generally just enjoying a visit. As the dinner hour approached, a woman, whom we took to be the leader — or 'enforcer' — of the bonding group, began to call for him repeatedly on the VHF. Apparently it was time for the group's cocktail hour or dinner, and he was expected back for that event.

For whatever reason, the man just wasn't ready to leave, so he got down low in our boat so he couldn't be seen from across the anchorage by the enforcer. She continued to call for him on the VHF, but he chose not to answer. Her tone grew increasingly strident, and with each call the man's angst increased. We had asked him to dine on our boat, but he decided that wouldn't be a good idea. We noticed this man's group always went places together, and seldom included outsiders. In these forays we saw the group was always shepherded by the lead woman.

We saw other less extreme examples of this enforced bonding on our travels in the Pacific, the Caribbean, the Bahama Islands and elsewhere. This led to our consciously avoiding becoming members of any group. Our preference is to associate freely with cruisers as we choose. We noted others refusing to join a group for the same reason.

This phenomenon is irksome, but nevertheless very interesting. It undoubtedly springs from some human evolutionary characteristic and, as with most evolutionary characteristics, had a survival benefit in ancient times. We wish we were more skilled in psychology or sociology or anthropology to fully understand the dynamics of this group bonding need. One can imagine its utility in our caveman past; however in the modern cruising scene the bonding can cause awkward and uncomfortable social interactions.

But nobody should let this deter them from the cruising life. You can remain independent and have a great time.

William & Soon Gloege
Gaia, Morgan 38
San Francisco

William and Soon — We don't think it has anything to do with evolution for survival. Some people are just most comfortable when they are part of a pack, and every pack needs its alpha — a position any number of people are usually over-eager to apply for. It reminds us of junior high school. But as you say, it's a big cruising world, and there are plenty of wonderful people to get to know who aren't part of a clique.

↑↓ A NEW WAY TO PAY FOR GOVERNMENT SERVICES

The Coast Guard, an organization that I greatly admire,



USCG P03 CONNIE GAWRELL

The Coasties confiscated 3,500 lbs of pot off San Diego in January.

is said to be the most poorly funded branch of the U.S. military. But I think that I have a partial solution. The Coasties were in the news recently for intercepting \$1.2 million worth of marijuana off the California coast. It's my understanding they seize such

drugs with regularity. I presume that the standard procedure is to destroy this type of contraband once its role as evidence



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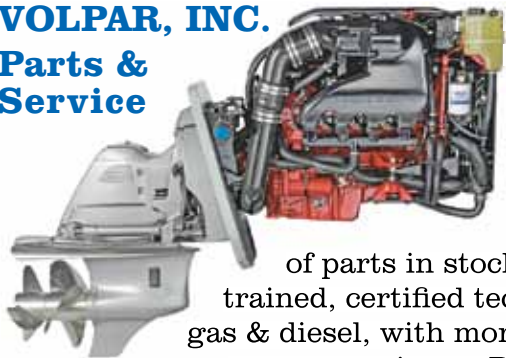
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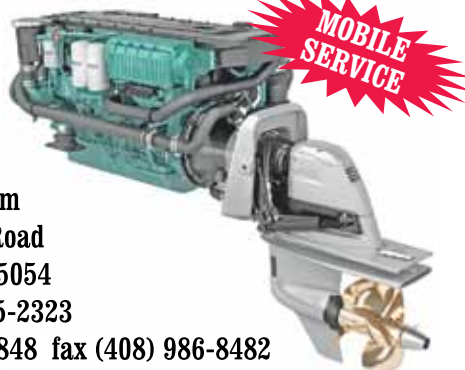
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LETTERS

is complete. Now that the recreational use of marijuana is legal in Washington and Colorado, it seems only logical that the Coast Guard should dispose of seized marijuana in the markets in those states — Colorado recently reported a supply shortage — and use the proceeds to augment their less-than-adequate funding.

Bill Crowley
Napa

Bill — We greatly admire the Search & Rescue division of the Coast Guard, but we find it hard to believe that the Coast Guard — or any branch of the U.S. military — is underfunded. We think the problem is waste, inefficiency, and the fact that the Coast Guard is sent on countless fool's errands by Homeland Security, a spectacularly profligate and inefficient department if there ever was one.

As of 2013, the U.S. spent about \$554.2 billion annually to fund its military forces, and another \$88.5 billion to fund Overseas Contingency Operations. You don't think that's enough? To put it in context, the U.S. is responsible for 39% of the entire world's military expenditures, and spends seven times as much on the military as does China. Of all the money Congress has discretion to spend, they give 58% of it to the military.

But we like your idea. In fact, we think it could be improved if individual members of the Coast Guard drug strike teams were to get bonuses based on the value of all the pot and drugs their group seized and sold. Nothing wrong with a little monetary incentive, is there? What's more, such a philosophy could be extended to the Border Patrol and local police departments. In fact, why not include traffic cops, meter maids and others with law enforcement responsibilities? What could possibly go wrong with such incentive-based law enforcement?

By the way, we knew that the Coast Guard was part of Homeland Security, but we were initially unsure whether it was part of the military. Looking into it, we found that the Coasties are indeed one of the seven uniformed branches of the United States Armed Forces. Seven? Can you name the other two besides the Army, Navy, Air Force, Marines and Coast Guard? They would be the U.S. Public Health Commissioned Corps and the Commissioned Officer Corps of the National Oceanic and Atmospheric Administration. Who would have known?

The Coast Guard is different from the other six branches of the military in that it gets its marching orders from Homeland Security instead of the Department of Defense. However, the President of the United States can, at his will, declare that the Coast Guard is suddenly part of the Navy. That happened in 1917 and 1941, at the start of the two World Wars. The Coast Guard is also unique among the Armed Forces in that in addition to defense, it's also involved in law enforcement, and is a federal regulatory agency. In other words, a triple-threat agency.

↑↓ DOING THE HORN AGAIN

I have come up with my next great adventure! It is with what I believe to be a sound mind and great prudence that I have decided to do a nonstop solo circumnavigation, west to east, taking all great capes to port. My plan is to start from Bahia Caraquez, Ecuador, on November 1, 2015 and return five months later. Such an adventure would require some upgrades to the boat and to get the boat positioned for the start.

It's true that I'm nearly 68 and therefore getting a little older, but I feel f-ing great! So why not? I've also finished my first book, titled *The Horn, Ahead or Behind, Always On My Mind*. It should be published within the next month.

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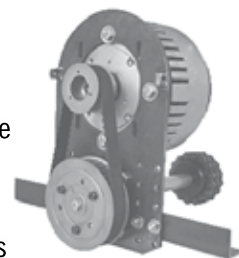
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LETTERS

My wife, Debbie, has given me 15 great years of enthusiastic cruising, but her nesting instincts are kicking in. She wants and needs to be a bigger part of the grandkids' lives. I need to understand and will. So the new plan is for Debbie to spend six months a year with family and grandkids, and six months on the boat with me. I plan to continue doing what I truly love, which is sailing.

The really tough part for us is that, while we can comfortably afford to live our lives out together on the boat, it looks as if we need to get Debbie a condo ashore and pay for all the expenses that come with it. I plan to develop a blog site where all my friends can ride along with me on the solo circumnavigation, which should be exciting, as they can live the adventure as it happens. I will also do something that I would have never considered before — make it a monetary site so anyone who wants to contribute financially to the adventure and my lifestyle will have the opportunity to do so. It won't be mandatory, but any contributions to helping keep my dream alive would be greatly appreciated.

Debbie and I will fly home in early May to be with family and friends. After that, Debbie will stay in the U.S., while I'll return to the boat and spend the summer in the Sea of Cortez, hoping not to get too roasted.

By the way, Debbie and I spent over a month in the Barra de Navidad area of Mexico's Gold Coast, and had a mixed experience. For the most part we enjoyed it very much — including getting to watch our home-state Seahawks win the Super Bowl. It was exciting sharing the victory with many local friends we had made, especially at Abuela's restaurant, where Deb had gotten involved with a kindergarten fundraiser to help build a new wall at the school. The old wall had fallen down, so the kids couldn't go out and play.

We also established a one-hour workout program on the roads that run through the 27-hole world-class golf course. We jogged and walked the five-mile course daily, and both made good headway in kicking our asses back into shape. And while here at Santiago Bay, just north of Manzanillo, we've been hanging on the hook, enjoying the beautiful beaches, and sitting under the umbrellas at the *palapas*. It's at La Junta, near here, where we met a great couple from



COURTESY SAILORS RUN

Debbie Hartjoy will spend time with the grandkids while Jeff heads to the Horn.

Colorado who own and operate a restaurant called the Hogsbreath Saloon.

The owners said that their margaritas were to die for, so we went to one of their beach bars, and Deb ordered two. It seems that at least one of the drinks was drugged, as after only one drink she started slurring her speech and acting drunk. It got so bad that we had to carry her back to the dinghy so we could bash through the surf and get her back to the boat. She doesn't even remember it! She later came to, and became horribly sick as well.

The next day we returned to talk to the owners to let them know what had happened. The owner said he was truly sorry, but he'd been gone that day and had no idea why anyone would have done it or why. I suggested that someone was possibly trying out a date rape drug to see how effective it was. In any event, our advice is to keep a close watch on who is serving you drinks.

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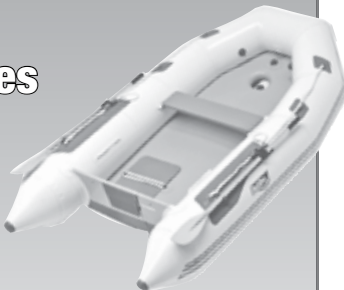
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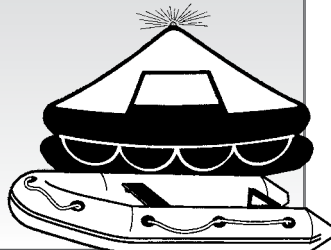
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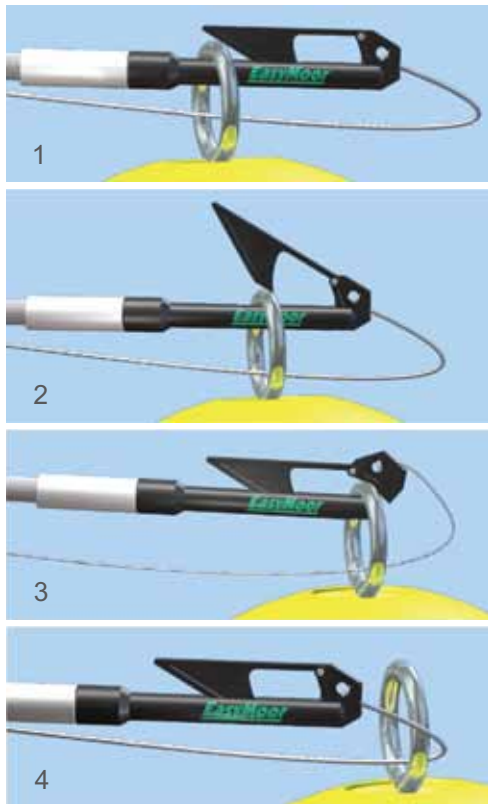
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LETTERS

Jeff & Debbie Hartjoy
Sailors Run, Baba 40
Longbranch, Washington

Jeff and Debbie — In 1981 we did a race from Long Beach to La Paz, and at the conclusion ordered a pitcher of margaritas for our crew at our room in the best hotel in La Paz. We were going to drink the margaritas and then go downstairs and socialize with the rest of the participants. But about halfway through our drinks, each of us healthy 30- to 40-year-olds literally was lying on the floor, unable to get up. It was as if we'd been hit over the head with sledgehammers. We later found out they'd made the drinks with Pancho Villa pure grain alcohol, which is extremely potent and technically toxic. Maybe they made Debbie's margaritas with something like that.

As for a solo circumnavigation, after all these years of ocean sailing you should be able to better evaluate the wisdom of such an endeavour than we can. Good luck! But after single-handing around the Horn, didn't you tell us that you would never do anything like that again?

SELECTING A MAIL FORWARDING SERVICE

We are going on an extensive cruise. If I am outside the U.S., where it may take mail months to reach me or get back to the United States, how do I renew my annual Coast Guard registration? What do others do in this situation?

I enjoy *Latitude*, and find it contains the best practical information for cruisers. Thank you!

Victor Zarzhitsky
Odessa Mama, Whitby 42
Portland, Oregon

Victor — Thanks for the kind words. Many cruisers solve this — and similar problems — by using a mail forwarding service. One of the more popular is St. Brendan's Isle in Florida, which can act as your agent when it comes to renewing your Coast Guard document each year. However, it still means that you might not get the original of your document, which many countries are going to require, to your boat promptly. So we asked Scott of St. Brendan's how this is handled. He told us there are basically three options:

1) See if the country you'll be in will accept a copy of the document, which can be emailed to you. 2) In countries where the original is required, try to have a friend coming to the boat deliver it. 3) If both those ideas are non-starters, the third option is to have it flown to you via FedEx, DHL or UPS. Scott also told us that you can apply to the Coast Guard for early renewal if that might help your situation.

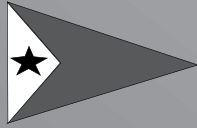
By the way, if you're a California resident who doesn't feel as though you should be on the hook for a lot of state and county taxes while on an extended cruise, you may also want to establish residency in another state, such as Florida. Mail forwarders such as St. Brendan's can help you accomplish this by assisting with Florida voter registration, Florida driver's license, a Florida street address, and such.

BRISTLING OVER THE VERY IDEA

I can't believe that the *Max Ebb* column in *Latitude* advocated the use of a "stiff bristle floor brush" for hull cleaning. No knowledgeable hull cleaner or paint manufacturer in the world would recommend using a floor brush — or any brush, for that matter — to clean anti-fouling paint. Not only is it guaranteed to remove paint, but in doing so, it's further polluting our already-impaired waterways. Unbelievable.

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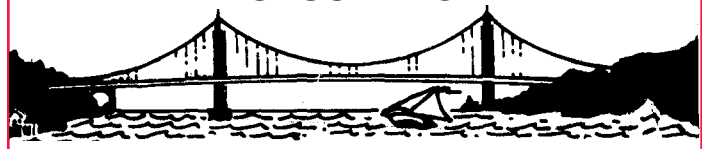
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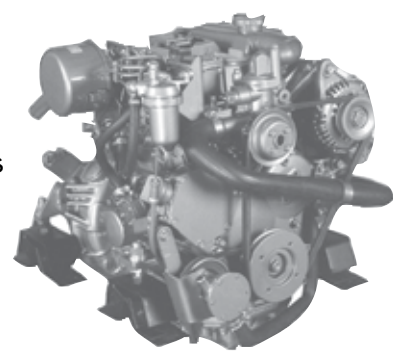
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LETTERS

The heart of any in-water hull cleaning best management practice is to always clean with the softest cleaning media possible.

I wonder how long I'd be in business if I used the worst management practice that Max blithely tossed out there to boatowners.

Matt Peterson
FastBottoms Hull Diving
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↑↓ MAX RESPONDS TO MATT'S CRITICISM

"Stiff" is a relative term. The brush that Lee uses is about right for removing a week or two of slime, but doesn't seem to be taking off any paint. It's not the softest brush on the hardware store shelf, but not the stiffest one either. After three years of regular use, the bottom paint appears to be fully intact.

Part of the disconnect here might be the fact that Lee's brush, relying mostly on a small buoyant fender for bearing pressure, never applies more than a light touch to the bottom. No diver's elbow grease is involved.



MAX EBB

Hull cleaning best management practices can be found online at tinyurl.com/ndxr3qx and tinyurl.com/mecrzy2.

Note that for hard vinyl and hard epoxy racing bottoms, a soft white pad or carpet is preferable, but other kinds of cleaning devices are not prohibited. Note also that rotary brush machines are still within the best-practice guidelines, using "soft" nylon brushes — probably about the same actual bristle stiffness as Lee's hardware store brush.

Is this brush part of worst management practices?

The main thing is not to produce a plume of brushed-off paint, not even a small plume. For the new low-toxicity paints, harsher abrasives that might remove some paint under higher bearing pressures are presumably a lot less damaging to water quality — but damage to the smooth racing finish is reason enough not to use anything more abrasive than needed to wipe off the growth.

The other important thing is to clean your boat bottom frequently, whether by brush or by diver, so that the bottom stays smooth and the minimum amount of paint is scrubbed off.

Max Ebb
San Francisco Bay

Readers — There was further back-and-forth between Matt and Max over the issue of whether it was ever a best practice to use any kind of brush. Matt said it wasn't; Max disagreed, as long as using the brush didn't leave a trace of plume.

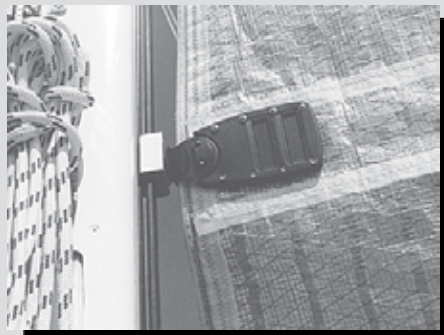
↑↓ IT WAS THE SMARTEST THING MY DAD COULD DO

Once again I have read *Latitude* cover to cover. Max Ebb rocked it again. But I really want to talk about the man overboard article.

Way back in the 1970s, before all the cool MOB stuff was around, my mom, dad, two brothers and sister learned to sail by bouncing off piers and jetties and stuff. As Dad got more confident, we started heading off to Catalina, Oceanside, San Diego and other SoCal destinations.

How did we learn about rescuing somebody who fell overboard? Dad would wait until we got into the middle of a fog bank, in the middle of a shipping lane, and he'd simply throw

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HONDA MARINE

LETTERS

one of us kids in the water. "Man overboard!" he'd yell. All of us still on the boat would have to tack, jibe, or whatever to get back to our swimming sibling. Back then it was fun stuff.

But looking back, it was also the smartest thing my dad could do. First off, it became kind of a game, so we were all relaxed about having to pick somebody up from the water or having to wait to be picked up. Dad made us comfortable knowing that no matter what, the boat would come back to get us. To this day I thank him for making me comfortable on a boat so I never panic.

Nowadays, when I do deliveries, I always strap in. When I sail my own boat, I make sure I always know where everybody is, and strap them in at night. All I'm trying to say is, plan — meaning have a man overboard plan — and don't panic. After all, it might be your four-year-old sister bobbing behind the boat.

Mark Smith
Ineffable, Calkins 50
San Diego

Mark — It's good that your dad wanted to help all the members of your family feel comfortable and confident about going overboard or having to rescue somebody who had gone overboard, but wouldn't it have been wiser to practice in more controlled environments than foggy shipping lanes?

↑↓ **HE (THE DELIVERY CAPTAIN) WAS JUST 17**

When I read the February letter from Wendy Hinman about her husband Garth, it brought back a flood of memories that I would like to share. Her report of their current boat-building project reminded me of Garth and his parents. We first met them in 1979 — ! — shortly after they had completed their adventurous five-year circumnavigation — complete with shipwreck. Circumnavigations aren't nearly as newsworthy these days, but in the mid-1970s, long before electronic navigation, reliable radios, EPIRBs, watermakers and such, they were pretty big deals. Few people, and even fewer families, attempted such crazy feats.



COURTESY VELELLA

Garth Hinman's navigation skills served him and Wendy well on their Pacific cruise.

Anyway, we met them just after we'd bought *Geronimo*, a 48-ft racing sloop, in Newport Beach. Since we were novices at ocean sailing, we needed a tactician/knowledgeable sailor to help bring her north to San Francisco. I was referred to Garth's father, Chuck, but he had to work and couldn't make it. So he recommended Garth, his 17-year-old son. We signed Garth on, and he did a fantastic job of getting us up the coast to Monterey, teaching me and other crew the science and art of coastal navigation along the way. Garth's dedication and abilities were invaluable during that delivery. Although it was 35 years ago, I still call on knowledge and skills I learned from him during that trip.

We were not finished with the Wilcox family, however, because a year later, Chuck signed on to be our navigator for the very first Pacific Cup in June 1980 — although back then it was called the Northern California TransPac. The course was from San Francisco to Nawiliwili, Kauai, and Chuck did a fantastic job. He navigated with sextant alone, as this was even before SatNav, the precursor to GPS, existed. We are

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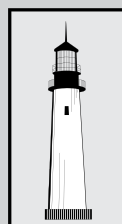
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LETTERS

very proud to say that our family-run boat, with three other non-racing sailors as crew, came in fourth out of a field of eight in the Big Boat Division.

So when I hear mention of Garth and Chuck Wilcox, it brings back memories for which I am eternally grateful.

Now to finish the story of *Geronimo*. My wife and I had her extensively refitted in order to transform her from a 'racing machine' to a very comfortable — though still rather fast — cruiser. In 1985 we sailed her to Spain, where she is today. Although we are no longer the owners, we still see her often, and know she is under the care of very kind, dedicated sailors.

Len Teasley
Sea Quins, Islander Freeport 41
Brickyard Cove / Richmond YC

Len — Great memories; thank you. We were there for the finish of that first Pacific Cup to Kauai, and while we remember your boat Geronimo, we couldn't recall what kind of boat she is. But we did a little search of our records, and came up with this excerpt from the letter you wrote to Latitude in 2002:

"My wife and I sailed Geronimo, our Olympic 48, to Spain in 1985, and have kept her in Spain or France ever since. We leave her on the hard other than the two or three months we sail her in the Med. We have cruised to almost all of the popular places in the Western Med, including the Balearics, Corsica, Sardinia, the Riviera, Costa Brava, Costa del Sol, etc. Maybe our experience with the regulations and the authorities will be of help.

"In short, we have had no bad experiences — or even direct contact — with the authorities in the 17 years we've left Geronimo in the Med. We've relied on the guidance of the managers of the boatyards, who have told us that if we don't touch our boat for six months of each year, we're in compliance with the law.

"As for importing boat parts, we bought a new Volvo engine in France, and had a new mast fabricated and shipped from Los Angeles to Barcelona — and didn't have to pay VAT or duty on either. The key to not being subject to VAT or duty is that our boat is classified as a 'vessel in transit', because we comply with the six-month rule. By the way, when our original mast was severely damaged by electrolysis, we found that we could get a new one fabricated by LeFiell in Los Angeles, and have it shipped to Europe, for one-third the cost of a mast built in Europe! Conversely, our new 9-oz. Dacron jib was made in Spain for less than half the cost of one made in the U.S. Once again, there was no duty or VAT."

European Union rules are no longer so generous to foreign-owned boats kept within the waters of member countries. But the Med is still an enchanting destination.

↑↓ JACKASSES ARE JACKASSES EVERYWHERE

We are thoroughly embarrassed over the actions of one of our fellow cruisers. The other day someone deliberately pulled the towel dispenser off the bathroom wall in the men's washroom at the Marina Riviera Nayarit in La Cruz, and in doing so broke a large and expensive mirror. We, as guests of Mexico, should remember that we are exactly that, guests, and behave accordingly.

It's true that things — such as towel dispensers — don't work exactly as they do 'back home', but frankly, that's one of the reasons we came to Mexico. If cruisers expect things to be the same as home, they should stay home where they won't be disappointed.

In our three seasons here in Mexico, we've received only the greatest courtesy from the Mexican people, and have not

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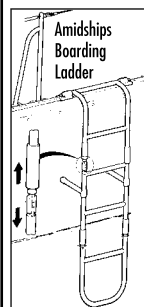
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LETTERS

been offended once. We go out of our way to reciprocate. It's a pity that there is always one bad apple to spoil the barrel.

P.S. We are vets of the 2011 Ha-Ha, an event we joined for the company, not the security. And our participation in the Ha-Ha has continued to pay dividends ever since. Wherever we go, we meet more folks from the Ha-Ha, as it's an experience we had in common. It's made our Mexico experience just that much better. Right now we are anchored in Tenacatita Bay, and there are two boats here that we met on the Ha-Ha that we've kept in touch with, and we meet up every season down here. Thanks again for the Ha-Ha, and long may it live!

Leif & Jackie Watson
Dodger Too, Tartan 37
Edmonston, Alberta, Canada

Leif and Jackie — Thank you for your unsolicited endorsement of the Ha-Ha. Making great friends is the main reason most cruisers cite for having enjoyed the Ha-Ha.

We couldn't agree with you more about how friendly and helpful the people of Mexico are. Every time we come back to the States, we're taken aback by how aggressive, if not hostile, so many Americans are.

Nonetheless, when a fool damages something in a marina restroom, it doesn't strike us as being an affront to the country the marina is in, but rather an affront to civilized behavior in general. We hope you let that person know, even if anonymously, that his actions were noted.

↑↓ THE ANNOYING BUZZ REMINDS US OF THE HA-HA

My wife and I are sitting here on our boat in the Sea of Cortez and had a great sunset to cap off a wonderful dinner. One of the rituals we often follow when we have shorepower is to turn



LATITUDE / RICHARD

on our water heater to do the dishes. We use our Monitor countdown timer, a bit of swag from Scanmar in the 2008 Baja Ha-Ha, to track how long we have the water heater on.

The Monitor digital time is one of the most useful pieces of Ha-Ha swag ever.

The Monitor countdown timer is the one piece of swag — in addition to the great Ha-Ha T-shirt — that we have found to be invaluable. We set it to remind us to take care of a variety of chores. Every time we hear its annoying buzz, we are reminded of the great time we had on our first sailing trip south in the company of the Ha-Ha. We want to thank Latitude again for introducing us to the great opportunities of traveling Mexico by sail. Each time we respond to the timer, it brings a smile to our faces.

Pete & Kathie Mirrasoul
Citla, Cal 39 Mk III
San Diego

Pete and Kathie — Thank you so much, as your unsolicited letter just made our day.

It's funny how many Ha-Ha vets have told us they use the Monitor timers. Doña de Mallorca is just one of many who are big fans of the timers.

By the way, as someone who has led a pretty undisciplined life, we're finding that we enjoy rituals. For example, every morning when we're on the hook in St. Barth, we start the day with two rousing versions of Gloria. The first one is Gloria in Excelsis Deo by Vivaldi. We stand on Admiral's Walk of 'ti

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LETTERS

Profligate in a Speedo, the wind caressing our body, and direct the imaginary orchestra. We follow this one up with a more profane Gloria, the Van Morrison G-L-O-R-I-A version. When we hear those tunes for the rest of our lives, we'll be taken back to these lovely mornings on the hook.

Our knowledge of classical music is, however, on the slim side. Does anybody have any recommendations for sundowner music?

↑↓ BOOZIN' WITH RATS

All that the photo of the rat damage to goodies inside



LATITUDE / RICHARD

Rats easily gnawed through plastic bottles but left the glass booze bottles untouched.

The Wanderer's Olson 30 *La Gamelle* in St. Martin (*Lectronic*, March 5) tells me is that rodents can eat through plastic containers to get at whatever is inside, whereas they can't, at least yet, chew through glass. If you had filled plastic water bottles with Stoli or Mt. Gay rum, you might have found evidence of alcohol toxicity in rats, or perhaps the confetti would have been even more artistically distributed.

Jan Grygier

*Neener*³ (that's Neener Neener Neener to you), Catalina 42 Point Richmond

↑↓ THE WIND BLEW OUT MY CONTACT LENSES

You asked about times when *Latitude* readers had to wear face masks because it was blowing and raining too hard to keep their eyes open. In our case, it happened in December 1995 when we were sailing the Sir Francis Drake Channel in the British Virgins aboard a Beneteau 44 charterboat. The 'Christmas Winds,' aka December/January trades, were blowing hard with the usual squalls. We exited the lee of Norman Island and headed for Spanish Town, Virgin Gorda.

But this one squall rolling down the channel was clearly a full-on white squall, with the classic spindrift 'balloon' leading the front, indicating heavy precipitation, big downdrafts, and very strong winds. With no way to escape it, we rolled up the jib, double-reefed and eased out the main, and tacked to put the entire channel in front of us. We locked in the compass course because visibility was going to be zero, and sent non-essential crew below.

The squall hit with winds in excess of 50 knots. The sideways rain blew my contact lenses out! And it took two crew to get a foulie top on. The squall departed as quickly as it had arrived, but it dismasted three boats in the channel. We radioed VISAR (Virgin Islands Search & Rescue) with the boats' coordinates and checked on the one boat we could fetch.

While at the Bath & Turtle that evening, we bumped into actor Morgan Freeman, who had also been sailing up the channel that afternoon. So we called for an extra round of rum. On a recent trip to New York in December, we bumped into Morgan again at legendary Sardi's. We laughed about how different Januaries can be. He remains a gracious and humble man and sailor.

But sometimes it is a white squall.

Tim Dick

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LETTERS

Readers — White squalls are defined as sudden and violent windstorms at sea that are not accompanied by telltale black clouds generally associated with squalls. The name comes from the white-capped waves and white broken water.

Some sailors believe that white squalls don't exist as separate entities but rather are the same as microbursts. But not our friend Bruce, who used to run the 65-ft charter cat *Swaliga* between St. Martin and St. Barth with up to 65 passengers. With a nearly full boat one afternoon, *Swaliga* was hit by a 50-knot white squall. It was all Bruce could do to get the crew to douse the headsail before they were hit. Unable to get the main down, he ran with it at a steady 19 knots in the wrong direction for a very tense half-hour until the squall passed.

↑↓NEXT BAJA BASH WILL BE DONE BY BENEFICIARIES

While doing our first Baja Bash in 2011, we had wind on the nose and big seas, so we wore dive masks the whole time. We got to within 200 miles of the border when the engine died. Again. A case of filters and 100 miles later it died once more. For good. (The diagnosis was bad fuel in the jerry cans we had filled in Turtle Bay. Pearson's Fuel Dock in San Diego would later say it was the dirtiest fuel they'd seen in 30 years.) Whatever, as we spent the next 12 hours pounding into it, getting within 100 miles of San Diego.

We spent the next nine hours making just three miles. Hooray, only 97 more miles to go! We finally gave up and called Vessel Assist — fortunately we'd bought the Gold Card version. Nine hours later their boat started towing us at 12 knots! I needed to put my mask back on until I could reach them on the VHF to tell them to slow our sailing Winnebago down to an acceptable speed. They were used to towing high speed motoryachts, not sailboats. My face was burned red for a week from the wind and spray.

I've done my last Baja Bash. When *Andalucia* returns to Mexico next year, it will be my beneficiaries, not I, who will be doing the Bash back to California.

Steve Hollen
Andalucia, Irwin 37
Long Beach

↑↓SOME BOATOWNERS ARE CLUELESS

The other day I wrote to you describing how frustrated I have been with the Mexican government with respect to the impounding and releasing of foreign-owned boats. But I want *Latitude* and its readers to know that in some cases it is the boatowners who were at fault. There were about 15 boats at our Marina San Carlos that did not have Temporary Import Permits, or had expired permits. We took it upon ourselves to get permits for these boats, but the owners ended up having to pay a reasonable \$130 fine before their boats were released.

I'm sending you a copy of a letter our marina sent to one of our clients, as it shows how difficult some boatowners can be to deal with. His boat had not only been impounded, it has been confiscated — although I'm sure we can get it back. My letter:

"I was told by the staff at our marina that you refused to sign any documents. I don't think you understand the gravity of the situation. You bought a boat in Mexico that had been imported with a Temporary Import Permit, a permit which clearly states on the back that the boat can't be bought or sold in Mexico. On top of that, your TIP had expired. We at the marina applied for your new TIP after the audit, and it was very hard for me to convince the Mexican IRS to accept your new TIP with just a small fine, but I did.

"Ninety-two boats, including yours, were impounded on



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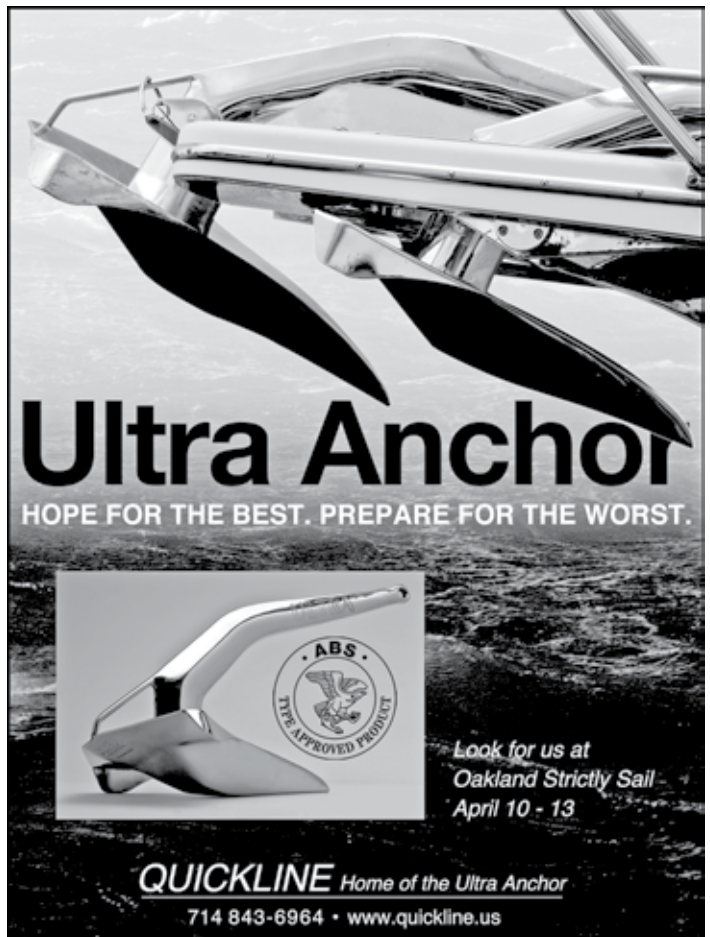
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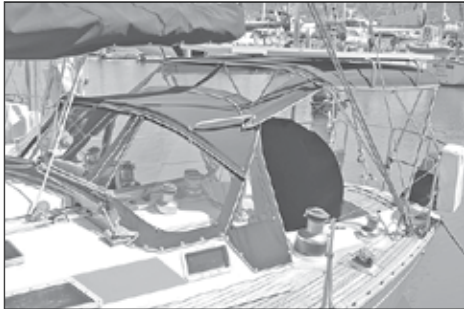
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LETTERS

the day of the AGACE inspection in late November. Through our lawyer, the marina was able to get 83 of the boats released. Since you didn't cooperate, yours was not one of those released. I think you know that somebody from SAT put a document on your boat the other day, a document that says your boat has been confiscated and is now the property of the Mexican government.

"I am trying to save your boat. At this moment you have three choices: 1) Forget about your boat and let the Mexican government auction her off. 2) Find your own lawyer and have him/her go to Mexico City and try to save the boat for you. 3) Pay \$1,000 to the marina to cover the fine you would have had to pay for having an expired TIP, and for all the work our lawyer has done on your behalf. If our lawyer is unable to save your boat, we will return the \$1,000.

"You told me that you didn't know you needed a TIP for your boat, but you had the expired TIP in your folder, so you knew. If you hadn't bought the boat in Mexico, you would have had to buy a TIP at the border. Paying \$50 for a TIP that allows your boat to be in Mexico for 10 years without paying import duty is very reasonable, so there is no excuse not to have one. Like I told you yesterday, I am not the Mexican government, I am just trying to help you solve the problem you have with the Mexican government. But if you refuse to sign the papers that were prepared for you at the marina to help you, and you don't want to pay for anything, then I can't help you.

"I already paid the lawyer for the 83 boats that were released, but they had their papers in order, so it wasn't their fault they were impounded. In your case, you were at fault, so it is harder to get the government to release your boat."

The few boats in our marina that still have problems are ones that not only didn't have TIPs, they were also purchased in Mexico. And instead of cooperating with us, the owners of those boats have lied and tried to get away with whatever they want.

Yes, AGACE was too strict, and they shouldn't have done things the way they did. But as I told *Latitude* at the beginning of the ordeal, some boatowners don't take Mexican law seriously. It's too bad this had to happen for them to find out.

Hopefully soon this will be a bad memory.

Tere Grossman
 Marina San Carlos

Readers — Tere Grossman and *Latitude* see this situation in basically the same way: 1) By and large, the Mexican government has made it very easy and economical for the owners of foreign boats to cruise Mexico. Any boatowner who isn't willing to comply with Mexican law is a fool. 2) Sometimes Mexican law isn't clear, and sometimes it's interpreted and applied differently in different areas. But such problems were always pretty easy to work out — until AGACE struck in late November. 3) While the Mexican government has a perfect right to know what foreign boats are in Mexico, AGACE couldn't have planned and executed their partial audit in a more screwed-up way. AGACE's impounding of innocent boats for two or three months is responsible for most of the black eye that Mexico has gotten. 4) As much as AGACE may have screwed up, there are still foreign boatowners who, for reasons that escape both Tere and *Latitude*, won't lift a finger to help others try to save their boats.

↑↓ RUMORS, RUMORS AND MORE RUMORS

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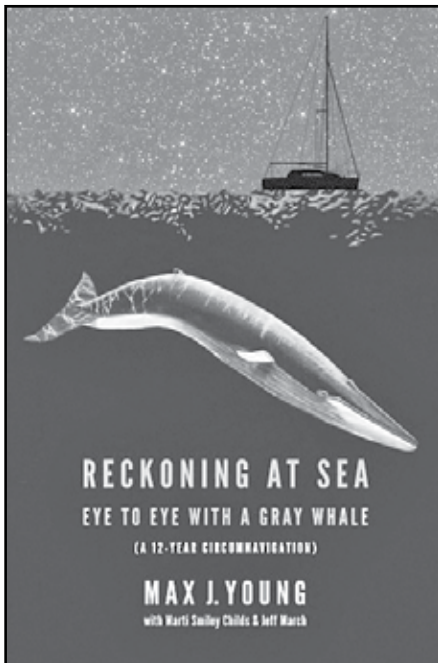
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Reckoning at Sea: Eye to Eye With a Gray Whale is a true story about a man living his dream of circumnavigating the world, and his harrowing rescue just 490 miles short of his final destination. As Max Young sailed alone on a dark, moonless night about 60 miles off the coast of Mexico, his life was about to change forever. On June 12, 2012, a gray whale breached and hit the portside stern of his 50-ft sailboat, *Reflections*.

LETTERS

allow boats to stay in Mexico for six months without paying a tax. Boats that stay longer will have to pay a 10% tax. I suppose rumors will fly for quite awhile, but if true, this sounds as bad as the embargo/impoundings and, if true, will kill cruising in Mexico.

We still have friends with boats who are not coming back to Mexico, and if this rumor has any substance and gets around, we know of other boatowners who will not come down either, as they are 'sitting on the fence', waiting to see how things play out.

Carol Dean
Stray Cat, Seawind 33
San Francisco

Carol — Since the Mexican government is not particularly forthcoming, it's easy for such rumors to get started and take flight. Tere Grossman, president of the Mexican Marina Owners Association for almost its entire existence, assures us that this rumor is nonsense. And she talks to the highest level officials in Hacienda.

⇕ **WOULD LATITUDE TAKE YOUR BOAT TO MEXICO NOW?**

Latitude 38's coverage of the Mexican boat impoundments has been extensive, and obviously personal to publisher Richard Spindler as *Profligate* was an impounded boat. However, having talked to some who have gone down to Mexico since this event, I find myself wondering if somehow this has been blown way out of proportion, as it appears there are still cruisers going to and coming from Mexican ports without a hint of what appears to have been a one-time event with Mexico ending up with egg on its face.

During several sailing events here in San Diego since the first of the year, I have inquired of several sailors about their intention to sail the Newport to Ensenada Race that starts on April 25. What I have found is that there is a very real fear of heading into Mexican waters at this time, and skippers whose boats have made Newport to Ensenada an annual event are now begging off, primarily due to the events as they have been reported in the pages of your fine publication. The specific fears are having one's boat impounded or being boarded at sea during a race.

What I, and I imagine most skippers, really want to know is whether it is safe to take our boats on this race. Though the publisher of *Latitude* sails in the Caribbean this time of year, would he be willing to enter his catamaran *Profligate* in this race? It would be a strong statement that indicates to all sailors that he believes that it is okay to sail into Mexican waters again.

It would also be great to have something from Hacienda, the Mexican IRS, stating that they will not have an inspection for boats entered in the race, and for the Mexican Navy to state that they will not board any vessels during the race. Though the last two items might be politically unpalatable to the Mexican authorities, the entry of *Profligate* would indicate your belief that there is no anticipation of the issues of last year continuing.

Please advise, as your readership values your opinion and your actions go a long way to support that opinion.

P.S. I looked at the NOSA website this morning, March 18, and note there are only 147 entries signed up this year versus a total of 203 who participated last year. That's a decrease of 28%. In the cruising classes there are currently 48 entries vs. 69 total last year, a decrease of 30%. Granted, there are still five weeks until the race, and I do not have any stats on where NOSA entries were at the same time last year, but given the

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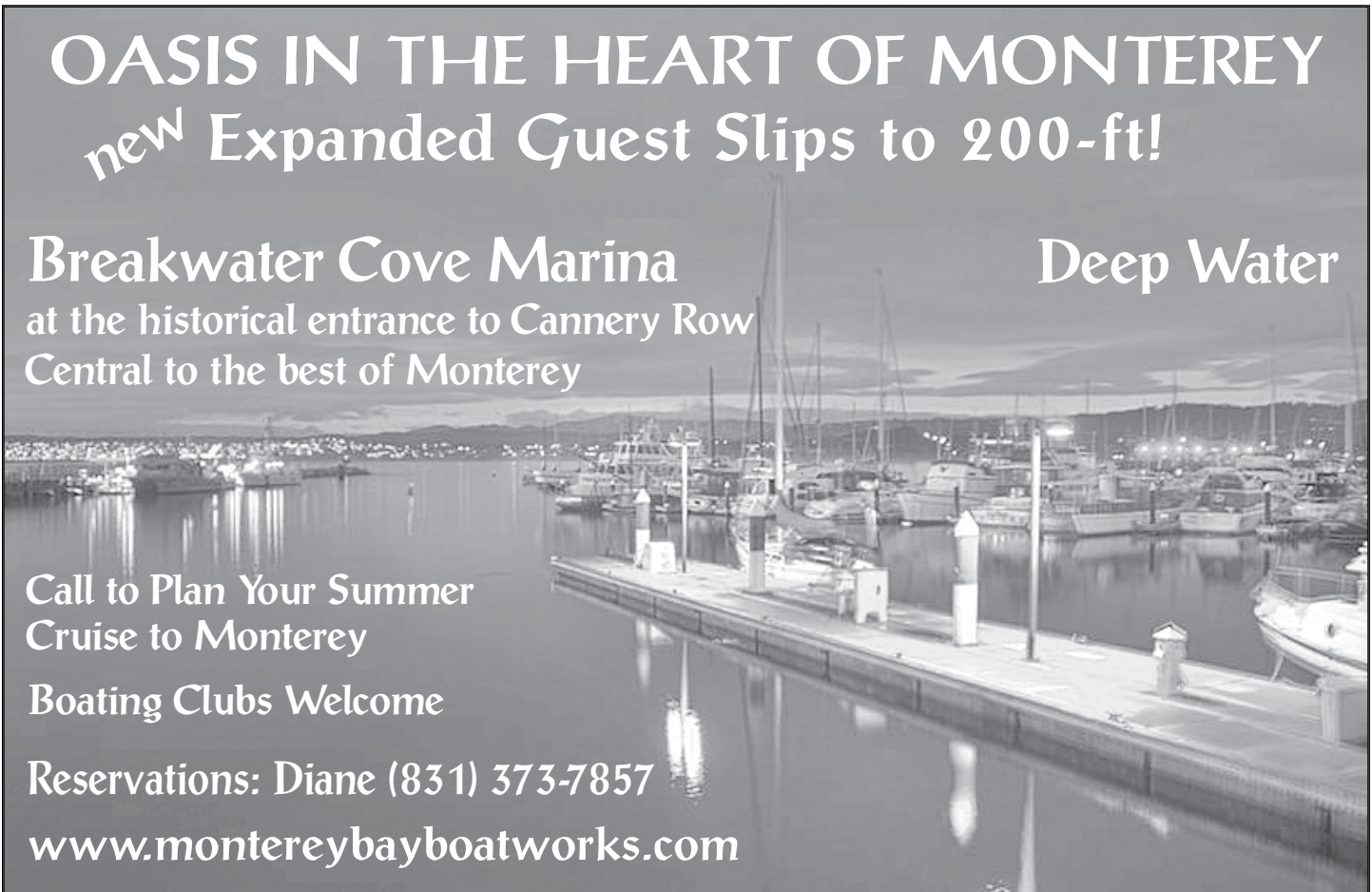
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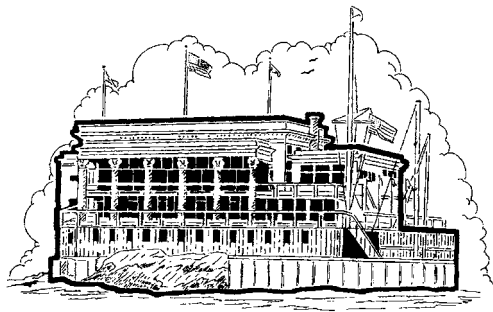


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LETTERS

discount that NOSA was providing for early entries, I suspect there will definitely be a significant decline year to year. Given that the economic climate is slightly better in California this year than last, I find the numbers troubling — and almost certainly caused by the TIP issue in Mexico. Please consider promoting this in your April issue, and consider entering *Profligate* in the Newport to Ensenada Race. Don't wait for the San Diego to Ensenada 'Little Ensenada Race' in October to raise the 'All Clear'.

David C. Cleveland
San Diego

David — The very short answer is yes, we would take our boat to Mexico now, based on the fact that we're told it's safe by the president of the Mexican Marina Owners Association and all of the marina managers. A much longer and more nuanced answer, which hopefully will give boatowners the information they need to make the decision for themselves, appears in the March 26 'Electronic Latitude'.

↑↓ A SHORT FILM ABOUT A LONG RACE

It's been 40 years since Ramón Carlin of Mexico, and we, his crew, won the very first Whitbread Around the World Race



BARRY PICKTHALL/PPL

— now the Volvo Ocean Race — with the Swan 65 *Sayula II*. A very enthusiastic Bernardo Arsuaga, who lives in Monterrey, México, is making a short film about the story of Ramón and *Sayula II*.

If you were associated with Ramón Carlin's Whitbread campaign on 'Sayula II', read this letter.

He is hoping that anyone associated with the project will get in touch with him. Bernard can be contacted at bernardoarsuaga@gmail.com.

Ramón no longer comes to *Sayula* in Puerto Vallarta, but I still use her. In fact, I will have been on her to greet the finishers of the San Diego to Puerto Vallarta Race at the end of March.

Enrique Carlin Larios
Mexico


Readers — There were two Northern Californians connected with Carlin's victory in that historic first Whitbread. The first was Ray Conrady of San Francisco, who was the navigator for Carlin in a race that took place long before the advent of GPS or other sophisticated electronic navigation. The second was Irving Loube, who was a longtime member of the St. Francis YC and who owned a series of racing boats named *Bravura*. Loube advised Carlin on making preparations for the unprecedented endeavour.

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

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

By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

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thomson's masthead leap

Last year singlehander Alex Thomson made headlines while campaigning the IMOCA 60 *Hugo Boss* in the Vendée Globe Race. Taking third, he became the fastest Brit ever to sail around the world solo nonstop. He and *Hugo Boss* made a different sort of headline in 2012 when Alex wowed sailors worldwide by performing a keel walk: with the boat heeled way over under sail, he jumped onto its articulating

keel from a jet ski, straightened his tie and dove off in dramatic fashion, all the while wearing a smart black Hugo Boss suit.

His most recent stunt went absolutely viral on YouTube (<http://goo.gl/ooCNXs>). Again dressed in his finest Hugo Boss threads, Alex stands at the base of his boat's steeply heeled mast and jauntily scampers to its 30-meter pinnacle. Once at the top of the fast-moving boat, he stands for a few moments before launching himself into the ocean off the Spanish coast.

Although you might be tempted to try this on your own, we'd highly recommend that you don't — especially if you don't enjoy heights. Apparently Alex isn't too enamored of heights either. Although he'd become comfortable jumping from a 10-meter platform during practice sessions, this wouldn't be a controlled environment like a swimming facility. "When it came to carrying out the mastwalk, I knew that I had a team of professionals and medics around me in case anything was to go wrong," says Alex. "Even though I was so focused on completing

the challenge and making the dive from the top of the mast I was still scared, and actually persuading myself to dive was hard."

The finished product is the result of a lot of hard work and some excellent editing. "The technical team and I spent a lot of time together understanding the risks and planning for every possible outcome," Alex says. "If anything were to go wrong, we had to find a safe way out of it. We had to take into account everything from wind speed, weather conditions, the speed of the boat, the angle and height of the mast and our ability to communicate during the stunt." Beyond that there were cameras to consider, a helicopter, and other team members on board RIBs and also on the boat. "We knew that if it came down to just one take, we had to make sure we got it right — and that we captured it perfectly on camera!"

Is there another edgy stunt in Alex's future? "Honestly, no plans. We have the New York to Barcelona race in June and the Barcelona World Race in December to try and win so all of our focus is on performing well in those races at the moment."

— ross

the latest ac 35 facts & rumors

Within an atmosphere of widespread rumors and speculation about America's Cup 35, one fact is indisputable: Hamilton Island Yacht Club, represented by Team Australia, is the Challenger of Record. They are currently negotiating with AC defender Oracle Team USA of San Francisco's Golden Gate Yacht Club about a vast range of topics.

In mid-February the America's Cup website declared "Protocol and Class Rule Expected in March." So, while it was not yet released

continued on outside column of next sightings page

sailing is on sale

In this age of insatiable consumerism most industries have sales on their products almost constantly. But that's not true in the sailing industry. Apart from a few less-than-spectacular exceptions, last week's price, this week's price and next week's price will all be about the same.

But there's one forum where you can count on getting just about anything in the nautical realm at discount pricing: at big annual boat shows. And it just so happens that the West Coast's largest all-sailing show, Strictly Sail Pacific, takes place at Oakland's Jack London Square April 10-13. It's a safe bet you'll be able to find anything from fully equipped sailboats to nautical beer holders there,



Kids, don't try this at home. A mast-head camera caught Thomson's now-famous freefall into the drink.

HUGO BOSS



HUGO BOSS

at strictly sail pacific

and just about all of it will be offered at discounted 'boat show special' pricing. So if you've been waiting to make a big purchase — including electronics, a new dinghy, refrigeration, foul weather gear or whatever — do yourself a favor and pick it up at Strictly Sail.

As good as the prices are, though, that's certainly not the only reason to attend the show. In addition to checking out the latest boat designs from top manufacturers, you'll find all sorts of watersports toys and innovative new gear of all types.

There will also be free boat rides and other means of introducing newbies to the

continued in middle column of next sightings page

ac 35 facts & rumors — cont'd

when we went to press, we expect to see it soon. The protocol will set out the terms for challenging and rules for the way the competition will be run. The class rule will define the boats to be sailed. This new rule appears to be on track, but the protocol seems to have some big open issues. The latest reports give these details:

Boats: AC62 hydrofoiling wingsail catamarans, 62 feet long with a crew of eight. They will utilize some one-design components, and will be able to foil upwind in 12 knots of wind and downwind in 8 knots.

Possible venue: San Francisco, San Diego, Honolulu, Newport and Chicago are candidates. Latest rumors say Chicago is the leading candidate. Expect an announcement this summer.

America's Cup World Series: Racing in foiling AC45 catamarans in 2015-16 in each competitor's country. No details on whether these races would affect challenger selection, but this may be a thorny issue in the negotiations.

Nationality: 25% of each crew must be nationals of the team's

continued on outside column of next sightings page



Spread: Look closely and you can see Thomson striding up the 30-meter mast. Inset: When you're sponsored by a firm like Hugo Boss, always being well dressed comes naturally. What you don't see in the video is the helmsman — see him? — scrunched down out of sight in the cockpit.

SIGHTINGS

ac 35 facts & rumors — cont'd

home country. No details yet on how nationality will be determined or defined.

Target team budgets: \$60-80 million.

Expected teams: Team Australia, Team New Zealand, Artemis Racing (SWE), Luna Rossa (ITA), Ben Ainslie Racing (GBR) and Team France have all announced their challenges, but only Team Australia, Artemis and Luna Rossa appear to have significant funding lined up. In addition, Team Russia has strong sponsorship. They are racing in the Extreme Sailing Series and they have declared their interest in the next America's Cup.

Event management details: AC Race Management costs are to be shared among competitors. Umpires, measurers and race officials are to have "final say." Does this imply no international jury? AC Commissioner to resolve commercial disputes.

On March 10 Australia's *Financial Review* reported that Sandy Oatley of Hamilton Island YC said negotiations are ongoing and would be completed by April at the latest. Team Australia CEO Iain Murray mentioned potential challengers from China and Korea, but there

continued on outside column of next sightings page

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We'll be presenting a few free seminars ourselves: Baja Ha-Ha 'How-To', Friday, April 11 at 2:15 p.m. and again Saturday at 3:30 p.m., followed immediately (4:45) by Sailing Tahiti and the Pacific Puddle Jump.

We hope you'll drop by the *Latitude*



BOB BETANCOURT / JARED WOHLGEMUTH

— continued

38 booth (#219-221) to say hi. And don't miss our annual Friday evening beer bust, 6-8 p.m. at the booth. It's officially dubbed as a "Baja Ha-Ha, Pacific Puddle Jump, and West Coast Circumnavigators' reunion party," but everyone is welcome, even if you don't expect to get around to any of those things until your next life.

As Max Ebb points out this month, the show also serves as an informal means of reconnecting with old friends — and possibly making new ones.

Another big plus is getting face time with bona fide experts on complicated products such as the latest electronics. In many cases you'll find you're talking to the guy who actually invented the gadget you're interested in. We'll see you there.

— andy



CYNTHIA SINCLAIR



Spread: 'Orion' blasts out of San Diego Harbor flying an ama. Inset, left: 'Mighty Merloe' was in the hunt before losing a foil. Right: The monohulls finished days behind the tris.

ac 35 facts & rumors — cont'd

have been no announcements of Chinese or Korean teams.

Also on March 10, an article in the San Francisco *Chronicle* presented Larry Ellison's 'vision' for the 2017 America's Cup which created excitement while leaving many unanswered questions. He would like to see America's Cup World Series racing using AC45 catamarans in 2015 and 2016 that would distill down to four teams that would build and race AC60 / AC62 foiling cats in "division championships"

in 2017. The Atlantic Division championship would be held in Rome for the top two teams from that region: Sweden, Italy, Great Britain, France, Germany and Switzerland. The Pacific Division, including New Zealand, Australia, Korea, China and Japan, would see their top two teams meet in Shanghai. The two division champions would then race in the Louis Vuitton Cup in Honolulu to select the challenger. The challenger would race in Honolulu against defender Oracle Team USA in the America's Cup Match.

But this vision seems to have too many issues to become reality:

- Unless the new AC60 / AC62 yachts were largely one-design, the defender would have a massive advantage: challengers would need to design a boat for conditions in Rome or Shanghai and for Honolulu, while the defender would optimize their design for Honolulu only.

- Challengers could not promise sponsors that they would ever race an AC60 / AC62.

- Since they would compete in the America's Cup World Series, the defender could influence which challengers made it through to the division championships.

- Who are the potential leaders of syndicates from China, Korea, Japan, Germany and Switzerland? There has been no sign of syndicates forming in these countries.

- Could any team sell this concept to sponsors?

- Reliable sources say that Louis Vuitton has no plans to continue its sponsorship of the event.

Time will tell how all these issues will be sorted out. But undoubtedly the first question on the minds of many West Coast sailors is this: Is San Francisco really out of the running as the venue for the AC Finals?

— jack griffin

editor of www.cupexperience.com

orion smashes lakota's pv record

The big news in this year's 1,000-mile San Diego to Puerto Vallarta race was the multihull fleet. Tom Siebel's MOD70 *Orion* and H.L. Enloe's Orma 60 *Mighty Merloe* showed up, so what the 23-boat fleet lacked in numbers it made up in speed. These two trimarans are among the fastest boats ever to race to Vallarta, and they both call California home.

Early weather reports had some tri crewmen in the dumps, worried that the light air meant there was little chance of beating the late Steve Fossett's 1998 record run, set aboard his trimaran *Lakota*. But, given the speed of these newer tris, just about anything seems possible.

Although *Orion* won the start in crowded San Diego Bay, forcing *Mighty Merloe* to leeward, their battle had really just begun. Cam

continued on outside column of next sightings page



GILES MARTIN-RAGET / ACEA

Oracle Team USA CEO Russell Coutts and Team Australia CEO Iain Murray face off in negotiations over the format of the next America's Cup.

orion's pv record — cont'd

Lewis, who was skippering *Mighty Merloe*, decided that it would be a good idea to change helmsmen, and handed the wheel over to Tim McKegney not long after the start. This proved to be a great tactical move as McKegney managed to get *Mighty Merloe* pointing higher and going faster. By nightfall she was in the lead.

The next day, *Mighty Merloe* was moving along at a healthy clip of about 28 knots when, with no warning, the starboard foil disappeared.



JARED WOHLGEMUTH

The victorious 'Orion' crew shows its StFYC colors.

There wasn't any sensation on the fast-moving boat that they'd hit anything at all; it just fell away. "Breaking the foil was a game-changer for us," says Cam. Had the aging foil not fallen away, he believes that they would have been in

the hunt for line honors all the way down to at least Cabo San Lucas.

Orion continued south with her longer, narrower hulls and held on to the breeze, but just barely, giving the entire crew huge relief when they passed through the finish line. "We had the record in the bag with 40 miles to go," says *Orion*'s skipper Charlie Ogletree. "All of a sudden we hit no wind and thought we were going to drift to the finish and watch the record disappear. The team is very happy and proud. They should be, as it was an awesome team and everyone worked really hard."

The new *Orion* record is 2d, 8h, 33m. *Mighty Merloe* came in just over five hours later at 2d, 13h, 41m, 6s, just beating *Lakota*'s time of 2d, 14h, 20m, 17s. Among the monohulls, Bob Pethick's *Rogers 46 Bretwalda 3* was first to finish (4d, 20h, 0m), and also corrected out to maintain first in the mono fleet.

— ross

why are these boats on the beach?

During the big storm surge March 1, three boats in the 25- to 40-ft range went up near the volleyball courts at Santa Barbara's East Beach. Several more apparently went ashore outside the city limits, but within Santa Barbara County.

Boats going ashore during winter storms are nothing new in Santa Barbara, as the southeasterly storms either blow them right onto the beach or along the coast and into Stearn's Wharf. As we recall, a guy named Richard Henry Dana wrote about such storms back in 1840. If you think storm-blown boats can't do much damage to a mighty wharf, you're wrong. According to Captain Steve McCullough of the Santa Barbara Harbor Patrol, about 30 years ago one boat was driven into the wharf with such force that it damaged the roadway so badly that the whole wharf had to be closed for three months. The owners of the restaurants and other businesses were not thrilled to be shut down.

In an effort to keep anchored boats from being blown up onto the beach in the winter, Santa Barbara passed regulations that make it illegal to anchor in the 'seasonal anchorage' to the east of the wharf from the end of October until the beginning of April. But there is still a mooring area a half mile to the east of the wharf, and a 'year around' anchorage even farther east by the volleyball courts. The regulations seem to have reduced the number of boats that go ashore, but as this year proves, it hasn't eliminated them. Some years, as many as 12 boats have gone ashore, but last year there were none. You just

continued on outside column of next sightings page

2014 social ta-ta

The possibility of a second SoCal Ta-Ta — a Baja Ha-Ha-style cruiser rally from Santa Barbara to Catalina — would appear to hinge on the installation of mooring balls at Redondo Beach's King Harbor and the harbor policy that will revolve around them.

Proposed dates are September 7 to 13, with stops at Santa Cruz Island, Paradise Cove and King Harbor. Everything is looking good for a Ta-Ta at both the Santa Barbara and Catalina ends, there are no problems at Santa Cruz Island or Paradise Cove, but 'progress' at King Harbor could throw a wrench into the Ta-Ta's schedule.

During the first Ta-Ta in 2012, all the



ALL PHOTOS LATITUDE / ROSS

plans in limbo

boats were able to anchor behind the Redondo Breakwater. But 25 mooring balls are slated to be put in place by the end of July, and it's unclear what that would mean if there was a Ta-Ta fleet of 50 boats. Could the moorings be reserved? Could smaller boats double up on them? Will there still be room to anchor? And if so, how much? The answers to these questions are unclear because it hasn't been decided who will administer the moorings, let alone what the rules will be.

The other option in Redondo is the normally welcoming King Harbor YC. While it's likely they will welcome the Ta-

continued in middle column of next sightings page

boats on the beach — cont'd

never know.

If anybody's boat went up on the beach this year, it's hard to understand why. True, this was one of the biggest swells to hit the West Coast in many years, with waves so big that one broke a window at Moby Dick's restaurant. (You can see the video of it on YouTube.) But as McCullough explains, "This storm was forecast well in advance, so it took nobody by surprise. Lots of boats came into the harbor to take safe haven." When storms approach, the Santa Barbara Harbor Patrol accommodates all boats that need shelter.

In a somewhat unrelated matter, a squabble between the Army Corps of Engineers and a dredging company meant that dredging of the harbor entrance on the west side of Stearn's Wharf was not completed on schedule. As a result, the Harbor Patrol had to escort boats into and out of the harbor entrance for about a week. Dredging has since started, and boats can go in and out without an escort.

— richard



One man's nightmare is another's folly. This Santa Barbara wedding party couldn't resist the temptation to strike a pose on the wave-battered hull of 'Movado' after she washed ashore March 1.

SIGHTINGS

santana's new 'steward'

One of the most beautiful — and legendary — schooners ever to grace San Francisco Bay waters entered a new chapter last month, as Paul and Crissy Kaplan passed the 'stewardship' of *Santana* to her new owner, philanthropist Wendy Schmidt (wife of Google Executive Chairman Eric Schmidt).

continued on outside column of next sightings page

2014 social ta-ta

Ta fleet to dine and drink there, the fleet would be coming in on the night of their last beer can race, so their docks will be filled.

Another option, which is less attractive because the fleet would be scattered,



Above: Before their beloved 'Santana' was trucked away, Paul Kaplan and his daughter Erika paused for a final pose beside her. Spread: A classic portrait of the vintage schooner flying her 2,000-square-foot chute, dubbed Mama Cass. Needless to say, jibing that big girl could be nerve-wracking.



— continued

would be to try to find available slips in any of Redondo's marinas.

The folks from Redondo promise to get back to us as soon as possible, at which time we'll get back to you.

— richard



PETER LYONS / WWW.LYONSIMAGING.COM

santana — cont'd

"Getting her into the hands of a great new owner is as much as anyone can hope for with a boat like this," says Paul. Still, loading the 1935 S&S classic onto a flatbed and saying goodbye was undoubtedly a bittersweet experience. After an exhaustive refit 15 years ago, the Kaplans raced this thoroughbred warhorse — which was once owned by actor Humphrey Bogart — extensively on San Francisco Bay, lending a touch of classic elegance to every competition she entered.

As *Santana* rolled out of KKMI boatyard in Sausalito March 12, dockside gossip indicated that she was headed for a refit somewhere on the East Coast, but would eventually come back to race in West Coast waters. Other sources indicate she may stay in a South Bay marina. We hope the latter is true, because we've always relished the sight of *Santana* gracefully slicing through Bay waters with her full complement of sails all perfectly trimmed.

— andy

equal time for sea guys

Last month we reported on the Sea Gals — a group formed not long after WWII by diehard female sailors who sail regularly on San Francisco Bay waters just for fun.

Turns out there are at least two long-established groups of Bay Area men who subscribe to a similar routine. Back in 1992, Berkeley YC commodore Bob Harris decided that his club's men should have regular sailing outings, since there was already a Ladies Lunch Group. Thus was born the Old Phartz. Today, more than 20 years later, their primary purpose remains to simply have good conversation with friends and enjoy lunch while sailing on the Bay.

"The Old Phartz meet on the first and third Thursday of each month wherever the volunteered boats are berthed, either Emeryville, Berkeley or Richmond," explains Old Phart Wil Hand. Much like the Sea Gals and their Pals, the Old Phartz invite their ladies out to sail with them one day each year at the 'Phartz and Tarts' lunch.

Meanwhile, the Richmond YC is home to another group of old dudes who enjoy afternoon sails together. By their name, we have to assume they're big into vitamins. The Geritolers, as they call themselves, sail over to Angel Island on the third Friday of each month. Their job is to prepare a BBQ lunch for the Sunshine Boys who arrive by boat soon after lunch is ready, and sit down to eat. Together, the two groups go by the name, The Old Salts, (aka old guys who like to use a lot of different names). These guys have been following this routine for more than 20 years, and they welcome any male members of their club to participate. Just show up at the dock.

It's good to know that so many aging Bay Area sailors — both female and male — are getting out regularly and enjoying time on the water. We hope that learning about them will inspire some younger sailors to think about what they'll be doing for lunch in twenty years' time!

— ross



Members of the Old Phartz don't have any big agenda. They just like to get out for a friendly sail a couple of times a month.

SIGHTINGS

sailin' the house on banderas bay

Among veteran cruisers there's a long-standing consensus that Banderas Bay — which fronts Puerto Vallarta — offers the most consistent sailing winds in Mexico. So it's only fitting that the country's most popular cruiser regatta has been staged there for more than two decades.

Hosted by Nuevo Vallarta's Vallarta YC, the 22nd edition of the Banderas Bay Regatta (March 12-14) drew 31 entries in six spinnaker and non-spin divisions. A wide range of boat types was represented, from heavily laden cruising boats ("sailing the house") to go-fast race boats and even a Hobie Cat. True to its original concept, the emphasis

continued on outside column of next sightings page



The pictures tell the story: Yet again Banderas Bay provided moderate breeze and sunny skies for a disparate fleet of racers.

around the world

Intrepid singlehanded sailor and author Webb Chiles, 72, has circumnavigated the globe five times under sail and is now in the final stages of preparing for an epic journey around the world in his flush-decked Moore 24 *Gannet*.

We caught up with Webb in San Diego last month to get the latest info on his sailing plans, boat preparations and departure.

An eternally youthful Chiles beamed

in a moore 24

with pride of ownership and enthusiasm for his little gray Moore 24 as he showed off all of the unique upgrades he's done to make *Gannet* more suited for long-range solo sailing.

Starting at the bow, he installed a removable carbon-fiber bowsprit for use with a furling asymmetrical spinnaker. Working sails consist of a roller-furling jib and user-friendly mast track and reefing

continued in middle column of next sightings page



ALL PHOTOS VALLARTA YC / JERRY SHULL & HARRY HAZZARD

sailin' the house — cont'd

was on not-too-serious fun. And true to tradition, the bay produced ideal sailing conditions with 8 to 18 knots of breeze. Winners were:

Division A (Performance): 1) **Olas Lindas**, Varianta 44, Linda Sweet of Toronto, Ontario; 2) **Vector**, Capri 37, Alejandro Rabago of P.V. 3) **Tiger Beetle**, N/M 456, Rob McFarlane of San Francisco.

Division B (Performance): **J/World #3**, J/80, O'Rourke Sailing Team. 2) **J/World #1**, J/80, Rick Taylor, local coach. 3) **J/World #2**, J/80, Gael Simon, local coach.

Division C (Multihull): 1) **Dream Chaser**, Farrier F-9RXT, Cam McCannel of Salt Spring Island, BC. 2) **Wind Trekker**, Corsair 31 UC, Thomas Brown. 3) **Miss Kitty**, Hobie 16, Randy Hough of Nuevo Vallarta.

Division D (Cruiser Class): 1) **Daring**, Dawn 48, Craig Chamberlain of Puerto Vallarta and Newport Beach. 2) **Snapdragon**, Beneteau 39, Russ Johnson of Lopez Island, WA. 3) **Sur**, Beneteau 49, Alejandro de La Pena of Guadalajara.

Division E (Cruiser Class): 1) **Shindig**, Oyster 485, Robert and Nancy Novak of Sausalito, CA. 2) **Agave Azul**, Catalina 470, Robin and Kathrn Weber of San Francisco. 3) **Talion**, Gulfstar 50, Patsy Verhoeven of La Paz and Portland, OR.

Division F (Jack and Jill): 1) **Impulse**, Peterson 35, Richard and Barb Rotteveel of Vernon, BC. 2) **Que Sera Sera**, Kettenburg 32, Richard and Maryann Hodge of Portland, OR, and La Cruz de Huacacaxtle, Mexico.

Doing the BBR is a well-loved cruiser tradition, so if you plan to be cruising in Mexico next year, you won't want to miss it.

— andy

revving up for the great vallejo race

We've done our best to help the Vallejo YC publicize the fact that the date has changed for this year's Great Vallejo Race — it's *this* month, April 26-27 — because we certainly wouldn't want you to miss out on the fun. The GVR is, after all, the official season opener, it draws one of the largest fleets of any Bay race, and its history goes back 115 years! (Sign up by April 24 at www.yra.org.)

Thanks to club member Martha Blanchfield, who did a little digging through the race archives, we got a fascinating history lesson. For example, according to a club retrospective, "cruises" from the Central Bay to Vallejo began in 1895 — precursors, we assume, to the Great Vallejo Race. Once the annual tradition began, entries grew rapidly. By 1941 "1,500 yachtsmen" were said

to have participated. The GVR probably reached its peak in 1970 when the entry roster swelled to around 700 boats! — so big that it was split into two races in opposite directions the next year: one to Coyote Point and the other to Vallejo. But the split didn't last long. As recently as 1997 there were 400 boats entered, although as with most local races the numbers have waned in recent years.

But that's no reason that you shouldn't still regard it as a must-do annual tradition. It doesn't matter if you don't have a snowball's chance in hell of achieving a podium finish, the point is simply to get out there among 'em, no matter what you sail on, and have some classic springtime fun under sail.

— andy



We had fun perusing the Vallejo YC's archives, but not as much fun as these revelers from yesteryear. Gotta love those captain's caps!

VALLEJO YC ARCHIVES

the sailors we meet

One of the cool things about working at *Latitude* — which helps to balance out all the long hours spent in the 'editorial dungeon' — is that we get to meet all sorts of interesting people; sometimes on the rail of a race boat, sometimes on a marina dock, sometimes at a palm-thatched beach bar, and sometimes simply through email.

A case in point was getting to know a little bit about Tim Litvin and Tiina Seppalainen ("with two 'i's and one nose") of Santa Cruz.



TIM LITVIN / SALA-MA-SOND

Although Tim and Tiina live in Santa Cruz, they think of the tropics as home. They plan to sail there in two years.

Tim sent in the accompanying shot of their classic Cheoy Lee Offshore 40 yawl *Sala-ma-Sond*, and when we asked for a little background he shared the backstory plus their future game plan: "Tiina (originally from Finland) and I got together almost eight years ago with a mutually passionate plan to cruise, south and west. Happily, she's pushing for it at least as hard as I am."

Due to his ability to work from the boat as an optomechanical engineer, he says "some years 95% of my life is enjoyed on the water." He's lived aboard since 1990.

Tim also reminded us about his previous boat, which was also featured in the pages of *Latitude*, but ingloriously: "In 1997 my previous Cheoy Lee OS27 *Samantha* (his home for seven years) was stolen and beached one stormy winter week when I was out of town. *Latitude* featured that *It's a Wonderful Life*-type story over several pages back then as the community rallied to get me back on the water."

Luckily, he found *Sala-ma-Sond*, a vintage beauty that had sailed to Mexico and the South Pacific under previous owners as *Flying Eagle*. "Soon," he says, "it will be our turn."

— andy

release of last boats from ensenada

On March 21 paperwork was completed to "liberate" the last of the 'embargoed' foreign boats at Marina Coral in Ensenada — nearly four months after they had been impounded. This included a total of 15 boats. Well, eleven boats and — we're not making this up — four dinghies.

Harbormaster Fito Espinosa told *Latitude* that all of the boats had been legal in the first place. "Three of the boats had the original 20-year Import Permits, which AGACE agents initially didn't know anything about, which is why they put the boats in 'precautionary embargo'." Another boat, an aluminum 80-footer, was impounded because the AGACE agents couldn't find the HIN number, even though the HIN number was right on the transom where it is supposed to be. It was problems like that."

So why did it take four months to "liberate" these perfectly legal boats? "Procedures," replied Espinosa, with obvious discouragement in his voice. The release of the boats is being accompanied by a 100+ page document by AGACE. Tere Grossman, president of the Mexican Marina Owners Association reports that all but one of the boats impounded in Acapulco have been released, too.

There is no question that the impoundings have adversely affected Marina Coral's business. "Americans were too scared to bring their boats to Mexico," said Espinosa. Which is why he and representatives from eight other marinas in Mexico, plus representatives of Mexico's Tourism Department, will be at the Newport Boat Show (April 3-6) and a slightly smaller contingent will be at the Strictly Sail Show (April 10-13) in Oakland. That's all well and good, but the people who really need to make an appearance at the boat shows are members

moore 24

system. Powered completely by flexible solar panels mounted flush to the deck, Webb's boat relies solely on electric tiller pilots and does not carry a windvane steering device.

Things are kept just as minimal and



"A delicious reach down to Capitola left us clawing our way back to Santa Cruz into the breeze and chop," writes Tim Litvin of Santa Cruz regarding a Sunday sail on Monterey Bay aboard his vintage Cheoy Lee Offshore 40 yawl 'Sala-ma-Sond'. He and Tiina (yes, with two 'i's) live aboard, and they have a rule we think every liveaboard should adopt: "We try to keep her in a condition that lets us be out of the slip in minutes."

TIM LITVIN / SALA-MA-SOND

— continued

tidy down below, with the stock Moore 24 layout of two pipe berths and two mini nav stations.

Now back in Illinois with his (sixth) wife Carol, the 72-year-old plans to

continued in middle column of next sightings page

release of last boats — cont'd

of Mexico's IRS, to explain what this was all about, and if mariners have any reason to fear a repeat in the future.

As of press time, we were unable to get a count of how many of the 338 foreign boats that were originally impounded are still being held and why. We believe the number is quite small.

— richard



SIGHTINGS

latitude's disappearing drone

While the wider world pondered the mystery of Malaysia Airlines Flight 370's bizarre disappearance last month, we experienced an aeronautical mystery of our own — concerning our photo drone.

As background, we should explain that drones, such as the popular DJI Phantom with a GoPro camera on a twin-axis gyro, are now being used frequently for taking high-resolution stills and videos of sailing events and cruising scenery. In addition to being used during races on San Francisco Bay, they've been used in the Sint Maarten Heineken Regatta, the St. Barth Bucket and many other events.

Here at *Latitude* we've been using our drone primarily to take photos of anchorages in the Caribbean, with big plans to shoot lots of photos this summer in Mexico's Sea of Cortez. Alas, those plans took a dive several weeks ago at St. Maarten as we attempted to video the megayachts departing Simpson Bay Lagoon. What happened underlines the dangers that drones can pose.

continued on outside column of next sightings page

moore 24



RONNIE SIMPSON

If anyone can circumnavigate in a Moore, it's Webb.

return to San Diego in early May, make last-minute preparations, and leave for Hilo, Hawaii. From there, Webb plans to make one long passage to French Polynesia, and then another long passage to his second home, Opua, New Zealand. He will not be stopping at all of the



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idyllic islands along the way. After all, he's been to French Polynesia seven times.

After New Zealand, his route is still up in the air. "I don't have any doubt that a Moore 24 can survive a tradewind circumnavigation," says Webb. "Can it survive the Southern Ocean? Well, I'm going to spend 6,000 or 7,000 miles figuring that out, and then decide whether to head for Cape Horn or for Australia."

Look for our extensive interview with Webb in the May edition of *Latitude*. If final preparations go well, he'll be setting sail shortly after that issue hits the docks. We wish him luck. Lots of luck.

— ronnie simpson



LATITUDE / RICHARD

latitude's drone — cont'd

We'd set up perfectly on the west side of the causeway for the 4 p.m. departure of the big yachts. As the lift bridge was going up in preparation for the first 150-ft sailboat to leave, we launched the drone. It started flying like a hornet on drugs, darting one way and then another. We'd had a very brief experience like this a half-hour before when I was taking aerials of our Olson 30 *La Gamelle* at the St. Martin Shipyard, but the drone quickly settled down and flew smooth as silk in 20-knot winds. So we went for elevation, and that's exactly what we got. The drone shot up and way above the 150-ft lift bridge — and fortunately not into the mast of the first big Perini coming out. But we were never able to get a visual on her again. However, she was still sending video, so we knew that she was way the hell up there, hovering perhaps 500 feet above the procession of yachts and the hundreds of people gathered to watch the afternoon show from the yacht club.

"No, no, no, no!" we kept saying to ourselves, freaked out that the not particularly aerodynamic 9-pound unit might hit someone. We did everything we could with the controls, but we were helpless. What a creepy feeling for a control freak. Then the video lost all its color — which had happened before — meaning the GoPro was back to crap mode. Anyway, the drone flew for several more minutes in seemingly the same position, then apparently went into a death spiral. Abruptly there was no more signal.

Here are the possibilities in order of probability: 1) It landed in the water and sank, most likely unseen because everyone was gawking at the megayachts. 2) It landed in a field at Mickey Mouse Island — or whatever they call it — to the east of the lift bridge. 3) It landed on some .00001 percenter's head on Victoria Secret's 250-footer.

We stuck around for about 10 minutes listening for the sound of an approaching ambulance. If we had hurt someone, we were going to take responsibility. But hearing nothing, we closed up the drone's carrying case and slunk away in shame. As best we could tell, only one person knew what had happened, a helicopter pilot who happened to be standing behind us. "Lucky you weren't aboard," he laughed. What makes it such a pisser is we're 99% sure it was our own damn fault. We think we made the classic 'flyaway' mistake. That is, not waiting for the drone to acquire all the necessary satellites before sending it aloft. We feel chastened, and we also feel as though we now fully appreciate the potential danger of these little buggers. We think it's highly unlikely one would kill anyone or even break any bones, but it could do some damage — and righteously piss somebody off.

Our immediate reaction was "We're done with drones." But then we remembered what Larry Ellison told Jimmy Spithill after he wrecked Oracle Team USA's first AC72. "Don't feel bad, we've got another one. Just learn from it." Plus, our kids encouraged us not to give up. And the photos you get from a drone are spectacular and can't be gotten any other way. So we're looking to get a replacement as soon as possible. It's uncertain how soon that will be, as you can't buy the good setup right off the shelf. But we're sure going to be more careful in the future. And if it starts off flying crazy, we're going to immediately kill the power before it can fly away.

With no drone to distract us, we can now concentrate on launching *La Gamelle* and towing her against the trades from the British Virgins to St. Barth. The possibility of trouble while doing that? Fair to good. The only thing worse than living this kind of wild life is not living it. So we're trapped. Hope you find peace in your life.

— richard



LATITUDE / RICHARD

During a St. Maarten mishap our Phantom eventually lived up to its name.

CLIPPER ROUND THE WORLD RACE —

Sir Robin Knox-Johnston could have been in a particularly devilish mood when he envisioned the Clipper Round the World Yacht Race back in 1990. But truth be told, he was actually in search of sailing's equivalent to climbing Mt. Everest — having been inspired by his friend, Chris Bonington, while they were climbing in Greenland.

Such a challenge is indeed monumental in nature. For those who don't know of him, Sir Robin was the first person to complete a solo, nonstop circumnavigation of the planet in 1967's Sunday *Times* Golden Globe Race. Forty years later, at the age of 67, he competed in the singlehanded Velux 5 Oceans Race, finishing fourth and becoming the oldest person to circumnavigate the earth alone.

"I wanted to create something that almost anyone could compete in, and be able to experience the thrill of racing across the world's oceans in a competitive team environment while challenging themselves to limits they didn't know they had," he says of the Clipper Race.

"The crux of the race was that ocean yacht racing need not be exclusively for professional yachtsmen or an elite minority," says Sir Robin. "I want people to say when they finish the race: 'That is the best thing I have achieved in my life so far,' so they carry on pushing themselves and doing new adventures once they complete the Clipper Race."

The idea that anyone can sail around Planet Earth's oceans is a concept that has gained lots of popularity since the

The Clipper Race consists of a series of legs that make up each race, crossing the world's most formidable oceans.

first Clipper Race in 1995. To the uninformed, sending a 70-ft clipper yacht through some of the world's roughest seas, with a crew of seemingly inexperienced sailors who've never met one another, could be a recipe for disaster. But to the contrary, Clipper organizers take each individual — sailor or not —

"The crux of the race was that ocean yacht racing need not be exclusively for professional yachtsmen or an elite minority."

through extensive training and screening and turn them into world-class sailors.

We've met local participants with varying backgrounds in previous *Latitude 38* articles. Last month we introduced you to Stephanie Evans and Sarah Lloyd. In February Tony Pohl and Elaina Breen shared their stories as well. Stephanie and Sarah now are racing across the Pacific Ocean from Qingdao, China to San Francisco in Race 10 (Leg Six). Elaina, as you may recall, took her first sailing lesson three days after signing up for four legs of the Clipper. Her performance and drive are testaments to Clipper's vision. She departs from San Francisco on her second stint to Panama en route to New York in Races 11-14 (Legs Seven and Eight) this month.



"Our crews are our best asset and when they come into port after an incredible adventure, they share their stories with friends and family who in turn spread the word," relates Sir Robin. "Now, with so much social media, 'armchair race fans' are able to follow the race so closely with the Race Viewer and stay updated with all the latest tactics and news, pictures and videos, which has helped with publicity and made it more accessible too."

Although it is not inexpensive to participate, the race is set up so that more people can do it, rather than fewer. The Round the World Race is actually a series of "legs," broken down into "races." Individuals can sign up for single or multiple races within a leg (which can be non-consecutive), multiple races in different legs, or a complete circumnavigation — like Sarah Lloyd. The structure can be a bit confusing, even if you look at Clipper's world map — www.clipperroundtheworld.com/race-route/13-14/race-1.

Each race is scored in a manner where teams accumulate points for winning; thus the boat that has the most points in the end wins the overall



COMING TO SAN FRANCISCO



The fast Clipper 70s surf down monster waves like this quickly, giving all on board an adrenaline rush they won't soon forget.

race.

After each start, racers can opt to sail through what's called a scoring gate, a virtual line across the route that is located approximately one-third the distance to the finish line. By passing through this gate, boats gain extra points. The first to cross it gets three points, the second gets two and the third boat gets one.

Then, about two-thirds through the race, there is another area where the Ocean Sprint occurs. Think of this as a race within a race. The team that sails across this portion of ocean the fastest is awarded one extra point. Then, points are given for the order in which the boats finish at their destinations — 12 points for first, one point for last. Finally, there are penalty points. These points are taken away from a team's total for various reasons, such as breaking equipment by mistake, rather than by proper use in bad weather.

Selecting from a group of appli-

cants who will pay for the privilege of participating is no small task. Depending on the number of boats racing in a given year, the overall number of crew can vary widely for each boat and thus for the entire race. David Lusworth, Clipper's crew recruitment and development director, searches worldwide to find individuals suited for the rigors of team ocean racing. "We have 14 yachts in the next race (2015-2016)," says David. "Because we own the yachts that race, it's complete match racing, and we know absolutely how many spaces we need to fill. We then recruit worldwide for those spaces."

Clipper has the math pretty well calculated. "Historically we have around 40% of people who before training have nev-

er sailed, 35% women and 65% men, and 40% non-UK crew," says David. "There are over 40 nationalities in the race, aged between 18-70."

It's interesting to know how David approaches potential recruits. Jumping to the conclusion that his top objective is to find physically strong people turns out to be completely wrong. It's actually a lot more nuanced than that. "What is key for me is people skills. Like most jobs the world over, you can teach technical skills far easier than changing behaviors. And so with us, we know we can teach people to sail. What we're looking for is raw energy, enthusiasm and excitement. And it doesn't matter what age or size/shape body that enthusiasm is wrapped in."

David believes that if you are a team player who thrives on working with and for others, are enthusiastic and supportive of the team, and don't think twice about buoying them up or even showing personal weakness, "chances are, you'll make a great crewmate."

"Because this is a competitive race, we get very few crew disagreements. There is nothing like healthy competition to focus the mind outside of your boat. So when you're battling the elements and other competitors, you pull together as a team." David is continually amazed at how physical hardship, living day-to-day aboard a sailboat in basic conditions, and the pressure to win a race can create bonds among crew so quickly. From what we've heard, this actually happens during the first week of training in the English Channel. Last month Sarah Lloyd, who arrives in San Francisco this month aboard

A brave crewmember climbs Derry~London~derry~Doire's mast in what look to be rather windy conditions!



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CLIPPER ROUND THE WORLD RACE —

Henri Lloyd, said, "most people come off the very first training level feeling that they have bonded with the people they trained with, and would be very happy to cross oceans with them."

Now, David is "looking for 750 (individuals) for the next race." And, the registry is already over 40% full. "I'll be recruiting in London this week, Switzerland next week, and San Francisco in April." Once someone has passed the initial selection process, then they start

training. Training takes place over four weeks. The first of these is primarily a part of the selection process, making sure everyone is right for the adventure. "So in effect you're assessed for six days living on a boat. Again, we're looking at your people skills." After that you spend two weeks training rigorously aboard a

boat with your team. During the fourth and final week, sailors race directly against the other competing boats. This gives everyone a chance to fine-tune their own skills, "and assess how good, or not, the other boats are." As David says, this is, "a great time to get into the heads of your rivals. Beat them all

Clockwise from upper left: A mid-ocean rescue in Race 4; OneDLL arriving in Qingdao, China, in first place overall; Sir Robin (left) assists with a headstay issue; Sarah Lloyd drives in heavy seas; time for push-ups; rough seas on the pointy end; happy times trimming; a mountain of ocean astern.



COMING TO SAN FRANCISCO

ALL PHOTOS COURTESY CLIPPER VENTURES PLC

during that week, and you've got a great edge going into the race."

Training on these boats is important. Not only do racers need to get used to skippering, trimming, changing sails and so on, they also need to acclimate to the Spartan living conditions below decks. The newest clipper boats, the Clipper 70s, were just launched last

year and will be in service until 2020. They are the third generation of Clipper Round the World race boats and are quite different from their predecessors.

Tony Castro, the naval architect who penned the Clipper 70, has been designing world-class race boats since the early 80s. The Clipper 70s are a significant departure from previous clipper race boats — the Clipper 60s and the Clipper 68s. Breaking from tradi-

tion, the new 70s have modern design elements such as twin helms and rudders, six-foot bowsprits (fit for three asymmetric spinnakers and a quiver of Yankee headsails), updated fast hull designs and, of course, a fixed camera system to capture all the action. Ultimately, these changes have made these the safest and fastest clipper boats to date. Two more will be added to the fleet in the 2015-2016 race, bringing David's recruiting target up to 780 people.

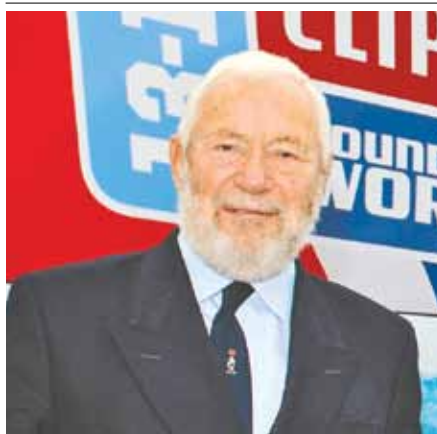


CLIPPER ROUND THE WORLD RACE

There have been some minor hiccups along the way, though. The Clipper 70s are subject to incredible forces of nature and each will have raced over 40,000 miles around the planet by the conclusion of the 2013-2014 event.

In late February, as if on cue, the forestay bottlescrews began to fail on three of the Clipper 70s, literally within hours of each other during Race 9 (Leg 5) on the way from Singapore to Qingdao, China. This prompted race organizers to stop the race and bring the boats into Hong Kong for what turned out to be a quick repair — sparing damage or injury to boats and crew.

It wouldn't be racing if the crew were not subject to incredibly trying conditions. And inevitably, people are going to get hurt. You may remember in a previous story we wrote that Tony Pohl broke four ribs before his two-race segment had even begun. In what will certainly be remembered as some of the most intense racing seen last year, crossing the Southern Ocean proved more dangerous than anticipated. Two



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Sir Robin Knox-Johnston presiding over 'GREAT Britain's christening ceremony at London's Trafalger Square in July 2013.

crew had to be taken off their boats for medical attention. In one case in Race 4, Leg 3, from Rio to Albany, Australia, the fleet encountered some of the most brutal conditions seen to date. Just before this issue went to print, two more crew were offloaded, one with pneumonia and another due to injury.

Beyond the irregular hiccups due to bodily injuries or rare equipment failure, it seems that the weather is often

the greatest factor keeping race officials up late at night. Just recently, at the start of 5,800-mile Race Ten (Leg 6), Qingdao's intense fog halted racing soon after it started. The extra rest may well be a blessing for the crews, who are certain to endure challenging conditions in the weeks to come. Just after the start, weather reports called for 40-60 knots of breeze. It was during a similar crossing two years ago when Clipper crews were badly injured crossing the world's largest ocean on their way to San Francisco Bay. Hopefully everyone will arrive at South Beach YC in good health sometime after April 11.

The overall standings in the Clipper Round the World Race show team *OneDLL* leading (with 83 points) by one point over *Henri Lloyd*, which is only four points ahead of *Derry-Londonderry-Doire*. *Derry-London-derry-Doire* is in the lead coming to San Francisco, with *GREAT Britain* and *Henri Lloyd* trailing. Stay tuned!

— **latitude**/ross

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PACIFIC PUDDLE JUMP PROFILES, PT I —

If you've ever doubted that cruising sailors are a fascinating group of people, you should tag along with us on one of our annual trips to Mexico and Panama. Each year in early March, just as a new herd of Pacific Puddle Jumpers are about to set sail for French Polynesia, we corral them for interviews by offering free beer, hors d'oeuvres and official PPJ burgees.

Invariably, they come from a wide variety of backgrounds, and sail on a wildly diverse fleet of boats — from

canoes. As with all Wharram designs, the living space is minimal and the sailing systems are simple, and high tech gear is almost nonexistent. But keeping things simple is good, right? Alf and Kathleen won't waste a lot of time awaiting the arrival of parts via DHL. The build took them 10 years and was inspired by neighbors on Saltspring Island who built a tri and circumnavigated during the 1960s. The boat's name, by the way, is taken from the Tamil word meaning lashings — you guessed it, the boat's structural members are held together by lashings.



Alf and Kathleen of 'Kattu'

Nakiska — Freya 42 Trevor Anderson Georgetown, CYM

Trevor's story is unique within the fleet. Although he's from Calgary, Alberta (don't let that Cayman Islands homeport fool you), he bought his boat in Australia 16 years ago, and has spent much of that time cruising it around the world. At this point, he's about to complete the final quarter of a very slow circumnavi-



Trevor of 'Nakiska'

gation. "I didn't actually go to Australia to buy a boat, but I decided I wanted to try the lifestyle, and I've loved it ever since. I'd already had my fill of shoveling snow out of driveways."

Moshulu — Spencer 42 Gerry Parkhurst & Gail Jasmer-Wilson Gig Harbor, WA

Gerry tells us *Moshulu* is a Seneca Indian name meaning fearless. But his isn't the first vessel to adopt it. The the four-masted barque *Moshulu* was the winner of the last great Australia-to-Europe grain race (1939), and is said to have been the last commercial sailing ship to round Cape Horn. (She's now a classy restaurant in Philadelphia.)



The 'Moshulu' crew

While the background of *this Moshulu* is not quite that impressive, she does have a colorful history. She has already done two circumnavigations, and will turn 50 next year.

Gerry and Gail spent five years refurbishing her before heading south with the 2010 Baja Ha-Ha rally. Their plan now is to do a short South Pacific circuit.

Sure they're a little rowdy. You'd be in a festive mood too if you were about to set sail for the fabled isles of the South Pacific.



Our official Pacific Puddle Jump burgees make great souvenirs. But you can only get one if you attend one of our Send-Off fiestas.

Spartan fixer-uppers to gleaming yachts equipped with all the latest bells and whistles. The common thread, of course, is that they are all poised to head west in pursuit of one of the sailing world's greatest adventures: crossing from the West Coast of the Americas to French Polynesia. At roughly 3,000 miles, it's the largest uninterrupted stretch of ocean a would-be circumnavigator would face when traveling around the world via the tropics.

Yeah, it's a pretty big deal. And that's why, ever since coining the phrase Pacific Puddle Jump nearly 20 years ago, we've expended lots of ink honoring the sailors who make this ambitious passage.

The voyagers you'll meet here gathered March 7 at the Vallarta YC in Nuevo Vallarta, Mexico for our annual PPJ Send-Off Party. (We'll follow up next month by introducing you to the adventure-hungry explorers we met at Panama's Balboa YC.)

Kattu — Wharram Tiki 38 Alf Bangert & Kathleen O'Brien Hornby Island, BC

Kattu is definitely one of the most unusual boats in this year's fleet. She's homebuilt to a James Wharram design that borrows concepts from ancient voyaging

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MEET ME IN PAPEETE

**The Beguine — Valiant 40
Paul & Celeste Carpenter
Marysville, KS**

Despite being officially based in Kansas, Paul and Celeste already have a lot of sea miles under their belts. Now in her fifth year of cruising, Celeste ex-

"Thirty-four years, three (grown) kids later, and we finally get to pursue our dream!"

plains that the last time they decided to head offshore from Mexico they ended up in Alaska. so now it's time to "do a 180 and head for the South Pacific." Plans are open-ended.

And yes, the name is taken from that famous Cole Porter song.

**Pied-a-Mer III — Seawind 1160
Pam & Eric Sellix, Clatskanie, OR**



The happy crew of 'Pied-a-Mer'

Pam explains that the colloquial translation of her boat name is "where

you keep your mistress on the sea" and this 38-ft cat definitely qualifies as her husband's mistress.

After nearly two years spent cruising in Mexican waters, the couple figures the time is right for a South Pacific cruise — "while we still have our health and wits about us!"

They met their crew, Dani Peters and Jack Whittmore, in Mexico. The foursome may sail together all the way to Australia.

**Wind Cutter — Island Packet 485
Craig & Carol Fleetwood
Portland, OR**

Based on the following, we'd bet that few PPJ crews are more excited



'Windcutter' Craig

about chasing the sun over the horizon than Craig and Carol: "From the moment we said, 'I do,' we have talked about this day. Thirty-four years, three (grown) kids later, and we finally get to pursue our dream!"

Wow. That's a long time to defer adventuring, but there's every indication that they'll make the most of it now. They left us with this pithy comment: "When people share concern over our safety while sailing an open sea, we like to say, 'We'd rather die living, than live dying.'"

**Starshine — Shannon 38
Dave & Gail Kenyon
Deale, MD**

"We came down on the Ha-Ha this year and decided to keep going," explains Dave. He and Gail plan to island-hop all the way to Australia, then figure out what comes next.

Like many, many Puddle Jumpers over the years, Dave credits his reading of David Lee Graham's *Dove* (40 years ago) with sparking his lust for bluewater sailing. The first step in that process was building



The folks you'll meet here set sail from Banderas Bay. But many others jump off from Panama, Galapagos and elsewhere.

a 20-ft Flicka — that process took 13 years, but he got 20 years of sailing out of her before deciding to upgrade. By contrast, Gail is a relatively new convert. She learned to sail only five years ago.

**Rhapsody — Herreshoff Nereia 36
Alan & Laura Dwan, Los Angeles**

It's not often that we see the name Herreshoff in a Puddle Jump fleet listing, and this one is a rare beauty. Designed by L. Francis Herreshoff, but launched in 1981, this 'modern classic' sports a ketch rig, and measures 42 feet overall.

Why the South Pacific? Alan can trace his inspiration to sail there to his reading of Joshua Slocum's *Sailing Alone Around the World* when he was about 12 years old. Their game plan is to spend two seasons exploring the South Pacific before circling home via Hawaii.



'Rhapsody' traditionalists

**Oogachaka — Kadey-Krogen 42
Ken & Patty Sebbly
Umatilla, OR**

Easily one of the most unusual boat names ever to grace a Puddle Jump fleet roster, we have to wonder if Oogachaka was chosen because it would be fun to say on the radio: "Harbormaster, this is Oogachaka, Oogachaka, Oogachaka." Trivia champions will know it's taken from a 70's pop hit *Hooked on a Feeling*.



PACIFIC PUDDLE JUMP PROFILES, PT I —



Repeat x3: 'Oogachaka'

In any case, this boat is also distinctive, as she's one of only two motoryachts in the 2014 fleet. Much to his credit, Ken stepped up to act as net controller for boats jumping from Mexico. He and Patty plan to reach New Zealand by the end of this season.

Bangorang — Fountaine-Pajot 42 Colin & Wendy Gegg, Ventura, CA

Speaking of unusual boat names, how about *Bangorang* — the battle cry of the Lost Boys from *Neverland* (in a Peter Pan movie). Roughly translated it means: awesome!

Although Colin claims he's been dreaming about making a South Pacific passage since his teen years, it took until 2012 to set the plan in motion. He and Wendy entered the cruising lifestyle with the 2012 BHH, and are now following that frequently heard cruiser game plan: "Keep sailing until it ain't fun anymore." Their "adult(ish)" son Gavin will be along for the ride to French Polynesia, and possibly all the way to New Zealand.

Hotspur — Tartan 41

Jim & Meri Faulkner, Olathe, CO

Nautical literature quiz: Who was the captain of the British naval ship



Meet Jim, Carolyn & Meri of 'Hotspur'

Hotspur? Horatio Hornblower, of course. She was his first command.

Jim and Meri started cruising six years ago on a perfectly good Cal 35 sloop. But when their kids outgrew it they were inspired to upgrade to this roomy 41-footer. Daughter Carolyn, 14, is still with them. In fact, she's been pushing to head to the South Pacific for a while. "When Captain Jim said he didn't feel like going south anymore," explains Meri, "we changed direction, so now Carolyn gets her wish." Plans are open.

Chara — Amel Maramu 48 Robert & Joyce Sarff Seattle, WA

When we asked Bob how long he'd been wanting to head out into blue water, he paused to think. But his grown



The kids and parents of 'Chara'

daughter Anna had an immediate answer. She remembers a day when she was a little kid where her dad bought a lottery ticket and she asked, "If you win, what are you going to do with all the money?" "Buy a sailboat," he said, "and sail off to the South Pacific."

Well now he and his wife Joyce are finally doing it, and Anna and her husband Brian Radford get to come along too. If all goes well, the game plan is to cruise all the way to Australia, where the Sarffs have family.

Red Witch II — Rhodes Bounty II Robie & Stephi Kirkcaldie Nelson, NZL

We have a special place in our hearts for Bounty IIs, because the first editions of *Latitude 38* were laid out on the salon table of one. Like the *Latitude* Bounty, this one was built in Sausalito in 1958, and she's still going strong. Designers underestimated the strength of fiberglass back then, so they were built like battleships.

"She has a fiery red temperament as well as an around-the-



'Red Witch II' crew

world history," explains Robie, a New Zealander and longtime racer. Like many Kiwis, he's been sailing all his life, but Stephi, who's an American, got started

only three years ago when she started showing up for Wednesday night races. Before she knew it, she and Robie were in love, and were beginning their cruising adventures together with the 2011 Baja Ha-Ha. They've become so enamored with the cruising life that they're already thinking about doing a second Mexico-New Zealand-Hawaii-Mexico loop after they complete the first.

Cygnus — Cabo Rico 38 Joe Lavash, Newport, OR

Technically, Joe has already 'cruised' the South Pacific, but in his mind that first crossing didn't really count. He was, after all, aboard a US Navy vessel that made a beeline past all those gorgeous islands without stopping. From that point on, he vowed to return on his own boat someday so he could stop and smell the roses — or more appropriately, the *ti-are* flowers.



Joe of 'Cygnus'

Blair Faulwetter and Sally Jones will fill out *Cygnus*' crew roster during the crossing to French Polynesia, and possibly beyond. Joe's plans are loose, but most likely he will spend the next South Pacific cyclone season in New Zealand.

Talk about a unique reference for a boat name, Colin and Wendy named their F-P cat after an exclamation from Neverland: 'Bangorang!'



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MEET ME IN PAPEETE

Code Blue — Caliber 40 LRC Steve & Judy Dauzenroth Seattle, WA

For Steve and Judy, one of the strongest draws of the cruising life is access to great scuba diving. In fact, sailing and diving with blue skies above and blue water below was the inspiration



The 'Code Blue' divers

two previous stints of South Pacific voyaging and Steve has seen parts of it on dive and charter trips. So they've undoubtedly got a list of favorite spots to return to. We expect you'll find them along the cruiser milk run to New Zealand, wherever the water is clear and the reefs are abundant with sealife.

Roundabout II — Moody 40 Ted & Pam Simper Edmonton, AB

Don't let the fact that Ted and Pam live near Calgary fool you. They've been sailing since the mid-1970s, when they first sampled the sport in East Africa.

The name *Roundabout* isn't original with them, but it perfectly suits their intentions: "It has been our dream

for 30 years to sail around the world," explains Pam. This season they may island-hop all the way to New Zealand, with stops along the way at French Polynesia, the Cook Islands, Tonga and Fiji. But for them, that's only the beginning.



'Roundabout' we go

Pamela — Pacific Seacraft 37 Dennis Maggard & Pamela York San Francisco, CA

Dennis is no dummy. He knows the answer to that often-pondered question: How does a sailor get his wife to approve of buying a cruising sailboat? Simple, name it after her!



'Pamela's namesake & capt

is. This is their first boat, which they bought two years ago, but Dennis says doing a cruise like this has been a lifelong dream. Dennis, who plays guitar, met another guitarist at a cruiser jam this year, and now that guy — Larry Byers — has signed on as crew to French Polynesia. Should be a tuneful crossing.

Sea Monkey — Jeanneau 39 Greg Mullen & Diane Hanny Brisbane, AUS

Like many Aussies we meet on the West Coast these days, Greg and Diane capitalized on the current strength of



'Sea Monkey' sailors

the Australian dollar to buy a nice production boat here and sail it home to the land down under. They found *Sea Monkey* in San Diego last winter, and have spent the intervening

months enjoying Mexico. "This is my first cruising experience and ocean crossing in 30 years," explains Diane with just a wee bit of apprehension, although she admits that she's always dreamed of crossing the Pacific. Greg nudged her into committing, after doing the Puddle Jump in 2007 aboard his previous boat. "He loved the South Pacific islands and wanted me to experience them as well," says Diane. After a stint in Brisbane, they intend to cruise north to Papua New Guinea.

Music — Island Packet 40 Wayne Fofonoff, Vancouver, BC

We're not sure if Wayne gave his boat this name, but he's got a good reason for keeping it: "I really like music, and feel it to be one of the great joys of life — just like my sailboat."

Wayne's chance meeting of Mike Knapp and Marie Cantin has proven to be a coup for all, as Wayne will have lots of help (and will get some sleep) during the crossing, and Mike and Marie get to test South Pacific waters on a very capable boat. The fact that Marie speaks

fluent French is a bonus. She and Mike have cruised Mexico for the past two

years on their own sailboat, which has an electric auxiliary.



These sailors love 'Music'

years on their own sailboat, which has an electric auxiliary.

Romany Star — Ohlson 38 Paul Moore & Bonnie Wagner San Francisco, CA

"We met while living in the same marina in San Diego," explains Paul. She may now be in love with Paul, but she admits that one of the first things that attracted her to *Romany Star* was her aluminum toe rails. "I really fell in love with them," she says. (They never need varnishing.)

Paul has done two previous Puddle Jumps, both times via the Galapagos. But this time the game plan is to head from PV straight to the less-traveled Gambier archipelago of French Polynesia. He and Bonnie both jumped through hoops to get their "long stay" six-month visas, rather than the customary three months, so they'll have plenty of time to take it slowly and explore all five FP archipelagos. "We'll finish with the Marquesas," explains Paul, "then sail north to Hawaii for hurricane season. We hope to see the Cooks, Tonga, and other island nations next year before landing in New Zealand for a while."

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The stars of 'Romany Star'

Anthem — Hylas 46 Jack Warren & Jan Holmes Weeki Wachee, FL

Jack explains that the name *Anthem* is taken from a book by Ayn Rand, and represents a song of praise for individualism. That's certainly fitting for craft owned by self-sufficient sailors who are about to cross thousands of miles of open ocean.

PACIFIC PUDDLE JUMP PROFILES, PT I —



Jack & Jan of 'Anthem'.

Jack's been cruising full-time since January, 2009. He and Jan have one of the most unusual answers we've ever heard to the

question: "So, where did you meet?" Answer: "Big Mamas in Tongatapu." Yeah, it's in Tonga — in what most people would say is a long way from anywhere.

"We plan to spend cyclone season in New Zealand, where we have many friends, then head up to New Caledonia, Indonesia, Malaysia and Thailand in 2015. After that our plans are a little fuzzy — written in sand at low tide."

Grasshopper — Waterline 46

Jeff & Cheri Slotta, Polaris, MT



'Grasshopper' Jeff

Cheri couldn't make it to our fiesta, and we didn't get to spend much time with Jeff either, which is a shame because we don't often meet sailors from Montana.

Jeff says he's been subscribing to sailing magazines for years, and the cruising bug finally

bit so hard that he and Cheri had to give it a try.

Skabenga — St. Francis 44 Mk II

Bruce & Fynn Harbour, Big Sky, MT

We're not quite sure how Bruce and his 19-year-old son Fynn got from their South African homeland to Big Sky, Montana, but they are now definitely



The 'Skabenga' crew sails for Marlin

getting back to their nautical roots. Both are avid fishermen, and their motto for the cruise is: "Catching marlin under sail." Bruce explains, "Skabenga has been customized into a sportfishing sailing vessel, complete with a fighting chair, outriggers, teaser reels and a special fighting station on the transom."

As we said they're *really* into fishing. In fact, they even design and sell their own unique lures (skabengalures.com).

Veteran Puddle Jumper Jennifer Martindale signed on for the passage, and even though she's done lots of offshore sailing it took a little practice to become an "excellent" helmsperson while the boys were fighting marlin. "It takes a lot of skill to keep that fish behind the boat," says Bruce.

Mintaka — Ingrid 38

**Mark Bennett & Robyn Rogin
Salt Lake City, UT**



Mark & Robyn of 'Mintaka'

Remarkably, this will be Mark and Robyn's third Pacific crossing on the same classic, 1979 William Atkins-designed ketch. She's not only salty looking, but has also proven her seaworthiness again and again. "This time we're hoping to visit some of the more obscure islands," says Mark. There are plenty to choose from. In fact, in French Polynesia alone there are 118 islands, and that doesn't count all the islets and motus.

At the end of the season *Mintaka* will likely be back at her "base" in New Zealand.

True Blue V — Island Packet 45

**Leanne & Craig Chalker
Brisbane, AUS**

We first met Leanne and Craig in September 2012. They'd just flown out to California from Australia to buy this boat, and were eager to start their new cruising lifestyle with the start of the Baja Ha-Ha a few weeks later.



Aussies of 'True Blue V'

Bucking the norm, in this couple Leanne is the captain, and rightly so. After all, she makes her living as a ferry master.

Their original plan was to sail back home to Oz last year, but they got seduced by the Sea of Cortez. Time will tell if distractions along the way west will sidetrack them again this year.



'Fluenta' is home to the littlest PPJer

Fluenta — Stevens 47

**Max Shaw & Elizabeth Brown-Shaw
Halifax, NS**

We haven't had time to confirm this assertion, but we're pretty sure that three-month-old Benjamin is the youngest 'cruiser' ever to do the Pacific Puddle Jump — at least since we've been keeping records. As you may have read in February's *Sightings* section, little Ben was born in Mexico, which turned out to be a great experience.

When he gets a little older his mom and dad (Elizabeth and Max) will have plenty of help with babysitting: daughter Victoria is now 10, and son Johnathan is 8. The family began cruising from Nova Scotia almost two years ago, after Elizabeth and Max made their exit from the Royal Canadian Air Force.

The game plan now is to hop west for the season, then head south to New Zealand or Australia.

Exodus — Lagoon 400

**Tim & Deanne Gresham
San Diego, CA**

The Gresham family left San Diego a year ago on a grand adventure that none of them are likely to forget. We think sons Alex, 12, and Brenden 11, are at an ideal age to participate in the sailing chores and become fully engaged in the cultures



The Greshams are making an 'Exodus'

they visit. Apparently that was the idea: "We wanted a freer, slower lifestyle while

MEET ME IN PAPEETE

the boys are still young enough to enjoy it," explains Deanne.

Captain Tim has a specific plan for crossing into the Southern Hemisphere: "Head to 7°N, 127°W, and when we get close to the ITCZ, close our eyes and turn south." Sounds about right.

Lady Carolina — Island Packet 44.5 Steve & Carolina Danielewicz Victoria, BC

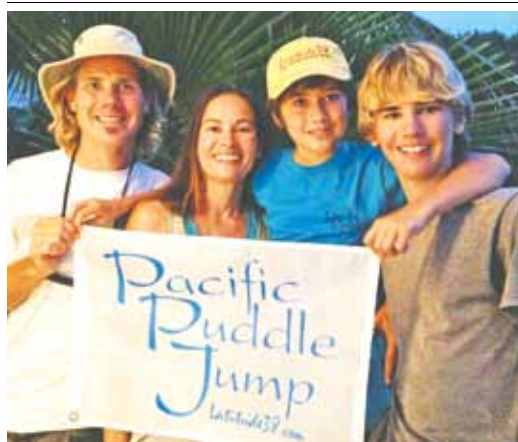
There's apparently a couple of variations on why this boat is named *Lady Carolina*. "The good story?" asks Steve. "I found the boat and fell in love with it, then I had to find a wife named Carolina. In the end, it all worked out." Sounds a little fishy, but a good story nonetheless.

This is yet another 'kid boat', with sons Kyle, 13, and Joel, 9, along as able-bodied crewmen. Now in their second year of cruising, the entire family seems very well adjusted to the cruising life, as they push on toward the South Pacific islands, and eventually to Aus-

tralia.

Steve speaks eloquently about their experiences thus far: "The people that we are today are nothing like the people that we were two years ago. This is, and continues to be, an excellent trip filled with highs and lows that are atypical of any 'normal' life. It gives a new perspective on what is important and what is materialistic and 'Joneses'-driven.

"Our kids are doing very well and I would suspect they are better here than back on land. They have more responsibility, more jobs and are exposed to many cultures and several excellent role models through fellow cruisers. We have come to depend on them for



Cruising has been life-changing for this crew.

watches, general maintenance and overall seamanship as we continue on. That, and they have a lot of fun doing a variety of activities with a variety of people. Not bad for 13 and 9."

His advice: "Stop dreaming and go cruising. You and your kids will love it — although it takes

6 to 12 months to adjust."

With those insightful observations we'll take a break here, and pick it up again next month with mini-profiles of the internationally diverse fleet of Pacific Puddle Jumpers that we recently met in Panama. We think you'll be as fascinated to meet them, as we were.

— *latitude/andy*

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Photo by Robbie Gabriel

Overall Winner 2012 Singlehanded TransPac

Jim Quanci, after placing 1st Overall in the 2012 Singlehanded TransPac in his Cal 40 *Green Buffalo* says:

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THE SCIENCE IS IN —

Sailing is good for you. It's not just me saying that. It's science.

There is a growing body of research linking happiness and overall health. And while it is true that engaging in activities you enjoy — such as sailing — can make you happy, the relationship is not a simple one. You might derive great happiness from eating pizza, but dedicating yourself to that activity as a way to achieve happiness is probably not so good for you. So it matters what you do to make yourself happy, and also how you do it.

It might be a bit of a stretch to claim that sailing will make you happy and that your happiness will make you healthier. Happiness is a state of mind, or perhaps a state of being, but it is subjective and difficult to measure directly. However, it would not be too much to claim that many aspects of sailing are directly related to reduced mortality and better health. And good physical health is highly predictive of happiness. Here, then, are some of the ways in which sailing is good for you.

Get Out of Your Own Head

In this pressure-packed world of work and family and activities and obligations and traffic and chores, stress can often build up and cause all sorts of negative health effects, including hypertension, heart disease, stroke and diabetes. *Sailing is good for the gray cells, as it requires you to strategize, navigate, adjust to changing conditions and remember which line does what.*



JOHN TUMA

ing offers a refreshing tonic that can help reduce the stress associated with daily life. Indeed, one of the features of sailing that can make it so hard to engage in frequently — time — turns out to be one of the reasons sailing is so effective as a stress reducer.

Who among us has not struggled just to get down to the boat to go sailing? But once on the boat, it is too late to worry about all the things left undone.

The self-contained nature of a sailboat pushes us to be self-reliant

The laundry will still be there, and the shopping, and the taxes, and the myriad other things that compete for our attention. But happily, none of them can be done while we are out on the boat. So, for the time being, we might as well let go and live in the moment — sailing is an ideal way to do just that.

There is always plenty to do or nothing to do, depending on one's proclivities, and the physical separation from our land-bound lives means that we cannot easily return our attention to those things that need to be done. As with meditation and other relaxation techniques in which the goal is to focus on something other than the pressures of life, sailing offers us the opportunity to lose ourselves in the activity and to forget about the stress. Even racing, which can be quite stressful at times, requires an external focus that provides a reprieve from mundane daily burdens.

Time Is On Our Side

One of the great challenges in sailing is time. Even a short sail or a beer can race on a Wednesday night requires three or four hours, start to finish, more if one ventures up to the bar afterward to share stories. But the time requirements of sailing turn out to be one of the reasons that it can also be such a great stress reducer. The meditative state, or ability to live in the moment, does not happen instantaneously. We need time to calm the inner voice, to focus on the tasks at hand, and to reach the quiet space necessary to set aside

the stresses of life. Making time for sailing can be hard. But we could argue that *not* making time for sailing is bad for your heart.

Feel the Freedom

More so than many of the activities we engage in, sailing offers a sense of freedom and self-reliance. Sailing gives us the chance to explore the world at a leisurely pace, and once on the boat, we can take a thousand different paths to the same destination. We are never really far from help while sailing the Bay, but the self-contained nature of a sailboat pushes us to be self-reliant and to try to take care of the problems that arise without outside assistance. As it turns out, a sense of self-reliance is good for one's self-esteem, and the freedom to seek our own path on our own schedule is a good way to take a step back from the pressures of daily life.

Put Your Body In Motion

The health benefits of moderate physical activity are well known. Physical activity is good for your circulation, muscle tone and development, your respiratory system and your heart, and it is a really good way to relieve stress. Sailing offers an ideal way to remain physically active, even when other activities such as running or tennis become too hard on the aging body.

Grinding the primary winches on even a small boat while short-tacking up a narrow channel will get your heart rate up, as will trimming a spinnaker, hauling on the mainsheet, or jumping a halyard. There is no upper limit to how hard you can work at making your boat sail faster or better. Think about the size of the grinders on the AC-72s during last summer's America's Cup and you'll get a sense of just how strong and physically fit one needs to be to compete at the highest levels of the sport.

But the benefits of physical activity are not limited to those who race. A casual daysail can provide an opportunity to put your body in motion and to engage in moderate physical activity, especially when the wind comes up. Just sitting on a boat that is heeled over can require physical effort, and moving about on a boat that is heeling or moving about in a seaway requires balance and concentration.



SAILING IS GOOD FOR YOU



LATITUDE / ANDY

All together now: "Sailing is good for you!" Getting kids — and young adults — off the couch and out in nature can be a challenge, but few will refuse an offer to go sailing.

The benefits are also cumulative. It is easier to stay fit than to get fit. Get up and do it today, and there's a good chance you'll be able to get up and do it tomorrow. So put down the beer, pick up a winch handle, and help grind that sheet. You'll feel better for it at the end of the day.

Go It Alone, Or Don't

One of the trends in contemporary sailing is the growth of short-handed racing and recreational sailing. There are many reasons for this. If you're racing, a small crew is much less burdensome to feed than a large one, and just finding enough sailors to make up a large crew is often impossible. Even when daysailing, reliable crew can be hard to come by. I can't count the number of times my friends have said they would love to go sailing, and that any day would work — except, of course, the one on which I planned to go. So rather than remain land-bound, I have rigged my boat so that I can sail it by myself.

Being able to sail alone gives me a freedom I didn't have when I needed crew

to get out sailing, and that has allowed me to spend more time doing what I love. That said, I prefer to sail with crew. For all the benefits of being able to sail whenever I want, sailing with friends is better still.

One of the keys to happiness is being socially active and emotionally engaged, and sailing is an inherently social sport. Singlehanded racers may seem to be solitary souls, but you need only attend a meeting of the Singlehanded Sailing Society to discover this is not so. These folks may race alone, but they are part of a larger community that is committed to that activity.

The social relationships that are forged through sailing bring meaning to the activity. Relaxing in the cockpit or standing around at the bar after a race or a day of sailing, comparing notes about wind speed and sail trim and weather, makes

the sailing that much more emotionally invigorating and satisfying. The sailing community is small, but we speak a common language, and find support within the community for the activity that we love. And social support, it turns out, is an essential ingredient of happiness.

Meaning is also derived from getting involved and giving back. I was fortunate enough to develop friendships early in my sailing days with sailors much more accomplished than myself, and I still recall their patience — "Shut up and drive!" — with great fondness. Giving back can be as simple as teaching a new sailor how to trim the sails, but it can also include getting involved in a yacht club or sailing club, working on a race committee, or organizing an impromptu Saturday night potluck on the dock. Any of these activities can help to create the kind of social relationships that have been linked to happiness and improved health.

Take It Outside

Sailing is an outside sport. This is a good thing. There are, of course, many health benefits associated with being outside. Sunlight activates the creation of vitamin D, which has been linked to lower blood pressure and a reduced risk of type 1 diabetes, muscle and bone pain, and certain types of cancers. Natural light may promote healing, and it tends to elevate people's moods. There is also some evidence that being outside helps to improve concentration and focus. Spend a day sailing, feel the wind on your face, the warmth of the sun on your back, and the smell of salt in the air, and you'll return home feeling physically tired but satisfied.

Whether you sail solo or with a boatload of friends, you're apt to go home feeling relaxed, refreshed and energized.



JOHN TUMA

THE SCIENCE IS IN

Lifelong Learning

Just as being physically active is essential for good physical health, being mentally active is essential for keeping the mind sharp. Sailing is a complicated business, and there is always more to learn. Sailboats operate in a complex environment. The hull has to

JOHN TUMA



Will sailing keep you going? Seems to have worked for these guys, all of whom have been sailing and racing with each other for decades. Left to right: Jim Jessie, 81, Fred Joyce, 78, Emile Carles, 87, Martin Jemo, 87, George Gurrola, 82, Mel Silverman, 85, Tom Sator, 91, and Jim Labbe, soon to be 70.

float and drive through water, propelled by the force of the wind. There are dozens of variables in play at any one time, and making the boat sail well requires constant attention to the changing conditions and frequent adjustments to the controls. Figuring out which lines to adjust, which course to steer, which sails to set and how much of each sail to use at any given time is a complicated

puzzle.

But making the boat sail, and sail well, is just the beginning. Then there is navigation and currents and understanding the rules of the road and the meaning of buoys and how to read a chart. There are diesel engines and single sideband radios and image-stabilizing binoculars, and if you really want to work hard mentally, try calculating the food

and beverage requirements for a crew of eight on an all-day cruise around the Bay. Sailing offers the opportunity for constant mental stimulation, no matter how long you've been doing it.

Sailing is Good For You

The science is in. Sailing is

good for you. It will give you a chance to focus on something you enjoy and to live in the moment, outside, where you can be mentally and physically active, and part of a community of like-minded souls. So put down the remote, haul on the halyard, and get out on the water. You'll be happier and healthier because of it.

— john tuma

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LIVIN' THE DREAM WHILE WORKING —

We dropped the hook for the first time in 19 days in Taioha'e Bay, Nuku Hiva, on April 16, 2013. We'd anticipated being blown away by the incredibly rugged Marquesan landscape, the visual delight of colors other than blue, the smell of the jungle, and the taste of beer. But we didn't expect to be able to pick up three pay-per-hour wireless Internet connections, on the boat at anchor!



Sarah and Will called home as they crossed the equator. Satphone calls can be pricey, but these devices greatly enhance safety and security.

Being offline is part of many cruisers' vision of the lifestyle. My husband Will and I 'work and cruise', so trying to stay connected isn't a choice, it's a necessity. Remarkably, between mobile data networks (purchasing SIM cards from local providers) and Wi-Fi hotspots, we were able to access the Internet frequently enough to work our way across the South Pacific all the way to Australia.

The following is a rundown of the Internet options and providers in all of the countries we visited. In addition to

It would be a stretch to say that Fakarava, in the Tuamotus, is sophisticated, but it does have up-to-date communications infrastructure.



what is laid out below, there are many restaurants, cafés, yacht clubs, etc., that also provide wireless connections. Please bear in mind that prices and coverage may have changed. (This is 2013 info.)

Mexico

A jumping-off point for many cruisers heading to the South Pacific, Mexico offers easy cruising and easy communications. The telecommunications giant Telcel sells a 3G USB dongle (yes, we know what 'dongle' means to the Brits!), known to cruisers as the Banda Ancha. The SIM card is inside it. It is essentially a USB modem that is plugged into your laptop and allows you to go online anywhere within the mobile data range. We found that the coastal coverage was very good, with the exception of the Sea of Cortez.

- Website: www.telcel.com
- Cost: \$500 pesos for 3 GB of data or 30 days of service, whichever is used first (approx. \$38 USD)

French Polynesia

Wi-Fi hotspots are the answer in French Polynesia. Three main providers operate hotspots in many locations, including some quite remote anchorages. One of the best connections we had was on the boat while anchored off the village of Rotoava at the northern end of Fakarava atoll in the Tuamotus. The hotspots are accessed by creating an online account or purchasing a prepaid card from local shops or the post office.

- Hotspot website: www.hotspot-wdg.com
- Cost: Various plans, i.e.: 10 hours + 1 free hour for 4,000 XPF (approx. \$46 USD)
- Manaspot website: www.manaspot.pf
- Cost: Various plans, i.e: 10 hours for 3,300 XPF (approx. \$38 USD)
- Ioranet. Buy pre-paid cards in shops.

Niue, 'The Rock'

We read that the tiny Pacific island of Niue is the world's first and only 'Wi-Fi Nation' so naturally we expected free wireless internet across the island. This turned out to be a myth. The connection was the worst we had in the South Pacific: inaccessible except for a few locations. Boats on the Niue Yacht Club moorings

closest to the pier were sometimes able to connect with the help of a Wi-Fi booster.

(Ed. note: Booster antennas are often a hot topic on cruiser forums. One recent post praised an antenna from www.radiolabs.com that can pull in a signal from shoreside Wi-Fi routers a mile away (if not running network security) — and even farther if the antenna is mast-mounted.)

- Website: internetniue.nu
- Cost: \$25 NZD fee, purchased from RockET Internet Café in Alofi (approx. \$21 USD)

Kingdom of Tonga

Quite a few Wi-Fi signals pop up in Neiafu Harbour, Vava'u group. Depending on the time of day and how many other cruisers are online, they can be very slow. We tested every Internet café in Neiafu, but couldn't find a consistently reliable and fast option. We also bought a

In Fiji's remote Yasawa island group, Will downloads emails on his smartphone from the top of a hill. Simple tricks kept them connected.



THE WONDER OF WIFI

SIM card for our iPad from Digicel Tonga and although it just barely worked outside Neiafu harbour, we were able to keep up with basic emails from other anchorages in the island group. I understand that since our visit the fiber optic cable

Three main providers operate hotspots in many locations, including some quite remote anchorages.

from Fiji has been connected to Tonga, which should mean an increase in the speed (bandwidth) and availability of Internet access.

- Website: www.digiceltonga.com
- Cost: Buy in store. \$4 TOP for SIM, \$10 TOP for 500MB data, expires in one week (approx. \$7.50 USD)
- Website: www.tcc.to
- Cost: Buy in local stores.

Fiji

Fiji has excellent 3G coverage and it's simple and inexpensive to purchase prepaid SIM cards. We bought two Vodafone 3G USB dongles for our laptops (we're bad at sharing) as well as a SIM card for the iPad. This allowed us to work from the boat, even in the Mamanuca and Yasawa island groups. The coverage in the Yasawas was concentrated at islands with backpacker/dive resorts so there were some dead zones in between.

- Vodafone website: www.vodafone.com.fj

- Cost: Various prepaid plans, i.e. \$25 FJD for 2.2 GB of data (\$13.50 USD)

- Digicel website: www.digicelfiji.com

- Cost: Various prepaid plans, i.e. \$25 FJD for 3.5 GB of data in addition to purchase of 3G dongle for \$49 FJD.



Another day at the office. Two advantages of Sarah's working-while-traveling lifestyle are that she doesn't have to dress up or commute.

Vanuatu

Our fast-paced Pacific crossing left time for us to visit only one island in the Vanuatu islands: Tanna. We anchored in Port Resolution to be as close as possible to visit the active volcano, Mt. Yasur. We found out that there was an Internet café on the other side of the island, but we did not visit it.

New Caledonia

Our exploration of New Caledonia was limited to the Noumea area while we waited for a weather window. We took advantage of the many *free* Wi-Fi connections on shore. We heard that the mobile data service is quite extensive for cruisers going farther afield but we did not try it.

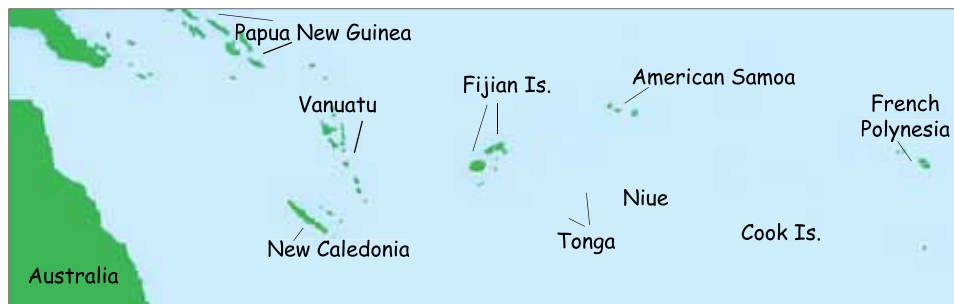
- Website: www.opt.nc

Australia

There are a number of Australian telecommunication providers, the big players being Telstra, Optus, and Virgin. Purchasing prepaid SIM card plans is the way to go and we found that the Optus mobile data coverage extended a few miles offshore all the way down the coast of New South Wales.

While at Sea

We did not have a Pactor modem for our SSB radio, so we relied on our Iridium satellite phone for email communication at sea. We took a 'vacation' from work while underway, but still used the satellite phone as a dialup modem for daily emails — to receive a GRIB file and to send out a blog post. We chose the UK-



LIVIN' THE DREAM WHILE WORKING

based MailASail (www.mailasail.com) email compression program, primarily because of its easy-to-use interface with Windows Live Mail and its ability to give us the option of downloading attachments (rather than having them stripped out completely).

Tips for Staying Connected

- Purchase a Wi-Fi booster. The Alpha Network USB Antenna Adapter we bought online for \$30 really improved Wi-Fi signal strength. (*Others cost more, but increase signal strength even more.*)
- Purchase USB extension cables. These allowed us to hang the USB dongles outside to increase the connection level to our computers, which were belowdecks.
- If you plan to use it, make sure your smartphone is unlocked before you go. (*This means it is not tied into a certain carrier's network, and can be set up to work with new service providers as you travel.*)
- Bring an iPad or tablet with SIM capability. Not only was our iPad great for quick Internet access in Fiji, but



LATITUDE / ANDY

When we ran into Will and Sarah while bareboating in Bora Bora last summer, they were happy to accept gifts of Peet's coffee and Mexican salsa. But they didn't ask us to carry letters home to their family. They had that covered.

once connected we were also able to use Google Maps (satellite views) for navigation assistance through and around

the reefs. (These can be saved in your device's cache, or you can capture key area views with screen shots.)

- Most providers will sell or provide their own USB dongles. You cannot re-use them with a different provider.
- A Wi-Fi modem requires only one SIM to create your own Internet hotspot. Another way to do it is to use a single phone or tablet to create a hotspot. (*Check out this capability in your system settings.*) In hindsight, these methods would have been the most cost-effective.
- Be patient. Often the connections are slower than what we're used to here on the West Coast, but it's actually quite incredible that they are there at all!

— sarah curry

Readers — Will and Sarah didn't go to New Zealand, which is, of course, one of the most popular stops for South Pacific-cruisers. Former Latitude staffer Sutter Schumacher tells us that as much as she loves living in the land of the Kiwi, "Mobile data in NZ is expensive and stinks. Public/free Wi-Fi is all but nonexistent."

— Ed.

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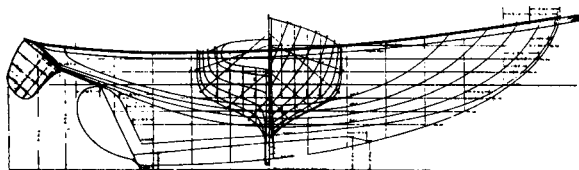
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HOW TO DESTROY YOUR DIESEL —

It's a sad fact that many marine diesels die a premature death after a mere 4,000 hours because of abuse rather than too much use.

Here are four of the worst ways to abuse of your diesel:

Don't change the impeller or keep the seawater side of the cooling system clean

The most probable cause of needing to replace an engine is because it overheated. There are a multitude of problems that overheating causes, including a leaking head gasket, cracked valves, excessive blow-by, seized pistons, and others. The most likely cause of its overheating is that some part of the seawater side of the cooling system failed.

The two main areas of concern are 1) the raw water pump and 2) the cleanliness of the seawater side of the cooling system.

1) Seawater pumps and the flexible rubber impellers in them have a limited life. As they age, the amount of water pushed through the cooling system to carry away heat decreases. Maintaining a pump requires regular inspection and changes of the impeller. How often? Yearly is a safe bet. As the impeller ages, the rubber compound loses its elasticity and ability to pump water. Replacement is a good regular preventive maintenance item.

The impeller spins in a pump housing made of bronze and stainless steel alloys. As the pump housing ages through both time and thousands of hours of use, the tolerances in the pump change as metal wears away, reducing the throughput of the pump. After a certain point, the only option is to replace the pump. When you replace the impeller, assuming the cool-



LATITUDE / ANDY

TWO INSIDER TIPS FOR LONG-LIVING DIESELS

Engine bleeding made simple —

Anyone who has tried to bleed the air out of a diesel knows the aggravation, time and mess of cracking open connections and cranking the engine or working a manual priming lever while trying to get the air out. Fortunately, there is a very simple solution: add an outboard squeeze bulb between the tank and the first filter. Yes, the same squeeze bulb you have on the outboard can be used to greatly simplify priming a diesel. They are available barbed in 1/4", 5/16" and 3/8" sizes, so you're sure to find the exact diameter you need to fit your existing fuel hoses. Be sure to install with the

arrow pointed at the engine.

What about restricting fuel flow? A 3/8" model will work in line in front of a 240hp Yanmar, so in front of your 30hp 3GM3F Yanmar (or something similar) you'll be fine. Diesel is much less dangerous than gasoline, so it's safe to use a bulb with diesel. You can leave it in place all the time, or take it out and put a hose-barb mender in place if you're squeamish about leaving it in place all the time. Use it after replacing a fuel filter. No need to pour fuel into the new filter and spill it all over; just replace the filter and squeeze the bulb till you feel it get firm and the filter will be full.

A couple more squeezes and all the air will be purged from the fuel system. You may even be able to hear excess fuel being returned to the fuel tank, so squeeze away: you can't hurt anything. Crank the ignition and the engine will fire right up.

Flush, and flush often — Seawater is corrosive. Even with zincs in the engine to help protect it, it would be better if seawater didn't sit in your engine when it wasn't running for a week, a month or a year. The best and easiest way to protect a diesel used in the ocean is to flush it with fresh water, just as you do with your outboard.

Plumbing a flush line into the strainer or intake line of the engine will allow you to add fresh water to the seawater side of

ing system is otherwise clean, and you still see weak water flow at idle or steam, you need to replace the pump. If it leaks water, it needs to be rebuilt or replaced, or at the very least monitored regularly. Leaks cause unnecessary rust and damage. Lesson: maintain the impeller and replace the pump when needed.

2) The raw water side of the cooling system is filled with corrosive salt water, which is itself destructive to the engine. This is why there are zincs in heat exchangers and some oil/gear coolers. The salt water sitting in or running through the cooling system is doing a lot more than eating away at the zincs through the process of galvanic corrosion. You can find plenty of engines with regular zinc changes that have overheated anyway.

When seawater sits in the cooling system, salt and other minerals form a hard, crusty layer on internal surfaces, both clogging up passages and insulating the seawater from the hot engine coolant on the other side of the metal in the heat exchanger. As the amount of build-up increases, the ability of the salt water to carry away heat decreases. The small passages within the cooling system also trap all the junk that makes its way through any strainers. Broken bits of pump impellers and bits of old zincs also clog up the works. Ever wonder where the little rubber bits end up when the old impeller is missing a blade? This stuff finds a place to get stuck —

Water or dirt will destroy a diesel injection pump and injectors quickly.

heat exchangers have tubes no bigger than a small drinking straw in them — and slows the flow of water, reducing the transfer of heat. Disassembling the heat exchanger (and possibly the oil cooler/gear oil cooler) every few years and getting it 100% clean will prevent an overheat. Replacing hoses when you do it eliminates the worry of a ruptured hose doing the same. Neglect these steps,

and over time "normal running temperature" of 160 degrees turns into 180, and that turns into 200, and then finally into a shut-down and boilover.

The fresh water/coolant side of the engine needs to be maintained too. But draining the coolant and replacing the fresh water hoses every 5 years is pretty straightforward, and very convenient when also cleaning the seawater side.

Don't feed it clean fuel

Pour a load of bad fuel into your tank and water or dirt will destroy a diesel injection pump and injectors quickly.

Pass a tablespoon of water through and injector and it may stick open, dumping way too much fuel into the cylinder, thus overheating the engine. You have to keep this stuff out of the fuel. Put the right size and kind of fuel filter on your engine, and you can cope with all but the worst fuel contamination issues without their becoming disasters.

Because most boat builders decide what size filter to install based on the minimum specified by the engine's man-

ufacturer, you probably have too small a filter of your boat. Put a large spin-on fuel filter (think of a 1-liter bottle) in front of the small filter you have already, and you'll capture 99% of the crud and water in the fuel before it has a chance to reach your undersized original fuel filter. You'll actually be able to survive a load of bad fuel by changing a few of these large filters or draining out large amounts of water that they can safely remove, thus protecting your engine. Small filters are quickly overwhelmed and are all but use-



MARK MATTHEWS

Not all boats allow easy access to the engine. But that's a lousy excuse for not keeping up with regular maintenance.

less in the event of a serious fuel issue.

Don't keep it dry

Engines will last a lot longer if they are dry. Engines and generators installed

the cooling system, effectively "pickling" the engine when shut down.

Just as a watermaker does not like saltwater sitting in its system when idle for long periods of time, your engine would be much happier if it were full of fresh water. This prevents salts from coming out of solution and clogging up the heat exchanger and other parts of the cooling system. If you are in a position to spare four or five gallons of fresh water while on the hook (or you have a garden hose nearby that you can attach for five minutes after you tie up, while the engine idles at the dock when you get back from a sail) you can prevent the majority of the damage that saltwater does to an engine during periods of idle time.

For the weekend sailor, the advan-

tages of flushing are tremendous as 95+% of the time the engine is sitting shut down while tied up at the dock. Even for cruisers for whom flushing is not practical to do on a daily basis, it can be very helpful if done when laying the boat up for a month in a marina or for the season when you fly home.

Boats that are hauled out can be flushed to purge the saltwater while on the hard. You will find commercially available options for adding a flush fitting to your diesel, but odds are you will have to get creative with your plumbing layout to get the fitting someplace where it is convenient, like up to the deck or into an accessible lazarette. If you have to go down into the engine compartment or stand on your head to attach the hose,

you'll never use it.

Add the ability to flush your engine and you can drastically extend the intervals for cleaning out the saltwater side of the engine, depending on how often you can flush.

As with all upgrades, you need to know that what you are doing is safe and that it won't endanger you or your boat. When dealing with hoses connected below the water line, you need to use high quality fittings, hose and clamps. Fuel connections need to be secure and not leak. Both of these upgrades require you to do your homework and use quality materials, but the benefits will do wonders toward keeping longterm costs down and simplifying maintenance.

— tony deluca

HOW TO DESTROY YOUR DIESEL



When little rubber fins break off an impeller or zincs break into bits, all that debris often ends up clogging your heat exchanger.

under leaky hatches or dripping scupper hoses, or that are bathed in saltwater, turn into rust balls and soon quit working.

While the mechanical parts of an engine can survive many years of moisture and rust, the engine's electrical system will die much more quickly. Corrosion on wiring and connections causes resistance. That resistance and the resulting

poor connections cause all kinds of problems: alternators fail, starters won't turn the engine over, batteries drain quickly and won't recharge, gauges stop working. If you want your engine to last, you have to keep it dry.

Fix water leaks in hoses and drains, and route water away from the engine. Make sure your hatches have gaskets and test them with direct spray from a garden

hose. Major issues can be prevented simply by keeping water off the engine. Secondly, protect the electrical components. Spray connections with water-displacing lubricants or coat them with grease.

Don't change the oil

The easiest element of engine maintenance is changing the oil. Do it whenever you have access to proper disposal facility. Don't procrastinate. Just change it.

— **tony deluca**

MAINTENANCE MATTERS

It's always wise to follow your engine manufacturer's recommended maintenance schedule. In addition, here are some guidelines:

Every 6 months or 100 hours

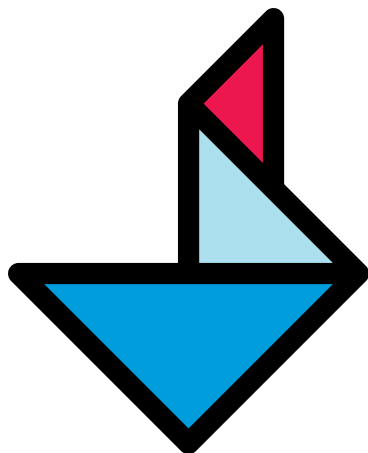
- Change oil and replace filter
- Check transmission fluid
- Perform a thorough visual inspection
- Clean up engine and touch up paint
- Check zincs (where applicable)
- Inspect exhaust system
- Inspect hoses and clamps
- Check belt tension

Every 2 years or 300 hours

- Replace fuel filters
- Change transmission fluid
- Drain, flush and refill coolant
- Replace raw water pump impeller
- Replace air intake element
- Check engine alignment

Extended maintenance (600 hours)

- Check/replace exhaust elbow
- Rebuild/replace raw water pump
- Replace all belts and hoses
- Check/adjust valve clearances
- Check head torque (to mfgs. specs)



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MAX EBB

I never miss the boat show. It's not the new boats that I need to see, not even the latest accessories and gadgets. The boat show is where I run into just about everyone I've ever sailed with, and it's hard to walk more than a few feet without stopping to chat with an old shipmate or competitor. And I always go alone, because anyone with me is going to be bored to death with the things and the people I find most interesting.

This year I decided to borrow a page from Lee Helm's playbook: Late in the day, but hours before closing, my feet were killing me and I needed a break. So I checked out the cabin of a medium-small cruising boat that wasn't getting much attention. There was no dealer's rep on board; all the cognoscenti were attracted to the much larger boats in the builder's product line. "Perfect," I thought to myself as I stepped down the ladder into the empty cabin.

The boat was really too small for a private aft cabin, but that's what it had, and it would be a perfect hideaway for a quick nap. But it was not to be.

"Someone's been sleeping in my bed!" I thought out loud, recalling the lines from the story about the bears and the little girl. "And she's still there!" Yes, there was a girl in the very bunk that I had planned to sneak a nap in myself. And I recognized her. It was Lee Helm, sawing wood in the

"You dog!" she muttered when her eyes finally opened and she returned to reality. "Like, I was totally asleep."

"Nice cabin for a boat this small, isn't it?" I said as I inspected the accommodations.

"Not a terrible cruising design," she admitted, still looking around to make sure she was really at the boat show and not overdue for her watch on deck with a squall bearing down on us. "Comfy cabin, at least."

"My definition of a comfortable cabin," I suggested, "is a bunk with no deck leaks overhead and no bilge water splashing over the cabin sole."

"And a good lee cloth or leeboard to hold you in," she added. "This bunk is way too wide for offshore. I would divide it in half with a leeboard down the middle. But, like, it would be a way easier retrofit if the bunk had two narrow cushions instead of one big wide one."

"Couldn't you just put a lee cloth down the middle, over the cushion?" I asked. "If the tricing lines were tight enough."

"Naw, the two people off-watch would still end up bumping each other. And, like, lee cloths are hot in the tropics because they sort of wrap around you. Better to have a solid board to lean against on the low side — it lets more air circulate and doesn't get sweaty in trade wind climates. Also makes your side of the bunk seem a little more private."

"But why divide up the berth in the first place?" I asked. "There are two good sea berths in the main cabin. And I don't think you'd do an ocean race on this boat with a crew of more than six, so you would have enough berths for the off-watch as is."

"Wrong," said Lee through another yawn. "With a good watch rotation system, everyone needs their own bunk. There's a whole list of reasons why. Like, someone might be seasick for the first two days and take one of the bunks out of circulation."

"I imagine it keeps the clutter way down if everyone keeps their personal gear in their own bunk," I added.

"Not to mention the personal hygiene factor," Lee reminded me. "I like crawling into my own smelly sleeping bag, not some smelly guy's."

"So with the quarter berth split, we're up to four on this boat. How would you

get the other two?"

"There's room for pipe berths over the main cabin settee bunks. Or, if it's a downwind race, the forward cabin becomes habitable as soon as the spinnakers go up. And, like, thanks to sail stacking, all the sails go on deck and the cabin stays pretty much clear of sailbags. Sail stacking on a downwind race actually turns out to be a big plus for crew comfort, not the extra burden we thought it was going to be."

"Back to your rotating watch schedule," I said. "Even if you do it volleyball style, with a new crew coming on and an old crew going off every hour, or two hours, or whatever, there's still always three crew on and three crew off, right?"

"That's what they did in the old days, Max. Before we had computers that could print out spreadsheets. It's not just like on-watch and off-watch anymore. It's on, standby-one, standby-two, and off. Standby-one means you can be down below but you have to be suited up and ready to be on deck in seconds. Standby-two, you can be undressed and in your bunk, but you're the next one called up after standby-one. That way the crew has the flexibility to get a lot of rest when conditions are stable, but there's a protocol for putting most of the crew on deck when things are gnarly."

"That means that with a six-person crew," I calculated, "you usually only have two on deck. Seems a little thin for a race boat."

"It's bad not to have enough crew on deck, but it's just as bad to have people on deck doing nothing, just because they're 'on watch.' They should be down below sleeping or resting. Sure, there's a traditional maritime work ethic about standing watch: You know, wake up 15 minutes in advance, be on deck five minutes ahead of the watch change, stay on deck come heck or high water. But it doesn't help the boat if most of that time on deck is just spent cowering under the dodger."

"Well, I really like dodgers in the ocean," I confessed. "Makes those long



Everybody's welcome to check out the new boats, both inside and out. But it's not really cool to sneak off for a nap in an aft cabin.

aft cabin, a backpack for a pillow and a bag full of boat brochures next to her. I knew what to do.

Lee! It's your watch!" I shouted into her ear. "Big squall coming...need you on deck STAT!"

"Okay, right there," she yawned, sitting up with her eyes still closed, and banging her head on the overhead. "Ow! What time is...like, what boat am I...what race is...."

"Aloha, Lee," I said.

— DODGING THE DODGER



PHOTOS MAX EBB

Not only do you get to check out all the latest gadgetry at a boat show, but you often run into longtime sailing friends.

night watches much more tolerable."

"But what can you actually do when you're on a long night watch under the dodger?" Lee asked. "Not much," she answered herself. "You can't really see anything up ahead, you can't trim sails very well from in there, and the dodger itself just gets in the way of the cabin-top sail controls. Okay, maybe a hatch hood is justified to keep spray out of the cabin, but a full cockpit dodger is just added wind drag upwind and gets in the way of sail handling downwind. Bottom line is that anyone sitting under the dodger might as well be down below, and you need a watch rotation with standby modes so that they will be down below resting up for those squally nights, instead of, like, on deck being useless."

I didn't have a good argument to come back with, except that dodgers are also good sun shades in the tropics, and good for staying out of the rain at anchor.

Meanwhile, Lee was digging through her bag of literature for something. "On the last race, we even abandoned the 15-minutes-early wake-up tradition. Instead of expecting crew to set their alarms, and worry about how much time they had left to sleep during their off-watch, we always have the watch on deck do the wake-up calls, and do them right on the hour. They are expected on

deck 15 minutes later."

"That does simplify things," I agreed. "No more little alarm clocks to worry about, and that saves a few ounces per crew!"

Lee finally located some copies of her extra-complex watch rotation schedule.

"I brought a few copies," she said as she handed me one. "Take a look. Volleyball rotation, four modes counting the standbys, variable time intervals in deference to reduced attention span late at night, and new this year: 25-hour repetition cycle, to conform with the natural biological day."

"I always thought our natural sleep/wake cycle was 24 hours," I said. "How do you come up with 25? You are talking about sailing on Earth, right?"

"Normally the daily circadian sleep/wake cycle is reset every morning by daylight," Lee explained. "But I've read studies with people deprived of any outside daily timing signal — no change in daylight, no out-

side radio or TV or Internet, and no contact with people outside the controlled environment who could give any cues as to time of day. They end up on something closer to a 25-hour cycle, not 24."

"Twenty-four point nine, actually," said a new visitor on the boat who had just walked into the aft cabin to take a look. "I participated in one of those studies when I was a psych major."

"Didn't you crew for me a few years ago?" I asked.

"Max! Yes, imagine running into you here."

I introduced my former crew to Lee.

"I'll send you a copy of the paper," he promised Lee as he sat down on the edge of the quarter berth. "Circadian rhythm in the absence of external timing inputs averaged 24.9 days. And the interesting thing is, what other periodicity in nature does this period correspond to?"

"I don't know," said an older woman's voice from the doorway to the aft cabin. "But when I'm on a cruise ship heading west, life is wonderful. They set the clock back an hour every night, so I can sleep an hour later and still get up in time for breakfast. The 25-hour day is heaven. But don't ever, ever, book a cruise passage eastbound."

It turned out that Lee knew the woman, who was also joining us in the aft cabin — Lee had sailed on her boat in a weekend regatta last year.

"Twenty-four point nine days," repeated the psychologist. "Twenty-four hours plus 52 minutes. Ring a bell?"

"It's, like, the lunar day!" Lee ex-

8-Person Watch Schedule

	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	1	2	3	4	5
skipper	ON	S-1	S-2	OFF									ON	S-1	S-2	OFF	ON							OFF
crew 1	ON		S-1	S-2	OFF								ON	S-1	S-2	OFF	ON							
crew 2	OFF	ON		S-1	S-2	OFF							ON	S-1	S-2	OFF	ON	S-2						
crew 3	OFF		ON		S-1	S-2	OFF						ON	S-1	S-2	OFF	ON	S-1						
watch capt	S-2	OFF		ON			S-1	S-2	OFF				ON	S-1	S-2	OFF	ON	S-2						
crew 4	S-1	S-2	OFF		ON			S-1	S-2	OFF			ON	S-1	S-2	OFF	ON	S-1						
crew 5	S-1	S-2	OFF		ON			S-1	S-2	OFF			ON	S-1	S-2	OFF	ON	S-1						
crew 6	ON	S-1	S-2	OFF									ON	S-1	S-2	OFF	ON	S-1						OFF

Notes:
 S-1 + Standby 1: geared up & ready to be on deck in seconds
 S-2 + Standby 2: in bunk, can be undressed, next one up after S-1
 Each crew moves down one row every day

Features:
 Flexibility to avoid extra hands on deck
 Flexibility to have more crew on deck when needed
 Very short on-watch during hours when performance is most impaired
 Long off-watch during the day for sleep recovery
 25-hour circadian cycle

MAX EBB

claimed. "Why would that particular periodicity be wired into our endocrine system?"

"Lots of animals live by the tides," said another voice from the main cabin. The voice belonged to an older gentleman who was peering in through the aft cabin door.

"Professor!" said the psychologist. "I didn't know you were into sailing."

"I've always had a boat," he said. "In fact Max crewed for me many years ago, but he probably doesn't recognize me now."

But I did remember the boat, once he reminded me which one it was, and I remembered that he was a professor of invertebrate zoology.

"Almost every evolutionary path involves some creatures that lived in an intertidal environment," he said. "And there are many animals that need to time their hunting or foraging to the moon. So it's not surprising that there's a circalunidian clock found in many biological systems."

"That came out in my research, too," said another expert in the field, another woman who had once crewed for the professor, as it turned out. She crammed her way into the aft cabin with the rest of us.

"For my master's thesis," she said as she found another few inches on the edge of the quarter berth to sit on, "I participated in a study of the sleep physiology of

Five reasons that each crew should have his or her own bunk on an ocean racer

1) With a rotating watch system, a different bunk will be available each time you come off watch, unless you have your own. So you never know who is sleeping where, which can be critical when you need to know which lump to shake in the dark when a particular person is needed on deck.

2) Saves clutter. You keep a lot of your personal gear in your own bunk.

3) It gives each crew a very small but very important sense of some personal space.

4) If someone is seriously seasick, they don't take a shared bunk out of circulation.

5) It's more pleasant and sanitary. You only deal with your own body odor.

submarine crews. They work an 18-hour cycle, six on and 12 off, so there's no 24-hour *zeitgeber* - that's the term of art for 'time giver.' We found 24.8 hours was the median free running circadian rhythm. And the interesting thing is, the guys on forward-rotating shifts did much worse than the crew on fixed shifts, even with the 18-hour cycle. It makes the case for not dogging the watches."

"That's really cool," said Lee, now forced farther back into the quarter berth by the crowd in what was becoming a very small cabin. "To think that we still have some timing circuits from our intertidal ancestors."

"You're telling me that a 25-hour day is best because we're evolved from barnacles?" I questioned the professor. "Even after all those millions of years of evolution?"

The professor nodded, although all the other experts in the field were skeptical.

"Maybe it's intelligent design," Lee conjectured. "We are evolving forward, into beings that are perfectly adapted to sailing west on very fast boats, with a time zone change every day. I'll take it."

— max ebb

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May 31, 2014



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THE RACING

March brought an end to most midwinter racing around the Bay and ushered in some refreshing breeze toward the end of the month. Finishing the midwinter reports, we've got the **Berkeley Midwinter Champion of Champions** race, the final **Manuel Fagundes Regatta** at Golden Gate YC and other results as well. Learn how the winner of **Richmond YC's Big Daddy** pursuit race got around the course so effectively and read about **Spring One Design** racing at St. Francis YC.

BYC Champion of Champions

After four months and change, the "normal" westerly showed up on the Berkeley Circle February 24. Twenty-three of the 32 winners arrived, determined to find out who was the fastest of them all. At 1 p.m., racing was delayed by 40 minutes until a breeze filled in. In fact, the nice westerly continued to build as it was being chased by a fog bank. It truly seemed almost like summer.

The Red division, the collection of all the firsts of the previous four-month Midwinter Series was won by defending champion *Motorcycle Irene*, Will Paxton and Zachary Anderson's Express 27. It was close, though. In second, Michael Whitfield with his J/24 *TMC Racing* is still looking around for a piddly seven seconds, and third-place *Ypso*, Tim Stapleton's Cal 2-27, needed only 13 seconds to take first. Only two minutes and two seconds separated the top six finishers.

The Blue division, a collection of all of the second-place winners, was won by John Schoenecker's Olson 911S *Elusive*. Second place was again close behind — with only a 40-second difference. Jim Snow's *Raccoon*, a Cal 20, claimed this place while John Liebenberg on his Antrim 27 *Always Friday* had to be content with third. These three boats have a handicap spread of almost 200 seconds/mile.

The White division, a collection of all the third-place winners, was won by *Ragtime*, Trig Liljestrand's J/90. Then it was Tony Chargin's Moore 24 *Twoirrational*, followed by Steve Katzman's Express 27, *Dianne*.

— bobbi tosse

BERKELEY YC MIDWINTERS CHAMPION OF CHAMPIONS

RED FLEET — 1) *Motorcycle Irene*, Express 27, Will Paxton; 2) *TMC Racing*, J/24, Michael Whitfield; 3) *Ypso*, Cal 2-27, Tim Stapleton. (12 boats)

BLUE FLEET — 1) *Elusive*, Olson 911S, John Schoenecker; 2) *Raccoon*, Cal 20, Jim Snow; 3) *Always Friday*, Antrim 27, John Liebenberg. (5 boats)

WHITE FLEET — 1) *Ragtime*, J/90, Trig Liljestrand; 2) *Twoirrational*, Moore 24, Tony Chargin; 3) *Dianne*, Express 27, Steve Katzman. (6 boats)

Complete results at www.berkeleyyc.org

RYC Big Daddy Regatta

Warm temperatures and light breeze had some observers wondering if any boats would start this year's Big Daddy Regatta, hosted by Richmond YC on March 8-9. Yet, despite the challenging conditions, race organizers did their best to get boats around the courses.

Saturday's racing actually got off to a pretty good start, relatively speaking, if you were on the Deep Water Course. In breeze of around 5 knots, the RC got three starts off toward the windward mark at about 280-300 degrees. But then the wind dropped to 3-4 knots and it

wasn't possible to start the remaining fleets. For the three fleets that had started, the unfortunate wind condition led the RC to abandon the race. The wind never returned and no boats finished on the DWC Saturday.

Over at the Olympic Circle Course, three races were also scheduled, and two were completed. The first race had to be abandoned due to — wait for it — lack of wind. But the afternoon breeze filled in and racers returned to Richmond YC for the always-entertaining



after-party.

Sunday's pursuit race around Angel and Alcatraz Islands — in either direction — proved challenging as well. The strong ebb brought counterclockwise competitors through Raccoon Strait with a light northerly and a good ebb. Getting around Alcatraz proved more challenging, though.

John Clauser's *Bodacious+* crew decided that if they could fly a kite from the start to Alcatraz, clockwise was the way to go. John also reckoned that once they got up to Raccoon Strait the adverse ebb would diminish, which it did. Inside the Strait, John saw close competition between his boat, David Rasmussen's Synergy 1000 *Sapphire* and Kame Richards' Express 37 *Golden Moon*. Instead of hugging Angel Island's beaches for current relief, he went for more breeze in the middle and found beneficial current on the Marin shore. The same northerly that filled in for one of the courses on Saturday held on Sunday afternoon, and, with code zero flying, *Bodacious+* sailed to the finish for the win.

— ross



Will Paxton's boat partner Zach Anderson and their crew Angie Liebert accept the championship trophy at Berkeley YC.

PAUL KAMEN



John Clauser and crew chose to sail clockwise around the islands during this year's Big Daddy pursuit race — and their tactics paid off.

LESLIE RICHTER / WWW.ROCKSKIPPER.COM

RYC BIG DADDY REGATTA SATURDAY 3/8/14 (2r.0t)

WYLIE WABBIT — 1) **Kwazy**, Colin Moore, 2 points; 2) **Weckless**, Tim Russell, 6; 3) **Mr. McGregor**, Kim Desenberg, 7. (8 boats)

EXPRESS 27 — 1) **Dianne**, Steve Katzman, 2 points; 2) **Wetsu**, Phil Krasner, 6; 3) **Libra**, Marcia Schnapp, 6. (6 boats)

J/70 — 1) **Jennifer**, Chris Kostanecki, 2 points; 2) **Perfect Wife**, Chris Andersen, 5; 3) **Sugoi**, Mark Nelson, 6. (5 boats)

ULTIMATE 20 — 1) **Udecide**, Phil Kanegsberg, 3 points; 2) **Layla**, Tom Burden, 3; 3) **Too Tuff**, Thomas Hughes, 8. (5 boats)

PHRF E — 1) **Chaos**, Olson 30, Ray Wilson, 2 points; 2) **Yankee Air Pilot**, Olson 30, Donald Newman, 5; 3) **Arcadia**, Modified Santana 27, Gordie Nash, 5. (7 boats)

PHRF F — 1) **Frog Lips**, J/24, Richard Stockdale, 2 points; 2) **El Gavilan**, Hawkfarm 28, Chis Nash, 4; 3) **Luna Sea**, Islander 36, Dan Knox, 7. (7 boats)

RYC BIG DADDY PURSUIT RACE SUNDAY 3/9/14

MONOHULL — 1) **Bodacious+**, 1D48, John Clauser; 2) **Sapphire**, Synergy 1000, David Rasmussen; 3) **Golden Moon**, Express 37, Kame Richards. (75 boats)

MULTIHULL — 1) **Shadow**, Formula 40, Peter Stoneberg; 2) **SmartRecruiters**, Extreme 40,

Jerome Ternynck; 3) **Adrenaline**, D-Cat, William Erkелens. (8 boats)

Complete results at www.richmondyc.org

StFYC Spring One Design

Conditions couldn't have been better for participants in the Spring One Design regatta hosted by St. Francis YC March 15-16. Fifty-five boats in the Express 27, J/105, Knarr, Melges 24 and Open 5.70 fleets enjoyed sunny, competitive conditions on the Cityfront and beyond.

Although Saturday's racing was delayed for an hour, the wind eventually filled in. Fortunately, racers anticipated the relatively light air and early ebb, resulting in only a few over-earlies but no general recalls. The breeze soon picked up nicely, ranging from 8 to 12 knots with gusts up to 18.

Sunday morning brought early fresh breeze and thus no race delay. The Express 27 fleet's long-distance race directed them out to Pt. Bonita in heavy fog, which required a race committee escort. The light air and large swells added to the challenging ocean conditions.

Back on the Cityfront, the remaining fleets had nice breeze between 12 and 18 knots, and there was only one gen-

eral recall in the J/105 fleet. First-place finishers for the most part left the close racing between second- and third-place racers. But the tightest race for first was in the J/105 fleet between Ryan Simmons on *Blackhawk* and Jeff Littfin on *Mojo*. *Blackhawk* ultimately won the regatta by two points.

Ryan's team attributes *Blackhawk's* win to their singular focus on boat speed. But being able to do that requires a lot of groundwork. They spent a lot of time making sure the boat was properly set up long before crossing the start line. "We really felt like we were in tune with the tides all weekend, always going the correct direction at the right time," says Ryan. "Great tactics helped us dig out of a couple of holes and extend leads." And of course, Ryan says none of this could have been done without his crew. "We grew so much as a team over the course of the weekend. Everyone stayed positive when we had a bad start (or starts, sorry team) and worked even harder to move up the fleet. We pride ourselves on being the hardest hiking boat in the fleet, and worked through the various maneuvers, improving every subsequent set, douse and jibe. By the end of the weekend we were able to execute flawless crew work, and cap off the regatta victory with a first-place finish."

— ross

STFYC SPRING ONE DESIGN (5r. 0t.)

J/105 — 1) **Blackhawk**, Ryan Simmons, 12 points; 2) **Mojo**, Jeff Littfin, 14; 3) **Godot**, Philip Laby, 23. (19 boats)

MELGES 24 — 1) **Wilco**, Doug Wilhelm, 8 points; 2) **Posse**, Jan Crosbie-Taylor/Sallie Lang, 14; 3) **Nothing Ventured**, Duane Yoslov, 14. (6 boats)

EXPRESS 27 — 1) **Get Happy!!**, Brendan Busch, 5 points; 2) **Wile E Coyote**, Dan Pruzan, 13; 3) **Magic Bus**, Paul Deeds, 14. (15 boats)

OPEN 5.70 — 1) **Revenge from Mars**, Dave Peckham, 7 points; 2) **Bigair**, Andrew Rist, 17; 3) **Boaty**, Ben & CJ Anderson, 17. (6 boats)

KNARR — 1) **Three Boys and a Girl**, Chris & Phil Perkins, 6 points; 2) **Penelope**, Charles Griffith, 16; 3) **Snapps III**, Knud Wibroe, 19. (10 boats)

Complete results at www.stfyc.com

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

March's racing stories included:
BAMA's Doublehanded Farallones, San Diego to PV Race, Banderas Bay Regatta, StFYC Spring One Design, RYC Big Daddy Regatta, GGYC Seaweed Soup Midwinters, Extreme Sailing Series and more!

THE RACING



Fresh breeze and sunny conditions greeted racers at StFYC's Spring One Design regatta. Clockwise from the upper left: 'Cal Maritime' prepares to hoist, Express 27s and J/105s looking for room at a crowded mark rounding; J/105s enjoying some breeze; the Express 27 'Opa!' returns from the heavy fog and large swell at Pt. Bonita; division series winners 'Blackhawk' (J/105) and 'Get Happy!!' (Express 27) catch some breeze off the north tower; leeward mark roundings get a little hairy for a Melges 24 while others look for a lane; another competitive Knarr start, smiling 'Get Happy!!' crew; fellow Express 27 'Elise' cooking along.

— All photos Leslie Richter / www.rockskipper.com unless otherwise noted.

GGYC Manuel Fagundes Seaweed Soup Midwinter Series

The final Manuel Fagundes Seaweed Soup Regatta at Golden Gate YC on March 1 proved more exciting than usual. Two boats, Bill Moore's Express 27 *Shenanigans* and Scott Easom's Farr 30 *Eight Ball*, were tied for first place after five races in separate divisions. All else being equal, the tiebreaker came down to who had beaten more boats in the series — thus giving Scott the win. This was even more remarkable since Scott had protested the race committee over an OCS call in race three, which he then won.

— ROSS

GGYC MANUEL FAGUNDES SEAWEED SOUP SERIES FINAL (5r, 11)

PHRF 1 — 1) **Racer X**, Farr 36, Gary Redelberger, 8 points; 2) **California Condor**, Antrim 40, Buzz Blackett, 9; 3) **TNT**, Tripp 43, Brad Cooper, 10. (7 boats)

PHRF 2 — 1) **Eight Ball**, Farr 30, Scott Easom, 4 points; 2) **MadMen**, J/111, Dorian Mckelvy, 13;

3) **Ragtime**, J/90, Trig Liljestrang, 13. (13 boats)
PHRF 3 — 1) **Yucca**, 8-Meter, Hank Easom, 6 points; 2) **Hawkeye**, IMX-38, Frank Morrow, 8; 3)

Michael Rohde, Matt Siddens, and Scott Easom with the Manuel Fagundes Trophy.



LESLIE RICHTER / WWW.ROCKSKIPPER.COM

Uno, Wyliecat 30, Brendan Meyer, 8. (17 boats)
PHRF 4 — 1) **Shenanigans**, Express 27, Bill Moore, 4 points; 2) **Youngster**, IOD, Ron Young, 8; 3) **Xarifa**, IOD, Paul Manning, 10. (10 boats)

CATALINA 34 — 1) **Queimada**, David Sanner, 5 points; 2) **All Hail**, Page Van Loben Sels, 10; 3) **Sea Spirit**, Kenneth Naylor, 13. (6 boats)

KNARR — 1) **Fifty/Fifty**, Brent Crawford, 6 points; 2) **Narcissus**, John Jenkins, 12; 3) **Knarr 123**, Don Taylor, 15. (11 Boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal, 5 points; 2) **Nordic Star**, Richard Keldsen, 8; 3) **Thea**, Chris Herrmann, 9. (7 boats)

Complete results at www.ggyc.com

More Race Results

SEQUOIA YC WINTER SERIES FINAL (5r, 11)

SPINNAKER — 1) **Head Rush**, Antrim 27, Peter Weigt, 7 points; 2) **Relentless**, J/92, Tracy Rogers, 18; 3) **Smokin' J**, J/29, Mark Bettis, 25. (17 boats)

NON-SPINNAKER — 1) **Pole Cat**, Wyliecat 30, Dan Doud, 4 points; 2) **Ohana**, Catalina 36 MkII, Dan Lockwood, 14; 3) **Iowa**, Hunter 380, Rick Dalton, 18. (7 boats)

Complete results at www.sequoiayc.org



ROXANNE FAIRBAIRN



ROXANNE FAIRBAIRN



ENCINAL YC JACK FROST MIDWINTERS FINAL (8r.2t)

PHRF <105 — 1) **Twisted**, Farr 40, Tony Pohl, 6 points; 2) **Snowy Owl**, Express 37, Jens Jensen, 10; 3) **CruzSea Baby**, Beneteau 10R, Brian Turner, 17. (7 boats)

SPORT BOATS — 1) **JetStream**, JS9000, Daniel Alvarez, 7 points; 2) **Vitesse Too**, Hobie 33, Grant Hayes, 19; 3) **Outsider**, Azzura 310, Greg Nelsen, 20. (5 boats)

WYLIECAT 30 — 1) **Crinan II**, Bill West, 12 points; 2) **Whirlwind**, Dan Benjamin, 16; 3) **Uno**, Brendan Meyer, 18. (6 boats)

PHRF >106 — 1) **Shadowfax**, Olson 25, Mark Simpson, 7 points; 2) **Gig**, Humboldt 30, Gil Sloan, 13; 3) **Elusive**, Olson 911s, John Schoenecker, 13 points. (7 boats)

SANTANA 22 — 1) **Oreo**, Garth Copenhaver, 10 points; 2) **Pariah**, Mike Kennedy, 17; 3) **Meliki**, Deb Fehr, 17. (8 boats)

Complete results at www.encinal.org

SAUSALITO YC MIDWINTER SERIES FINAL (4r.0t.)

SPINNAKER A — 1) **Streaker**, J/105, Ron Anderson, 6 points; 2) **Escapade**, Express 37, Nick Schmidt, 12; 3) **Ohana**, Beneteau 45f5, Steve Hocking, 13. (7 boats)

SPINNAKER C — 1) **Gammon**, Tartan Ten, Jeff Hutter, 6 points; 2) **Youngster**, IOD, Ron Young, 8;

3) **Nancy**, Wyliecat 30, Pat Broderick, 14. (7 boats)
NON-SPINNAKER D — 1) **French Kiss**, Beneteau Oceanis 350, Dave Burton, 7.5 points; 2) **La Mer**, Newport 30, Randy Grenier, 8.5 points; 3) **Califia**, Islander 36, Tim Bussiek, 10. (8 boats)

NON-SPINNAKER E — 1) **Raccoon**, Cal 20, Jim Snow, 12 points; 2) **Just Em**, Cal 20, Sally Clapper, 13; 3) **Tackful**, Santana 22, Frank Lawler, 15. (6 boats)

MULTIHULL — 1) **Shadow**, ProSail 40, Peter Stoneberg, 7 points. (1 boat)

BAY VIEW BOAT CLUB MIDWINTER MADNESS FINAL (3r.0t.)

PHRF TOT — 1) **Breakout**, Santana 35, Lloyd Richey, 4 points; 2) **Cappo Gato**, Nonsuch 30, Sal Balistreri, 19; 3) **Kai Manu**, Cal 29, John Jaundzems, 20. (8 boats)

Complete results at www.bayviewboatclub.org

ISLAND YC ISLAND DAYS (5r.1t.)

PHRF <152 — 1) **Wile E Coyote**, Express 27, Dan Pruzan, 4 points; 2) **Crinan II**, Wyliecat 30, Don Martin, 10; 3) **Taz!!**, Express 27, George Lythcott, 11. (5 boats)

PHRF 168 — 1) **Bewitched**, Merit 25, Laraine Salmon, 6 points; 2) **Bandido**, Merit 25, George Gurrola, 7; 3) **Faster Faster!**, Merit 25, David Ross, 9 points (5 boats)

PHRF >152 — 1) **Wings**, Columbia 5.5, Mike Jackson, 6 points; 2) **Lelo Too**, Tartan 30, Emile Carles, 8; 3) **Boogie Woogie**, Ranger 33, John Ratto, 11. (7 boats)

NON-SPINNAKER — 1) **Meliki**, Santana 22, Deb Fehr, 4 points; 2) **Loco 2**, Mercury, Paul Mueller, 7; 3) **Scrimshaw**, Alerion Express 28, Michael Maurier, 12. (6 boats)

WILDERNESS 21 — 1) **Gold Rush**, Matt Denny, 5 points; 2) **Slice**, Mark Rommell, 6; 3) **#21**, Rich LeBlanc, 10. (3 boats)

Complete results at www.iyc.org

Great Vallejo Race Dates

We're not foolin'! Here's one more reminder that the dates for the Great Vallejo Race changed from the first weekend of May, as originally published by the Yacht Racing Association, to the last weekend in April, the 26th and 27th. Racers can sign up for the season opener regatta, which is also the first weekend of YRA's Party Circuit, at www.yra.org. Registration closes on April 24.

Now in its 115th year (again, that's no joke), the Vallejo Race remains so popular that YRA's Spring #1 and the SSS Round the Rocks Race have shifted to May 3, and Sausalito YC moved their first Twin Island Race to April 19 to avoid the conflict. You can find an up-to-date schedule of races in April and early May in this month's *Calendar*, which starts on page 12.

— *chris*

WORLD

We continue an annual springtime tradition this month by bringing you a comprehensive overview of **Greater Bay Area Bareboats & Crewed Charter Yachts.**

Meet the Charter Fleet:

A Wealth of Bay Sailing Options

When you see big crewed charter yachts breezing across the Bay, do you ever wonder what sort of people pay to sail on them? You may be surprised to learn that some charter guests are accomplished sailors who own their own boats.

When occasions arise that require a passenger capacity or special amenities that your own boat just can't provide, you'll be relieved to know that the Greater Bay Area charter fleet contains a vast collection of boat types to meet the needs of almost any special occasion.

A few examples are: wedding ceremonies or receptions, family reunion sails, corporate teambuilding events, milestone birthday parties, retirement parties, divorce celebrations, you name it. As you'll see in the following listings of large-capacity vessels (as well as the six-passenger boats we'll present next month), there's a great variety of boat types to choose from, including traditionally rigged schooners, modern former race boats and flat-sailing catamarans. All are accessible to folks of all ages with no sailing skills required whatsoever, as their charter prices include the services of professional crew. That said, participation in some of the sailing chores is often encouraged.

We've also updated what we hope is a comprehensive list of every drive-it-yourself bareboat available for hire in the Greater Bay Area (including Monterey Bay). There are roughly 250 of them and almost all are managed by sailing schools — usually called 'clubs' — that offer a full spectrum of courses, from basic sailing to coastal cruising and celestial navigation.

In most cases, you don't have to be a member of the club to rent a boat, although nonmembers may pay somewhat higher rental prices. Be aware also that the first time you charter with a company you'll probably have to do a 'check-out' with their staff so they'll feel confident that you're not going to run the pride of their fleet into a cruise ship. Getting checked out a few days in advance will save precious charter time.

The availability of this vast fleet can be a great resource for prospective boat buyers too. Are you in the market for a Beneteau, Catalina, Hunter or J/Boat? Renting lets you sample each of these boat types and others before pulling the trigger on that very expensive decision.

Bareboating for a weekend or longer can also be a great introduction to what the cruising life is all about. Not only can you practice trimming sails, but you can practice navigating, assessing tides and anchoring.

Crewed Charter Vessels 'Multi-Passenger' Vessels (7+) (alphabetically)

Adventure Cat. This 55-ft catamaran was built specifically for chartering on SF Bay. One of the fastest local charters, she's been clocked at 20 knots. Guests can ride on the open-air trampoline, forward, or within the sheltered salon.

- Carries up to 48 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.
- Available for scheduled sails daily (individually ticketed), private group charters, and special events, including weddings, whale watching and corporate programs.
- (415) 777-1630 or (800) 498-4228; sharon@adventurecat.com; www.adventurecat.com

Adventure Cat 2. This 65-ft cat, like her older sister (above), is fast and fun, but can carry twice as many passengers. For really big groups, consider chartering both boats and sail together in tandem.

- Carries up to 99 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.
- Available for private group charters and special events, including weddings and corporate programs.
- (415) 777-1630 or (800) 498-4228; sharon@adventurecat.com; www.adventurecat.com



'Adventure Cat 2' is fast and fun.

BAY AREA BAREBOATS

As the following list demonstrates, there is a wide variety of sail-it-yourself bareboats available for rent in the Bay Area. Compiled here are listings from the area's principal companies (listed alphabetically). We've attempted to be as up-to-date and comprehensive as possible. We regret any errors or omissions.

SAILING SCHOOLS

Afterguard Sailing

Oakland & Treasure Island
(510) 535-1954 Ranger 22,
info@afterguard.net
www.afterguard.net

• SMALL BOATS •

Capri 14 (2)

• 30' & UNDER •

Ranger 22
Ranger 23 (2)
J/24,
Cal 25
Catalina 25
Ranger 26 (3)
Capri 30

• 31' - 35' •

Ericson 32
Seawind 1000 (33x19') cat
Targa 10.1
Ericson 34
Pearson 35

• 36' - 40' •

Maxum 38' power

• OVER 40' •

Dynamique 62

Club Nautique

Sausalito, Alameda
(800) 343-SAIL
marmand@clubnautique.net
www.clubnautique.net
AL = Alameda ; SA = Sausalito;

• 30' & UNDER •

Colgate 26 (7) AL, SA

• 31' - 35' •

Hunter 31 (4) AL, SA
Beneteau 31 (5) AL, SA
Jeanneau 32 (2) AL, SA
Hunter 33 (3) AL, SA
Beneteau 34 (4) AL, SA

• 36' - 40' •

Dufour 36 (1) AL
Hunter 36 (1) SA
Beneteau 37 (4) AL, SA
Beneteau 38 (1) AL
Beneteau 40 (2) AL, SA
Jeanneau 40 SA

• OVER 40' •

Hunter 41 (1) AL
Beneteau 41 (4) AL, SA

J World

Oakland, Puerto Vallarta
(800) 910-1101, (510) 271-4780
info@sailing-jworld.com
www.sailing-jworld.com

• 30' & UNDER •

J/80 [26] (7)

• 31' - 35' •

34' J/105 (3)

• 36' - 40' •

36' J/109
40' J/120 (2)

• OVER 40 •

Santa Cruz 50

Modern Sailing School & Club

Sausalito (800) 995-1668
mollie@modernsailing.com
www.modernsailing.com

• 30' & UNDER •

Catalina 30 (3)

• 31' - 35' •

Beneteau 31
Pearson 32
C&C 32
Beneteau 33
Beneteau 35

• 36' - 40' •

Catalina 36
Beneteau 36.7
Beneteau 37 (2)
38' Seawind 1160 Cat

• OVER 40 •

Beneteau 41
Beneteau 42
Beneteau 43
Sense 43
S&S 44

Monterey Bay Sailing

Monterey (831) 372-7245
www.monterey sailing.com

• 30' & UNDER •

Pearson 27

• 31' - 40' •

Celestial 32
San Juan 33

OCSC

Berkeley (800) 223-2984
info@ocscsailing.com
(membership required)
www.ocscsailing.com

• 30' & UNDER •

J/24 (22)
Olson 25 (4)

• 31' - 35' •

Catalina 310
Catalina 320 (4)
J/105 [34] (5)
J/109 [35]

• 36' - 40' •

Catalina 36 (3)
Sabre 362
Mahe 36 cat
Beneteau 373

Argosy Venture: This 101-ft Nevins motorsailer also offers expeditions beyond the Golden Gate. Built as a private luxury yacht in 1947, her bright-work and period styling are an eye-catching sight when she roars across the Bay at 12 knots.

- Carries up to 12 passengers.



'Argosy Venture' is a rare classic.

- Berthed at Brisbane Marina.
- Available for special custom charters locally (including corporate), family charters and expeditions, as well as film and dive charters.
- (650) 952-4168; www.argosyventure.com

Bay Lady: At 90 feet in length, she is the largest Coast Guard 'certified' traditional sailing vessel on the West Coast. Built of steel for chartering, her



The steel schooner 'Bay Lady' carries 80.

design combines modern strength and safety features with an old-time sail plan. Guests are invited to participate in sailing this great schooner.

- Certified for 90 passengers (most comfortable with about 70-75).
- Berthed at South Beach Harbor, San Francisco (next to AT&T Ballpark).
- Private groups, weddings, celebrations, corporate offsites, Angel Island BBQs, baseball parties to McCovey Cove, some scheduled sailings (individually ticketed Brunch & Sunset Cruises). (415) 543-7333; rendezvous@earthlink.net; www.rendezvous-charters.com

Bay Wolf: This pedigreed Santa Cruz 50 ocean racer is a veteran of many Hawaii and Mexico races. With her new mast, rigging and other upgrades, she promises fast, exhilarating Bay sailing.

- Certified to carry up to 24 passengers, but focuses on groups up to 18.



'Bay Wolf' is fast and fun.

- Pickups in San Francisco and Sausalito.
- Available for private group charters, teambuilding, lessons, corporate charters, ash scattering or special events. Passenger participation highly encouraged.
- (650) 492-0681; info@sfbaysail.com; www.sfbaysail.com

Caprice: This lovely, Australian-built, Seawind 1160 was delivered to SF Bay by owners, Dan and Carol Seifers. Dan holds a USCG Master's license and is an ASA instructor qualified to teach on catamarans and monohulls.

- Carries up to 12 passengers.



'Caprice' has crossed the Pacific.

- Berthed in Point Richmond.
- Available for private charters, special events, intimate weddings, corporate events, preparation for bareboat catamaran charters, private celebrations of life with ash scattering and sailing instruction.
- (510) 232-5820; seifers@pacbell.net; www.sailingcaprice.com

Cat Ballou: Originally a Caribbean charter yacht, this is a sweet-sailing Catana 42 catamaran. Chuck is a management consultant by trade, and



'Cat Ballou' is ideal for 'teambuilding.'

• OVER 40' •
Jeanneau 494
Tartan 4100
.....

Pacific Yachting/Sailing
Santa Cruz
(831) 423-SAIL (7245)
(800) 374-2626
info@pacificsail.com
www.pacificsail.com

• 30' & UNDER •
Santa Cruz 27
Catalina 28
30' Olson 911s

• 31' - 35' •
Catalina 31
Catalina 32 (3)
Beneteau 32
Hunter 33
Catalina 35

• 36' - 40' •
Catalina 36
Hunter 36

• OVER 40' •
Beneteau 46.1
.....

San Francisco Sailing School & Club
(415) 378-4887
www.sailinglessonsfsf.com

• 30' & UNDER •
Ranger 23 (5)
Columbia 23
Catalina 27

• 31' - 40' •
Islander 36
.....

Spinnaker Sailing of San Francisco
(415) 543-7333
www.spinnaker-sailing.com

• 30' & UNDER •
Viper 640 [21]
Ultimate 20
Ultimate 24
Santana 22 (2)
Santa Cruz 27 (3)

• 31' - 35' •
Flying Tiger 10 [32]
Catalina 320
Catalina 34
Catalina 35
Hunter 356 [35]

• 36' - 40' •
Beneteau 393
C&C 40

• OVER 40' •
Hunter 410
.....

Spinnaker Sailing of Redwood City
(650) 363-1390
(membership required)
www.spinnakersailing.com

• 30' & UNDER •
Cal 24 (1)
Merit 25 (12)
Catalina 27 (5)

• 31' - 35' •
Hunter 33 (1)
Beneteau 39 (1)
.....

Tradewinds Sailing School & Club
Marina Bay, Richmond
(510) 232-7999
staff@tradewindsailing.com
www.TradewindsSailing.com
Brickyard Cove / Richmond Marina Bay

• 30' & UNDER •
Capri 22 (7)
Catalina 270
Catalina 30 (2)
Newport 30

• 31' - 35' •
Beneteau 323 (2)
Beneteau 31 (2)
Dufour 31
Dufour 33
Catalina 34
Hunter 34
Beneteau 34
Hunter 356
Catalina 35

• 36' - 40' •
Catalina 36
Catalina 38
Beneteau 37

• OVER 40' •
Beneteau 42CC
Catalina 42 (2)
Jeanneau 43
.....

NONPROFIT ORGANIZATIONS

Cal Sailing Club
www.cal-sailing.org
(membership required)

• 30' & UNDER •
Laser Bahia (8)
JY15 (7)
RS Vision
Precision 15 (2)
Laser (2)
Bytes (2)
Merit 25 (2)
Capri 25 (2)
Pearson Commander (3)
.....

Sailing Education Adventures
(415) 775-8779
www.sfsailing.org

• 30' & UNDER •
Lasers (12)
Catalina 16.5 (4)
Santana 25 (2)

WORLD

specializes in teambuilding and private charters.

- Carries up to 12 passengers.
- Berthed at Schoonmaker Marina, Sausalito.
- Available for private group charters, special events and corporate charters, including teambuilding.
- (855) 724-5736; chuck@sanfranciscosailing.com; www.sanfranciscosailing.com

Chardonnay II: This sleek Santa Cruz 70 is one of the most popular charters on Monterey Bay. Custom built for fast sailing, she offers a wide array of themed charters and corporate teambuilding.



'Chardonnay' is a Monterey Bay favorite.

- Carries up to 49 passengers.
- Berthed at Santa Cruz Harbor.
- Custom private charters, ash scattering, wine tasting, sunset cruising, corporate teambuilding.
- (831) 423-1213; charters@chardonnay.com; www.chardonnay.com

Derek M. Baylis: This 65-ft wishbone ketch with a large rear deck and yacht-like living quarters, provides a safe, comfortable, fast, and environment-friendly platform for fun corporate, teambuilding or individual charter events, and marine education cruises.

- Carries up to 35 passengers for day charters or 12 passengers for overnights.
- Berthed at Richmond Marina, with pickup opportunities in San Francisco or Marina Bay.
- Available for day sails, special corporate events or individually ticketed scheduled celebrations, public holiday parties, and marine education sailings.
- (415) 580-0335; sail@wyliecharters.com; www.wyliecharters.com

Desiderata: This elegant Islander Freeport 41 can cruise the Bay and Gate, sail to the Giants, picnic at Angel Island, or voyage overnight to Napa for winery visits, all on a stable, dry and speedy center cockpit ketch.

- Carries up to six passengers.
- Departures from San Francisco, East Bay and Marin.
- Available for for all kinds of small events, custom trips.
- (415) 259-7695; staffordjm1@gmail.com; www.desideratasailing.com

Eros: This exquisite 103-ft schooner was built in the UK in 1939 for aristocracy. A museum-quality restoration of her was recently completed, mak-



'Eros' sails the Bay and beyond.

ing her one of the Bay Area's most eye-catching yachts.

- Carries up to 12 passengers.
- Berthed at Sugar Dock, Santa Fe Channel, Richmond.
- Available for private group charters, special events including weddings and corporate events, and for long-term charters in the Pacific N.W. this coming summer.
- (510) 232-4282; bodle.grace@gmail.com; www.schoonereros.com

Freda B: 80-ft Luxury schooner built along the lines of traditional coastal schooners from the mid-1800's. Restored in Bristol fashion, with the creature comforts of a fine yacht: knowledgeable crew, flat screen TV, iPod compatible, excellent catering paired with Sonoma and Napa Valley wines.

- Carries: up to 49 passengers.
- Berthed: Sausalito Yacht Harbor.
- Available for: Private day charters including:



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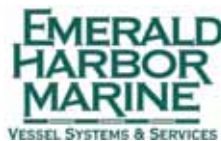
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OF CHARTERING



The schooner 'Freda B' can carry 49.

Teambuilding, weddings/elopements, memorials birthdays, and custom special events. Individually ticketed sails available weekly February-November.

• (415) 331-0444; info@schoonerfredab.com; www.schoonerfredab.com

Gas Light: This 72-ft schooner is a modern example of an 1874 SF Bay scow schooner. With a bright, comfortable cabin, plenty of on-deck seating, and a stable sailing experience. Offering a glimpse into SF's maritime history plus a hands-on sailing experience.

- USCG certified for up to 49 passengers.
- Berthed at Schoonmaker Point Marina, Sausalito.
- Available for private group charters; special events, corporate outings and teambuilding, weddings, birthday parties and educational excursions on the Bay.
- (415) 331-2769; gaslightcharters@gmail.com; www.gaslightcharters.com

Glory Days is a Morgan Out Island 51 staysail ketch. This luxury yacht is comfortable, fun and a great boat in the high winds of San Francisco Bay.

- Carries up to 42 passengers.
- Berthed at Pelican Harbor.
- Available for corporate teambuilding and private



'Glory Days' outside the Golden Gate.

day sails, special events, individually ticketed scheduled sails, BBQ cruises to Angel Island, weddings and memorial ash scatterings.

• (800) 849-9256 or (415) 336-0392; captam@sailsfbay.com; www.sailsfbay.com

Just Dreaming: Her teak and mahogany hull give a smooth, comfortable ride. Three staterooms, two heads (one with shower), full galley, and a luxurious Gatsby-era main salon. Forward and aft decks allow plenty of space for socializing.

- Certified for 42 passengers and a crew of two.
- South Beach Harbor, San Francisco.
- Available for AT&T Park parties, birthdays,

Bay cruises, weddings, rehearsal dinners, bachelor(ette) parties, networking events, reunions, holiday dinners, dolphin/whale watching, backwater California vacations, singles events.

• (888) SFO-BOAT or (415) 678-0707; justdreamingyacht@gmail.com; www.justdreamingyacht.com

Nehemiah: This classic wooden ketch has circumnavigated twice, under previous owners. Solidly built and traditionally rigged, she is an ideal platform for pleasure sailing, as well as hands-on training, including "at-risk" youth sail training, the captain's true passion.

- Carries up to 29 passengers.
- Berthed at D Dock, Richmond, Marina Bay, 2600



'Nehemiah' has circumnavigated twice.

Spinnaker Way.

- Available for youth sail training, scheduled sails (individually ticketed) and private charters.
- (510) 234-5054; captain@sailingacross.com; www.sailingacross.com

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our backyard."

Barney & Lin Crook
Owners of TMM for 32 years

www.sailtmm.com

1-800-633-0155



WORLD

Osprey: Gulfstar 50 ketch built for ocean cruising. Passengers enjoy ample deck space for sightseeing, stay high and dry in the center cockpit or enjoy the large salon. Luxury sailing.

- Certified for up to 25 passengers, but focuses on groups up to 18.
- Berthed at Jack London Square, Oakland.
- Available for corporate teambuilding, birthdays, anniversaries, lessons and ash scattering charters. Passenger participation highly encouraged.
- (650) 492-0681; info@sfbaysail.com; www.sfbaysail.com

Privateer: This Islander Freeport 41 cutter has teak decks, finely varnished trim and many bronze fittings. Come see her mysterious stained glass.

- Certified for 28 passengers.
- Berthed at San Francisco's Pier 39.
- Specializes in scheduled 90-minute and 2-hour Bay sails (individually ticketed). Also available for private charters for all events and occasions.
- (415) 378-4887; sailing@sailsf.com; www.sailsf.com

Ruby: She started chartering in 1981, and proved her seaworthiness the next year by winning the Doublehanded Farallones Race. A veteran of cruises to Mexico, the Channel Islands and Delta, her skipper & crew have lots of party experience.

- 28 passengers.
- Berthed at The Ramp Café, S.F.
- Private parties and public sails.



'Ruby' is a longtime S.F. favorite.

- Call (415) 272-0631; rubysailing@yahoo.com; www.rubysailing.com

Santa Maria: Interestingly, this Islander Freeport 41 ketch was built for Wile E. Coyote cartoonist Chuck Jones. A complete refit was done on her in 2006, with a wall-to-wall teak interior.

- Certified for 36 passengers.
- Berthed at Pier 39.
- Offers private charter for all occasions, also match racing with the *Privateer* for teambuilding events. These are the only two identical inspected vessels on the Bay.
- (415) 378-4887; sailing@sailsf.com; www.sailsf.com

Seaward: Owned by the nonprofit Call of the Sea, during spring, summer and fall this 82-ft staysail schooner's primary function is Marine Environmental Education for Bay Area students. She winters in Mexico, offering programs combining education, seamanship, marine environmental

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- Carries up to 40 passengers on day trips; 14 for overnights.
- Berthed at Sausalito.
- Available for youth educational day sails, sched-



The sail training schooner 'Seaward'.

uled (individually ticketed) public sails, overnights to Drakes Bay and the Farallones, private group charters, corporate events, and 'adventure sailing' in Mexico during the winter.

- (415) 331-3214; info@callofthesea.org; www.callofthesea.org

Tahoe Cruz: This Santa Cruz 50 sails daily out of Tahoe City Marina's Tahoe Sailing Charters, with captains Jim Courcier and Mike Pavel, from May to October. Prevailing SW afternoon breezes make for ideal sailing conditions.

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- Berthed at Santa Cruz Yacht Harbor.
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- (831) 818-3645; sailingsantacruz@gmail.com;

www.oneillyachtcharters.com

USA 76: 84-ft America's Cup IACC yacht that raced in the 2003 Louis Vuitton Cup in NZ. America's Cup champion Brad Webb brought her to the Bay to share the thrills of pro racing in a rare, participatory experience.

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— andy

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CHANGES

With reports this month from **Ppalu** in Sint Maarten, where one hull was holed; from **Pincoya** on the hard way back from New Zealand; from the Wanderer on the differences between **Mexico and the Caribbean**; from **Cocokai** on passage from Cape Town to St. Helena; from **Maya** on the charms of Bequia; from **Mintaka** on hauling in Panama; and **Cruise Notes**.

Cat Ppalu — Spronk 75 Cat D Randy West, 'HQ' Roberson The Partial Sinking of Ppalu (Sint Maarten, Netherlands Antilles)

There was bad news out of Sint Maarten on March 8, which was also the second day of racing in the three-day Heineken Regatta. D Randy West, noted



D Randy rolls his eyes at the mistake he made. HQ stands by her man.

Caribbean character and big-cat racer, had spent the day racing aboard the Gunboat 62 *Tribe*. Joanne, aka HQ, his girlfriend as well as the quiet yin to his loquacious yang, picked him up after the race. They planned on returning to their 75-ft cat *Ppalu* for dinner.

Ppalu is the 13th and largest of the 50 or so catamarans designed by the prolific Dutchman Peter Spronk, who designed many of the early big charter cats in the Caribbean after moving to the West Indies from South Africa. "If it's not a cat, it's a dog", was the taunt back in the day. Many of his cats are still in full charter service.

Having been built on the shores of St. Martin's Simpson Bay Lagoon, *Ppalu* was carried to the water by human hands — including those of D Randy — in 1975. French sailing legend Eric Taberly was slated to race her across the Atlantic in the Route de Rhum, but something came up, so she was raced as *Paul Ricard* with

After seven months in the yard at St. Kitts, with lots of money and sweat poured in, the newly painted 'Ppalu' looked good.

Marc Pajot, French sailing legend in the making, at the helm. While *Ppalu*/*Paul Ricard* was very fast, she didn't do well, as her starboard hull was holed.

As was the case with many old racing cats, *Ppalu* took her old name back and began many years of day chartering in the British Virgin Islands. Tens of thousands of non-sailors took their first sail on her. After nearly 40 years as a 'cattlemaran', and indifferent maintenance, *Ppalu* came on the market last year for very little money. It was the opportunity that D Randy, who has pined for *Ppalu* for decades, had been waiting for.

D Randy bought *Ppalu*, after which he and HQ spent seven months at the yard in St. Kitts, investing lots of tropical sweat and money in bringing the huge cat back to sailing condition. Their only break was to come to San Francisco to watch the America's Cup. They left with Oracle down 1-8, the New Zealand victory a foregone conclusion.

Just prior to the Heineken Regatta, D Randy and friends sailed *Ppalu* from St. Martin to St. Barth. Despite her age, the typically low-slung Spronk ketch-rigged cat still hit 11 knots to weather and easily 20 knots off the wind.

Returning to the present, when D Randy and HQ got back to *Ppalu* that second night of the Heineken, their worst nightmare had come true. A reversal in the normally reliable easterly tradewinds had resulted in *Ppalu*'s starboard hull swinging around and onto the sand and rocks of Simpson Bay's Kim Sha Beach.

A salvor promised to come with air bags, but arrived without them. A second salvor arrived, but the two salvors refused to work with each other. All the pumping in the world couldn't have kept the decades old marine-ply starboard hull from submerging to deck level anyway, for as a diver soon discovered, she was badly holed. And with all of D Randy's tools in that hull.

"Buzzard luck on the sinking of *Ppalu*," D Randy later wrote. "My bad as it was I who put out 60 feet of chain 59 feet from the corner of the reef. I had anchored there many, many times with my 60-ft Spronk cat *Shadowfax* and never had a problem, but *Ppalu*'s 4-foot wider 28-ft beam made all the difference in the world."



The next day the big wounded cat was hauled at Bobby's Mega Yacht Yard, where the full extent of the damage became obvious — 20 feet of the bottom of the starboard hull ripped open and a couple of stringers badly damaged. It's all repairable, of course, as all it takes is marine ply, glue — and a pile of money. There are lots of very wealthy people sailing the Caribbean on big sailing yachts, but D Randy is not one of them. He's been trying to restore and run a very large older cat on a budget and with donations from many members of the marine industry. This is a very big hit.

Did we mention the cat's insurance had just lapsed? After all, what could happen to her?

The day after the sinking, D Randy —whom the Wanderer and de Mallorca have known separately longer than they have known each other — was uncharacteristically discouraged. "HQ and I are



D RANDY

IN LATITUDES



PHOTOS COURTESY JOANNE ROBERSON

Spread; There was no way the 40-year-old marine ply could stand up to a night of being ground against sharp rocks by the harbor slop. Inset; D Randy and HQ's feet dangle above the 20-foot long hole in the starboard hull. After seven months in the yard, it's hard to go back.

going to drink a couple of bottles of wine and figure out what we're going to do," he told *Latitude* by telephone. A few days later, they still didn't know exactly what they were going to do.

D Randy knows more people in the Caribbean than anyone. If they could all just chip in \$20, D Randy and HQ's dream would be sailing again. We'd sure be in. And for a lot more than \$20. *Ppalu* was going to be our ride for this year's Voiles. We're hoping that she will be ready for next year's Voiles.

— *latitude/rs* 03/11/2014

**Pincoya — Island Packet 44
Gene and Gloria Watson
Return From New Zealand
(Salt Lake City, Utah)**

After three years in the South Pacific,

it was time for us to head back to Mexico for more cruising and to pursue land adventures in South America. How to get back to Mexico was a common subject of discussion among the cruising fleet in the South Pacific. We always returned to the idea of taking the more adventurous route: sail east from New Zealand at 40°S around the end of May when the westerlies have moved farther north, toward the Australs or Gambiers of French Polynesia. From there we would sail to Tahiti and the Tuamotus, and then continue on to the Marquesas, the northeasternmost islands of French Polynesia. We would then sail northeast from the Marquesas in No-

vember, when the hurricane season was over in the Northern Hemisphere and the trades would — hopefully — be lighter. We could then make landfall anywhere along the long mainland coast of Mexico or Central America.

It took us two years to prepare for the trip, as we had to spend six months in Fiji, then a month in Vanuatu, so we could arrive 'late' in New Zealand. This meant we could stay our six months in Kiwiland and not have to leave too early for our jumping-off weather window.

We left Opua last May 30. The first thing you realize when you leave the comfort of land for the Southern Ocean is that you are on your own. There isn't much vessel traffic down there. Second, you have to deal with the unpredictability of the weather, as there is no shelter for thousands of miles. You also have to wear fleece and flannels the whole time, as we had air temps of 55° to 60°.

We left on a beautiful, light-air day, and had the same mild conditions for a number of days. This was a good thing, because we hadn't been at sea for six months, and because even though Gloria takes Stugeron, she still gets seasick. The mellow start might have helped her keep from getting seasick the whole time — despite the very rough weather we would encounter later.

We expected the voyage to take 20 to 25 days. Rene and Cheryl on *Gypsy Blues* left when we did, so we set up a local net. We also checked in with the Pacific Seafarer's net daily.

The second day out, the wind freshened from the west and we were able to sail a roly wing-on-wing course. Our water world was wonderful a week later, as we'd adjusted to our daily routine of watches, getting weather GRIBs and faxes, and periodic updates from weather

It was a long and rough trip back to Mexico from New Zealand, but once back in the calm marina waters, Gloria and Gene could smile again.



LATITUDE / RICHARD

CHANGES

guru Bob McDavitt. And we did plenty of reading. To think we had worried endlessly about making this supposedly adventurous passage!

But we should have worried, as day eight found us preparing to deal with the changing weather pattern. Our 2500-mile journey from New Zealand to French Polynesia was almost entirely within that part of the wind world known as the Southern Variables, aka the 'horse latitudes', which feature traveling highs and lows. In this part of the Southern Ocean, high and low pressure systems move from west to east at a pace of several hundred miles a day. We could travel about 100 to 150 miles a day, so we were continually being overtaken by alternating highs and lows.

Nine hundred miles into our trip, at about 37°S 168°W, we had two weather systems go over us. The wind had increased to 25-29 knots from the ESE, and we steered on a close reach heading northeast. We carried just a triple-reefed main and a staysail. There were 12-foot swells, and waves occasionally broke over the whole boat.

We thought we were in control and moving along nicely — until McDavitt sent us an email instructing us to do a U-turn and sail 300 miles to the northwest! This was to avoid a low forming to the northeast of us that was causing a significant Squash Zone — dreaded words — between it and the 1042 high in the direction we had been going. The narrowing isobars meant very strong winds and big seas.

It blew between 30 and 35 knots the next couple of days, with gusts to 42 knots and seas to 18 feet. We carried a triple-reefed main and put out a Delta Drogue in order to reduce our speed to 5 knots, making steering easier for the au-

Gene and Gloria seldom saw calm conditions such as these. Their Island Packet 44 saw lots of very rough weather, and stood up to it.

topilot. There was complete cloud cover and it was ugly outside. We moved into the cabin and used the autopilot remote and the belowdecks chartplotter to steer *Pincoya*.

Waves hitting the boat sounded like logs colliding, and blue water was going over the entire boat. Fortunately, neither of us got seasick — probably because we took Stugeron twice a day.

We were nervous when the storm first hit, but after the first 24 hours it felt as if we could make it through the next four days. But was disheartening to have to backtrack. *Wetnose* was on the same passage that we were, but a day ahead, and thus not positioned to turn back. They ended up in the Squash Zone with 50-knot winds. They hove to and survived.

Another huge high approached us after that. McDavitt said it's only been in recent years that he's seen such highs in this part of the Pacific, with hardly a low in between. It was just our bad luck, as the next couple of days the conditions worsened. It was amazing to go out into the cockpit and look out at the huge waves, spray and spume, with the storm petrels dancing through the watery mountains and valleys. *Pincoya* still had a triple-reefed main and was towing the drogue. We were having constant 30-40 knot winds and seas to 24 feet.

Gloria was thrown out of her berth and got a black eye to go with a sprained wrist. Gene ripped a finger tip from trying to hang on to a post. Everything on the boat found the lowest possible place to rest — including us! We had to switch computers as one took a dive to the cabin sole and would no longer print.

The huge waves that crashed over our boat sent blue water coming in through sealed dorade vents. They also sent water sideways under our dodger and our closed and covered companionway cover, soaking our galley floor and aft stateroom sole. Getting around on the boat was a serious adventure that had to be timed with the waves, boat pitches, and how far it was to the next handhold or foothold. Four-point contact was highly recommended in these conditions. For instance, two feet, one butt, and one hand, or two hands, a shoulder or thigh, and one foot.

During the first part of



the passage, when everything was wonderful, we had seriously contemplated sailing east to the Galapagos via the Southern Ocean, instead of our original plan of the Marquesas and directly to Mexico. That plan had been totally forgotten in the bad weather.

After 13 days at sea, we had sailed 1,200 miles, but had only made 880 miles to the good. Doing a 180° turn back toward New Zealand, with a northerly twist to circle around the 1042 high, and the Squash Zone resulting from a collision with a low, caused us to lose a lot of forward progress.

When the storm abated, we were alive and well at 25°S 174°W, with only minor injuries. And we still had our big Jordan Series Drogue in reserve in case things got *really* bad. Our Island Packet 44 was holding up well, as we only found a couple of small leaks.

The six months that we'd spent in New Zealand replacing the standing rigging, reworking the sails, and getting a new dodger, bimini and stern pulpit lee cloths to help keep water out of the cockpit, really helped. So did rebuilding the wind



PINCOYA

IN LATITUDES



ALL PHOTOS COURTESY LATITUDE / RICHARD

'Hoarders and Tossers' revisited. Six months ago we cleaned out 'Profligate's main food locker, disgusted by the amount — actually weight — of the staples we were dragging around the ocean. Yet just months later we found the locker full again! Prior to the Ha-Ha, person or persons unknown had purchased 11 tubes of wasabi, plus 240 sheets of seaweed for sashimi! And after our throwing out 75 pounds of pasta/rice months before, 30 more had appeared. What's a captain to do?

generator and adding new batteries. Part of good 'luck' — and survival — is a result of thorough preparation.

After the high moved east, and with the top of a low approaching, we finally got to turn NE on a reach with winds at 15 to 20 knots out of the WNW. This allowed us to sail at 6 to 7 knots, and finally east in the direction we wanted to go. Forty-knot squalls developed at night to keep us entertained.

Day 15 brought a sunny morning followed by more clouds in the afternoon. It seemed to be a pattern in this area. We were now at 29°S 165°W, and well east of our previous most easterly position. And we were still riding the top of the low that was moving by. After receiving another passage update from McDavitt, we made sail changes to broad reach to the east. This was more comfortable and would get us east faster — which was important, since McDavitt was predicting a new low

forming northeast of us that would give us easterly headwinds! We needed to be far enough east to be able to use the easterlies to go NNE to Raivavae.

As the new weather pattern approached, we had several brilliant days sailing with westerlies. Then the breeze gradually clocked around to WSW, SW, and S, and increased to 20-30 knots, rising higher in squalls. We were in a minor Squash Zone and sailing with a third reef, staysail, and hanky of a jib. Our downwind sail became a beam reach, and as the winds rotated to the east, we became close hauled, forereaching into 20+ knots, with *Pincoya* frequently getting buried under waves. It was a rough ride once again.

Above decks, chafe was an issue, as several lines were damaged. Some spots were wrapped with sail-repair

tape to get them through the passage. We forged on, hoping the high would move east soon, and allow northerlies to scoot us the last 120 miles to our destination. We were so looking forward to the three-inch waves of a lagoon!

The sky finally cleared and the weather changed. With northerly breezes at midnight, we turned SE to begin our approach. The wind gradually changed to more NW. Now motorsailing, we were able to close haul the last 30 miles to Raivavae with beautiful sunny skies.

After 23 mostly hard days at sea, we arrived on June 22 to anchor in the calm waters off the village of Roirua. To say the least, we were glad to be away from the high winds and large seas of the 30th to 40th latitudes of the Southern Hemisphere! But we never feared for our lives.

Although this had been our longest and roughest passage to date, in overall terms it sure was better than our Puddle Jump in 2010. The difference was fewer repairs because *Pincoya* was far better prepared for real blue ocean cruising — although she had been as well prepared as most boats for the Puddle Jump.

For the record, prior to starting the Puddle Jump, Gloria, 62, had only done two two-week sails on Gene's (68) Balboa 26 in the Sea of Cortez, and only one overnight passage. Nonetheless, we'd both take the same route back from New Zealand again.

— gene and gloria 01/15/2014

Mexico and the Caribbean The Wanderer

The Differences Between The Two (Mill Valley)

Our having just come from several months in Mexico to several months in the Caribbean, the differences are striking:

Big winds result in big seas, and the combination results in spray all over the boat. You get this all winter in the Caribbean, but not Mexico.



CHANGES

1) The wind blows in the Caribbean. According to Scotty DiBiaso, skipper of the 65-ft schooner *Juno*, and many others who have been around all season, the 'Christmas Trades' started blowing hard



LATITUDE / RICHARD

Mexico has many calm water anchorages, such as this one near San Carlos.

mid-November, a month earlier than usual, and didn't let up until late February. "It wasn't blowing 20 to 25 knots for a week and then lightening up for two days before blowing hard again," said Scotty, "it just never stopped blowing."

So no, this isn't a Pacific Coast breeze that blows onshore in the afternoon, offshore at night, and dies in the wee hours.

2) The open ocean is rougher in the Caribbean. See item #1, plus the fact that swells pour in from the open Atlantic.

3) There are countless more sailboats in the Caribbean. We take 'the Caribbean' to mean the ellipse of islands on eastern fringe of the Caribbean Sea, starting with Puerto Rico in the north-west and ending with Trinidad in the south. This includes nine separate countries and more than 20 major islands in about a 600-mile arc. As you might imagine, there are also more anchorages, chandleries, boatyards and every other sailboat-related thing in the Caribbean.

Fish soup, two fish smothered in shrimp, bread, rice, guac, a Malibu after-dinner drink, a banana dessert and all the tequila you can drink. \$11.



LATITUDE / RICHARD

4) Even though there are many more anchorages in the Caribbean, there are also many more boats, so it's easier to find an uncrowded or empty anchorage in *mañanaland*, particularly in the Sea of Cortez. Charter bases in the Caribbean mean packed anchorages.

5) People are much more friendly to strangers in Mexico. Except for a few bureaucrats, Mexicans are happy to do whatever they can do to help you, whether it's carry a couple of heavy boxes up the dock or run to the store to buy something for dinner that isn't listed on the restaurant menu. And they do it with a genuine smile.

There are friendly and helpful people in the Caribbean, too, but the percentage isn't nearly as high as it is in Mexico. And so help us, there is a legion of people in the West Indies, many of them inexplicably in the service industry, who are put out by even the most basic requests that fall well within their job description. Service with animosity. And while once again there are exceptions, don't even get us started on some of the customs and immigration officials.

6) Mariners in the Caribbean — be they fishermen, big boat crews running crew dinghies, or locals with powerful joyboats — recklessly drive their boats at top speed, even through crowded anchorages. Forty knots through the Soper's Hole anchorage at night? "Ya mon! Did you see me?!" You'd expect people to get killed, and it happens. Just a few weeks ago, in fact, at Tortola's Road Town Harbor at 5 p.m, for God's sake. *Panga* fishermen in Mexico often drive like cowboys, but compared to many in the Caribbean, they operate boats like cautious old ladies.

7) The Caribbean is *waaaaay* more expensive than Mexico, especially when it comes to dining out. Doña and the Wanderer could dine out all over the place in

Mexico at sit down places for less than \$25, drinks included, or where we are allowed to bring wine without a corkage charge. And many times dinner for two — as in delicious tacos on the street — comes to \$7 or less. There is no cheap food in the Caribbean. Any kind of sit-down place is going to be well over \$50 for a couple of drinks and appetizers, and basic dinners for two are going to start at



\$100 with a couple of drinks and wine. Furthermore, the food in Mexico tends to be better and fresher — particularly the fruits, veggies, fish and meat. On the other hand, the food in Mexico tends to be similar throughout the very large country, while there is more variation in the Caribbean. Creole, French, Indian, or Chinese, anyone?

8) Cruisers in the Caribbean are a much more international group than in Mexico. See this month's *Changes* from *Maya* for confirmation. In Mexico, almost all cruisers are from the United States or Canada.

9) The partying is far more exuberant in the Caribbean than in Mexico. Much of it is thanks to the countless 'party-'til-you drop' folks on bareboats, plus the hormone-driven young crews who work on the many big yachts. Train Dominoes with friends often constitutes a big night for folks on boats in Mexico. In the Caribbean, it's heavy drinking and smoking,



ALL PHOTOS BY LATITUDE / RICHARD

**Cocokai — 65-ft Schooner
Greg King and Crew
Cape Town to Brazil
(Long Beach)**

[Editor's note: While this *Changes* backtracks a little, we thought it was worth doing because of the unusual speeds attained sailing down the east coast of South Africa.]

I haven't done an update about our travels since October, so I had one of my crew write up his perspective on the trip. Currently we are halfway across the South Atlantic on our way from St. Helena to Salvador, Brazil. We are cruising along in light tradewinds, which are a pleasant change from the wild conditions we had coming down the coast of South Africa. We have 1,200 miles to go, so hopefully we'll reach Salvador in eight or nine days. Now, for crewman David Hochstadter's report:

It was a dream come true for Michelle Robb and myself to do a transatlantic crossing. We met Greg after a Wednesday night race at the Royal Natal YC in Durban, South Africa, in October of last year. A friend of mine had told me that there was an American on a 65-ft schooner moored at International Jetty who was looking for crew. I approached Greg and introduced myself that evening. Over a beer, I asked if we could join him. We visited *Cocokai* the next day, and at the end of the visit were invited to join the boat for the trip to Brazil.

We set sail from Durban on January 26, and headed down the South African coast toward Cape Town in a nice 15-knot northeasterly breeze. At first I was a little apprehensive, as only two of us on the big schooner were competent crew, and because from previous racing experience I knew that the 'Wild Coast' has a nasty reputation for infamous for southwesterly storms that create huge seas in a matter of hours. And there is nowhere to hide.

A Wet Wednesday night race in Durban, South Africa, where David Hochstadter met Greg King and became part of the 'Cocokai' crew to Brazil.

Spread; Unlike Mexico, there are always great sailing conditions in the Caribbean. Former Sausalitan Warren Stryker, a resident of St. Thomas for 30 years, drives his Hunter 54 'Botox Barbie' on another 'everybody come sailing' night. Stryker makes his budget boat go, winning all kinds of crewed and shorthanded races. A big secret? A 100% camberspar jib. Inset; A crowded Caribbean anchorage.

and dancing on tables until sunup.

10) Boats are bigger and newer in the Caribbean. No matter if you're in the BVIs, St. Martin, Antigua, or St. Barth, 150-ft sailboats and 250-ft motor yachts are not uncommon. Plus the charterboat fleets are constantly being upgraded with the latest in monohulls and multihulls.

11) Personal safety on boats is a real concern in the Caribbean, whereas it hasn't been an issue in Mexico. For reasons we don't understand, gratuitous violence, in addition to robbery, is too common in the Caribbean. In just the last six months, a woman from San Diego was slashed in the face and back with a machete while on her boat near Union Island; an older Brit man was slashed to death on his boat in front of his wife at St. Lucia; two older cruising couples

were attacked with machetes on their boats in supposedly lovey-dovey Bequia; and a shot fired by fleeing thieves struck the mast of the victim's boat in the normally safe British Virgins. The chances of your being attacked on a boat in the Caribbean are relatively low, but if you're attacked, it's likely the perpetrators will try to kill you just for the fun of it. This isn't true in Mexico.

12) The waters in the Caribbean are clearer than in most of Mexico.

13) Mexico has far more fish, and way more sea and bird life.

Mexico and the Caribbean are about as different as two places can be. Both have their pros and cons. We can't live without both of them.

— latitude/rs 03/15/2014

GREG KING



CHANGES

Fortunately, Greg timed our departure perfectly. The northeaster behind us built to 25 knots on day two, and we were clocking the miles. We were sailing about 50 miles offshore of the Transkei, with



KATRINA DUNCAN

'Cocokai', as seen shortened down off Mauritius.

the Mozambique Current running five to six knots. So our over-the-bottom boat speed averaged 9 to 14 knots! Day three saw the wind build to 45 knots in the afternoon. We shortened the mainsail down to a second reef, and with only our main and staysail pinched back to the coast on a broad reach. We had to come in to get shelter from the coast; otherwise we'd be sailing in big seas through the night. High cirrus clouds glowed pink, orange and red as they raced past us, and 'Rocko' our reliable Autohelm autopilot, strained to keep us on track as 12-foot seas knocked us onto our starboard rail. I could tell we were off Port Alfred!

We were all changing into dry clothing and wet weather gear for the night when Greg popped his head out of the companionway. Suddenly a huge wave sprang up over the side and dumped a copious amount of water over all three of us in the cockpit! It looked like a bath, as there was water up to the height of the table. We all hung on, but we all got soaked.

Greg ran back to the helm to drive for the next few hours. He later noted that we had wind speeds up to 48 knots, and speed over ground of up to 14.8 knots! As we got closer to the coast, the wind and

After the rough Indian Ocean, and prior to the mellow Atlantic, the 'Cocokai' crew took a much-needed break in Cape Town.



GREG KING

waves both died down. We all changed and settled in for the rest of the night.

The next morning Greg managed to get a five-day weather GRIB that showed another front coming up from Cape Town, so we put in at Port Elizabeth. A fisherman friend organized a free berth next to the fishing boats. So the first leg of our voyage was complete, and it included a 235-mile day. Greg said they hadn't done that in eight years of cruising. Hats off to the old South African coast for a bit of excitement.

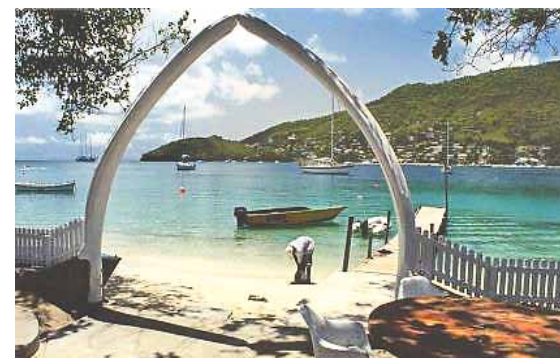
Another precarious area of sailing was our next leg, the 483 miles from Port Elizabeth to Cape Town, where the Agulhas current runs from Mossel Bay to Cape Point. We decided to wait two days for the front to pass, then ignored superstition by leaving on a Friday morning. The rest of the voyage was easy, and we sailed by the famous surf towns of Cape St Francis and Jeffreys Bay. Four days later we arrived in Cape Town, rounding the Cape of Good Hope early Monday morning in 20 to 25 knots of wind.

This is where the Indian Ocean and Atlantic Oceans meet, and there is a spectacular view from sea, with the tip of Africa towering above us. We rounded with the first sighting of Table Mountain, and sailed up into False Bay with a howling 35-knot breeze on the nose.

The Royal Cape YC told us *Cocokai* was too big for their floating docks. Due to the high wind, Greg decided that anchoring at Clifton Bay was a safer option than taking a mooring. To his dismay we'd lost the large Rocna 55 kg anchor while underway. But we had a couple of cocktails, grilled burgers on the BBQ, and cracked a bottle of vino. Except for the anchorage being swirly, we had a good evening.

Early the next morning we motor-sailed into the Victoria Waterfront Basin, where we would spend a week, dining and wining. One memorable evening local chef Johnno cooked ostrich steaks on the boat. We also gained another crewmember, David Nichols, for the trip to Brazil.

After a week, we set sail for St. Helena, a British outpost that would be our halfway stop to Brazil. Eleven days and 1,700 miles later, we arrived at the island. This leg couldn't have been more different from the one down the coast of South Africa, as we were pushed along by 15-knot southeast trades. Pleasant!



We were happy to see land after 11 days, but St. Helena is no paradise. It's a barren volcanic rock without any beaches. Fresh provisions weren't available, and what food was there was very expensive. There was no cell coverage and the Internet was really slow. Although we couldn't wait to get back to the boat and sea, we did the tourist rounds: Napoleon's home in exile, Jonathan the 200-year old tortoise, and 699-step Jacob's Ladder.

Greg said St. Helena sort of reminded him of Catalina. He was also surprised that he knew about 20 of the boats in the anchorage. After loading on bread, butter and water, we left the next morning for 2,100-mile-distant Salvador, Brazil.

— *greg and david 03/12/2014*

Maya — LaFitte 44
Rick Meyerhoff
Bequia
(Sausalito)

We finally left Bequia after Audrey

IN LATITUDES

the morning net controller. He speaks in such a strong island patois that he's almost impossible to understand. Sometimes I thought I was starting to get it, so I listened really hard. I also turned up the volume to the point I wasn't sure if I didn't understand him because of his patois or the distortion.

But as any cruiser will tell you, it's the people who make a place. The people of Bequia, both the locals and expats, are super friendly. And every night of the week there are different adult activities to enjoy.

It can be hard to stay sober on Bequia, but that's half the fun. One night there might be dancing to a steel drum band, the next night is movie night, the third night there is dancing to the music of a rock 'n' roll band fronted by a guy who won the Caribbean version of Make Me a Star. He rocked! Plus, there are many musicians who can pick up a guitar and sing to a group around a bar. Sort of like Rick's was in Zihua when his bar was a cruiser center in Mexico. And for sailors who appreciate beautiful women, there are a lot of lovely Europeans, both young and no longer quite so young, who are very attractive.

Daytime life on little Bequia is just as good as at night. There are many great walks to take around the island, and the beaches are to die for.

We moored 20 feet off the Whalebone Bar, which made for an easy swim ashore. If anyone really wants to, it's possible to swim down to the Plantation House Beach. Rumor has it the last owner was a money launderer on the lam, and now the place and all the outbuildings look abandoned. The government has taken them over but doesn't seem to know what to do with them.

If you can swim farther — I do Master's Swimming — you can continue on down to Princess Margaret Beach, and even Lower Bay. The waters are a **Rotis and a view. Unlike the French islands, Bequia has a variety of cuisine — including creole — at reasonable prices.**

ALL PHOTOS COURTESY MAYA



Clockwise from above: Beautiful but crowded Admiralty Bay at the height of the season. The Whalebone restaurant is right on the water. Locals love the Bequia Regatta. Anna and Capt. Rick. The famous Moonhole, which is a story in itself. Fresh veggies are reasonably available.

— my most awesome crew courtesy of the *Latitude 38* Crew List — painted the town with Shel, my Swedish friend on the boat on the neighboring mooring, through most of the night. Yours truly was a good boy, as I stayed home and minded my own business. Besides, due to my advanced age — I just turned 67 — I find it difficult to stay awake past 7 p.m.

For those not familiar with Bequia, despite being a mere seven square miles, it's the second largest of the Grenadines in the southeastern Caribbean country of St. Vincent & the Grenadines. The island population of 4,300 is made up of people of African, Scottish and Carib Indian descent. Natives of Bequia are allowed to catch up to four humpback whales per year using only traditional hunting methods: hand-thrown harpoons from small, open boats. However, it's been

years since they've been able to land to whale. Thanks to a sheltered harbor and the presence of cedar trees, there has been a long tradition of boatbuilding on the little island. Bob Dylan's boat was built there.

As for Bequia, sigh, it's great in much the same way Aspen was in the early 1970s. It's very international, with lots of Brits, French, Dutch, Swedes, Germans and Norwegians. Plus the coffee shops, bakery, and restaurants serve high-quality food for — unlike the French islands — reasonable prices. The restaurant food is fabulous, and if you prefer to dine aboard, there are outdoor markets that sell fresh fruits and veggies. And Doris' store carries the hard-to-find speciality items that are rare anywhere in the Caribbean.

Another plus is everybody speaks English — except for

MAYA



CHANGES

turquoise-tinted crystal clear.

Yes, Bequia has it all — culture, safety and convenience. Alas, we didn't find the same things as we headed south to put the boat away in Trinidad after our four-month season. More on that next month.

— rick 03/15/2014

Mintaka — Triton 28 Stefan Ries Hauling and Surfing (Germany)

Hey now! I've been so busy sailing and surfing that I haven't had time to write about my haulout at the Balboa YC in Panama, where I had scheduled two days on the rail in February.



MINTAKA

Stefan and crew enjoyed good and uncrowded surf.

Two friends and I sailed *Mintaka* over to the yard from the Las Brisas anchorage, then anchored just outside the boatyard to wait for high tide. The wind was light, but the current coming out of the Panama Canal was so strong that I decided to spring for a \$5 tow from the club's water taxi to get into the cradle. Four line-handlers took our lines and winched *Mintaka* into the cradle. It was my first time to get my boat hauled on a cradle. Somehow it felt safer than having her lifted into the air by a Travelift. All went smoothly.

Later that day we started scrubbing, sanding, and cleaning the bottom. The next day we put on some primer, and then the first coat of red anti-fouling. I paid a local worker to polish the hull. On the morning of the second full day,

Red and blue bottom. This was the first time Stefan had one of his boats taken out of the water on a rail as opposed to lifted out. He liked it.



MINTAKA

we put on another coat of bottom paint. After we'd let it dry, *Mintaka* was re-launched.

I was charged \$50 to be hauled and launched, and the daily rate for being on the hard was \$133. The bottom paint was \$220 for two gallons. All in all, this haulout was even less expensive than my last one on Banderas Bay — and we were able to stay aboard.

After *Mintaka* was back in the water, we sailed back to Las Brisas, and after provisioning, took off for Isla Chepillo. Just 25 miles east of Panama City, Chepillo has a nice right point break. We had the whole place to ourselves in all the sessions we surfed there. We also found some *cocos* and *platanos*. It seems like a safe anchorage for the dry season.

Right now we're anchored at Playa Venao, where the waves have been on the small side. Tomorrow we plan to set sail for Santa Catalina, as a swell is expected to arrive this weekend.

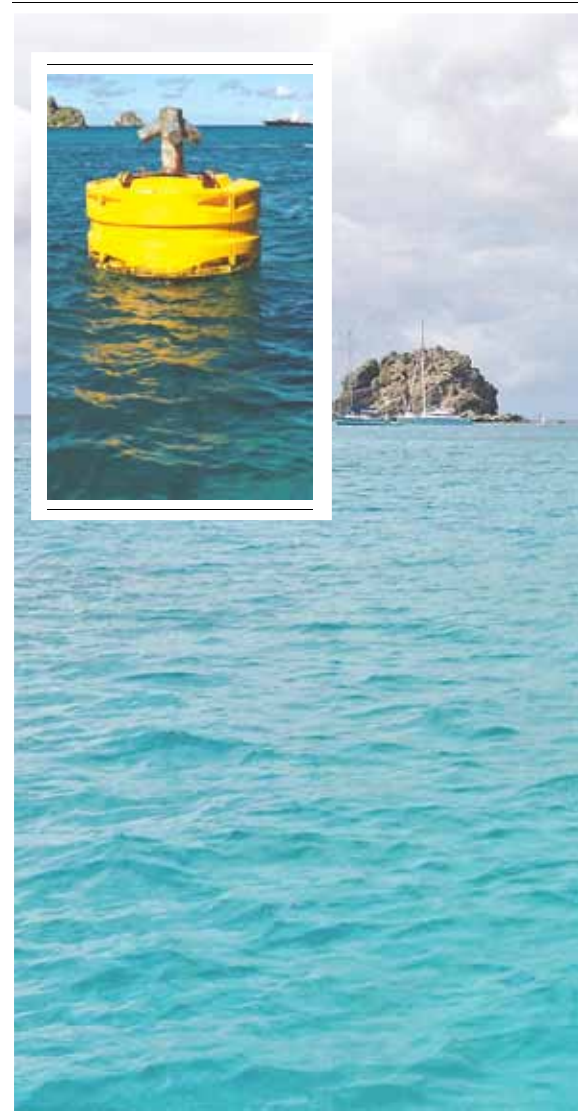
— stephan 03/17/2014

Cruise Notes:

"Our **World ARC** around-the-world rally is going well, and we'll soon be leaving on the third leg for French Polynesia," write Charlie and Cathy Simon of the Spokane- and Puerto Vallarta-based Taswell 58 **Celebrate**. *Celebrate* is one of 40 boats currently in the rally, and one of nine of them from the United States. The Simons got left behind by the fleet in the Galapagos for two days waiting for a replacement autopilot. They put the time to good use, however, as Charlie was able to diagnose the problem with the autopilot on **Ko-Ko**, another rally boat, so that a local mechanic could fix it. *Celebrate* subsequently caught up with the rest of the fleet part way to the Marquesas.

So what does it cost? It's common knowledge that **St. Barth, French West Indies** — where *Latitude* maintains a winter office — is one of the more expensive islands in the world. After all,

small but chic homes on the tiny island start at about one million euros — about \$1.4 million dollars — per bedroom. And vacation homes selling for tens of millions are not unheard of. On the other hand, we pay \$300 a month, on a three-month contract, to anchor our 45-ft Leopard cat **ti Profligate** off Gustavia. Turtles are our neighbors. The fee includes the use of the dinghy dock, restrooms and showers. It's a deal, as far as we're concerned.



If we wanted to save money — like Julian Darbe and Lisa Featherstone of the San Francisco-based Challenger 40 **Serendipity** have been doing for years, or Greg Dorland and Debbie Macrorie of the Lake Tahoe-based Catana 52 **Escapade** are doing again this winter, we could anchor at nearby Columbie, which is within dinghy distance of town, for free. Columbie is a Marine Reserve and you're not supposed to use the free buoys for more than a week per month, but nobody cares. Scratch that last sentence, for they just started "caring". You have to leave for a week before you come back for up to another week.

We're convinced living aboard at St. Barth is better than on land for two reasons besides the fact it costs a fortune less: 1) You need a car if you live on land. The high-season traffic has gotten out of hand, and there is nowhere to park in Gustavia. On the other hand, you can walk everywhere you need to go from the

IN LATITUDES

ALL PHOTOS LATITUDE / RICHARD



Spread; Juliano drives his new-to-him aluminum-bottom RIB, with passengers George Eisenberg and Lisa Featherstone, from Columbie to Gustavia. **Inset;** On the way they pass the St. Barth ship mooring buoy, where lovely sailing instructor Soizic temporarily exiles students who mouth off.

dinghy dock. And, 2) Unlike a home on dirt, you can move your floating home to new surroundings — Shell Beach, Baie St. Jean, Columbie, Corossol, Île Fourshue — on a whim. Yes, it suits us.

If you ask the previously mentioned former San Francisco restaurateur **Juliano Darbe** which is a better type of dinghy, a flat-bottom 9.5-ft inflatable Avon, or a 9.5-ft AB with an aluminum floor, he'll emphatically say it's the latter.

"The AB with the aluminum floor has a bit of a vee-shaped bottom, so it cuts through the water better, and there's much less spray," says Darbe. It doesn't hurt, of course, that Darbe got a great deal on the three-year-old AB. "It had some scratches on the bottom, so the previous owner just gave it to me," he laughs. Owners of big yachts often give away the most valuable stuff, as they

can't be bothered to sell it. "And I was able to sell my Avon, which I bought 12 years ago from West Marine in San Diego, and is now falling apart, for \$500."

"I have a 15-hp Yamaha to power my inflatable," Darbe continues. "I know the Yamaha 15 is really a souped-up 9.9-hp, and doesn't have the power of the Tohatsu 18-hps, which are getting really popular down here. But one's a Yamaha and the other is a Tohatsu. I know what I like."

Freezing cold in the Caribbean? That's the report from Scott Stolnitz of the Marina del Rey-based Switch 51 cat **Beach House**, which he has pretty much sailed around the world over the last eight years or so. "Nik-

ki and I did a hike up to a volcano crater on St. Vincent, and most of the hike was in the mist. The temperature in the forest was a humid 85 degrees, but when we got above the canopy, the rain came down, it blew, and so we were freezing. I know it sounds strange for the tropics, but it was way too cold for shorts and light shirts. As I write this, we have been



The Vermont Nature Trail, St. Vincent.

to St. Lucia, Martinique, Dominica, Guadeloupe, Antigua, and Barbuda. We are currently back in Antigua in a very private and calm bay with gin-clear water."

If Stolnitz thinks that's cold for the tropics, the temperature in **Puerto Vallarta** dropped to 59 degrees early on March 17, St. Patrick's Day. And that was at sea level. Fortunately it got up into the 70s later in the day, melting the snow that had covered all the roads and docks. Four hundred blood-thinned locals had to be treated for frostbite.

Just before we went to press, we got an update from Greg King of the Long Beach-based 65-ft schooner **Cocokai**, who contributed a *Changes* in this issue.

"I predicted that we'd make the 2,008 miles from St. Helena to Salvador, Brazil in two weeks, and that's what happened. The South Atlantic was everything that I expected — gentle tradewinds all the way across from Cape Town. We only got wet one day; otherwise it was sunny with cumulus clouds all the way. What a change after the rough Indian Ocean! Salvador is a big city — nearly four million in the area — and it is both one of

After a couple of weeks of mostly sitting on a boat crossing the Atlantic, the 699 steps of Jacob's Ladder are a big change — and challenge.



CHANGES

the oldest cities in Brazil and the center of Afro-Brazilian culture. It's also known as Brazil's 'Capital of Happiness' because of the countless outdoor parties."

Also making the crossing from Cape Town to Brazil via St. Helena at about the same time as *Cocokai* was longtime *Latitude* contributor Kirk McGeorge of the Virgin Islands-based *Hylas 49 Gallivanter*, McGeorge and crew left Cape Town on March 4 and arrived at 1,770-mile-distant St. Helena 11 days later.

We just remembered two things we forgot in our list of **differences between Mexico and the Caribbean** piece earlier in *Changes*. 1) Rain squalls, sometimes torrential ones, are common in the winter in the Caribbean, giving boats a welcome free freshwater bath. Such rain is rare in Mexico during the winter. Well, except for last December. And, 2) People in the Caribbean — the French, at least — smoke like chimneys! Despite the law prohibiting smoking in restaurants, sometimes there is so much cigarette smoke pouring out it looks as if someone is burning a cane field.



LATITUDE / RICHARD

Feel as though you need to have your head examined? Mexico has the technology for it, and the prices are less crazy than in the States.

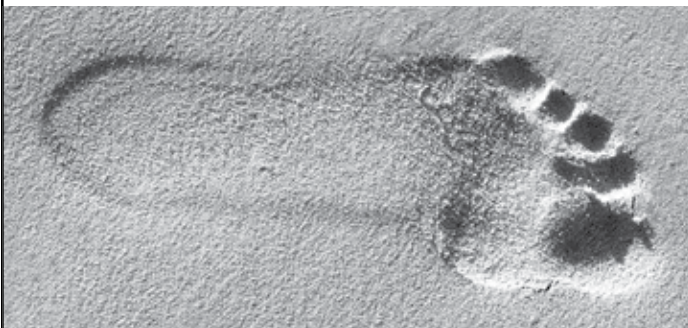
What are the top five countries in the world for "affordable and efficient health care"? According to **International Living** magazine, they are, starting with the best, France, Uruguay, Malaysia, Costa Rica and Mexico. Yeah, Mexico.

"Mexico's affordable and top-notch health care is a huge benefit to living there," wrote the magazine. "Pretty much across the board, health care in Mexico costs a quarter to a half of what you would pay in the U.S. And medical insurance with Mexico's national health care service costs less than \$300 a year. Private insurance will cost more, depending on your age and pre-existing conditions, but it will still be a fraction of what you'd pay for similar coverage in the U.S."

Where did the United States' health care rank? Twenty-two countries behind Mexico at #25. Impressive.

Steve Black, who founded the Caribbean 1500 from Virginia to the British Virgins in 1990, recently passed away after a long battle with cancer. He ran the event, which pre-dated the Baja Ha-Ha by four years, until about two years ago when it was purchased by World Cruising Ltd. Black had a long career in sailing, including many singlehanded offshore races. He had also been the executive director of U.S. Sailing. Black was a good guy, who was more passion-

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ate about the sailing than the money.

"My wife and I decided to change oceans, and brought our Atlantic 55 cat **Javelin** through the Panama Canal," reports Chris White, the influential multihull designer of Chris White Designs. He splits his time between Dartmouth, Mass., and *Javelin*. It was White who came up with the concept of forward cockpits on catamarans. While we've never quite understood the concept, others have embraced it, most notably the high-end Gunboat line.

"We're currently in Puerto Chiapas, Mexico," continues White, "and it sure is a long coastline coming north! A couple of days of good reaching winds would help, but it doesn't seem like that will be in the cards. I have my eye on the Banderas Bay area as a place to keep the boat while we return home to work. *Javelin* is in desperate need of bottom paint, and as *Latitude* knows, there aren't very many options to haul a boat with a 28-foot beam in Mexico. What are my options? Dry storage over the summer might be attractive, too, but that is secondary to

getting some fresh bottom paint."

We told White that we believe that the **La Cruz Shipyard**, which can handle boats with beams to 30 feet, is about the only game on the west coast of Mexico. In any event, we're looking forward to meeting him and touring *Javelin*.

"I was sleeping aboard on the Caribbean side of Panama at 6 a.m. on March 11 when I heard / felt several loud percussions," reports Louis Kruk of the San Francisco-based Beneteau First 42S7 **Cirque**. "After the second or third one, I decided to investigate. Once topsides, I could see that some large fuel tanks, once owned by a U.S. company but now owned by Panama's *Aeronaval*, had exploded. The lovely buildings, which looked to be about seven stories, were being consumed by flames. No yachts were close

CIRQUE



When large fuel storage tanks catch fire, there are repercussions. Louis Kruk of 'Cirque' knows that from firsthand experience.

enough to be affected, but the Internet was knocked out for a long time.

"A couple of days before, I was offered a paid crew position for a Canal transit aboard **Moksha**, a Shipman 72 sloop that is all carbon fiber and epoxy, from the hull to the spars to the standing rigging. Naturally I accepted the offer to join the paid crew of three. We had to spend the night halfway through at Lake Gatun, where I went swimming in



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**BLUE WATER
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CHANGES

the clear 83-degree water. Maybe it was the mention of crocodiles, but I was the only one who took a dip. The weather has been beautiful in Panama. I plan to cruise Portobello, Isla Linton, and the San Blas Islands until my season ends on June 1."

"The fifth annual **Cruisers Rally to El Salvador** kicked off March 17 with an afternoon party at local restaurant Mar y Sol," report organizers Bill Yeargan and Jean Strain of the Honolulu-based Irwin 37 **Mitu Kuuluu**. "So far 26 rally boats have arrived at Bahia del Sol, with six more expected in the next few weeks. Most of our events are fully booked. Although the total entries are down from past years, a larger percentage have managed to finish. El Salvador is wonderful, and the officials have been great."

If at first you don't succeed . . . When we asked readers what was so special about cruising in the Pacific Northwest — the many replies are to be found in the May issue — respondent John Howard suggested that we check out the blog of Chuck Rose and Laura Wong-Rose



EL SALVADOR RALLY

Thomas Winkler and Allison Evans make a grand El Salvador Rally arrival with their British Columbia-based Catana 381.

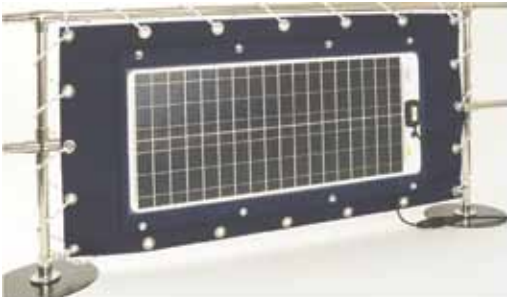
of the Vega 27 **Lealea**. They now live in Seward, Alaska, where Howard reports they started their cruising season on March 15 in temperatures as low as 21 degrees! Brrrrrr. Previously the couple had spent time in the Pacific Northwest and the Bay Area, having originally taken

off from Oahu in 2007. It's a wonder they continued after their difficult beginning:

"Everything went according to plan when we left the Ala Wai Yacht Harbor — until the engine quit when we reached the outer channel buoy. I expected to get seasick — I always do — but I never imagined that I would remain sick for a record 21 days. Nor did I anticipate that it would ultimately take us 55 days to reach Cape Flattery, Washington."


For what happened later, you'll have to visit Chuck and Laura's website at cruisinglealea.com. But after seven years they are still cruising aboard their rather tiny yacht and still enjoying it. "There is nothing mysterious or difficult about our lifestyle," writes Laura. "We try to keep it as simple as possible with the least amount of anxiety, and it seems to be working. After nearly 13 years of marriage and 16 years of living aboard, we're closer than ever." How many folks on big boats can say the same?

"No camera can capture the visual stimulation that Debbie and I experienced last evening off Banderas Bay's



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Punta Mita, Mexico," writes Glenn Twitchell of the Newport Beach-based Lagoon 380 **Beach Access**. "A large portion of the bay is surrounded by mountains, and just as the sun was setting we watched one of the boats cross the finish line of the San Diego to Puerto Vallarta Race. Just then two humpback whales commenced to breach nearly a dozen times! A picture may be worth a thousand words, but a picture is still limited in that it cannot capture the enormity of the vista. We are happy and grateful to be cruising in Mexico."

Dutch St. Maarten / French St. Martin is different — actually wilder — than most islands in the Eastern Caribbean. It's not just the "Drunken Caribbean Pancakes" at the St. Martin YC, which are "Homemade Pineapple and Coconut Pancakes Infused with Mt. Gay Rum & Served with Our Tropical syrup and your choice of bacon, ham or sausage. \$12." In addition to that 'hair of the dog' breakfast, there is topless and nude sunbathing at Orient Beach on the French side, topless ladies drinking for free at the

Sunset Bar on the Dutch side (where you can also watch 747s blowing tourists off the beach and into the ocean), strip clubs, lots of *ganja* — and unfortunately, a few too many dinghy thefts and too much violent crime. But yeah, St. Maarten is different.

"We hauled our Esprit 37 **Reflections** at 'Phuket's Premier Boat Yard' to put on some much-needed bottom paint and take care of some other projects," write Gene and Sheri Seybold, who were originally out of Stockton but have more recently been out of Honolulu. "The Thai workers were the best we have ever seen anywhere! We celebrated our first morning back on the water at anchor with Bloody Marys and eggs Benedict. Ahhhh!"

REFLECTIONS



Not everyone cleans their bottom at a yard. Sheri Seybold took a photo of this careened ketch — from Vladivostok — in Thailand.

Can somebody explain to us what the deal is with **gratuitous violence** in parts of the Eastern Caribbean? In just the last six months we're aware of an elderly Brit cruiser being stabbed to death in front of his wife aboard their boat in St. Lucia; two slashings of elderly couples on their boats in normally lovey-dovey Bequia; an elderly couple attacked with a machete by four men at Bloody Bay,

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CHANGES

Tobago, who then shot at a woman who came to the victims' aid; a bullet striking a mast at Penn's Landing in the BVIs following a failed robbery attempt, and a woman slashed in the face with a machete aboard her boat off Frigate Island, which is next to Union Island. Petty theft and even robbery are one thing, wanting to kill or maim is another.

When we went sailing with friend Warren Stryker off St. Thomas in late February, one of the women crew had a nasty scar on her left cheek. After the sail, she wanted to tell how she got it — "to try to prevent the same thing from happening to anyone else."

Tina Curtin, formerly of San Diego, was only in her third month of cruising with her boyfriend Mark Belser when they were anchored aboard his sloop **Rainbow** off Frigate Island in St. Vincent & the Grenadines in late September. Around dinner time, she heard a noise outside the boat, so she stuck her head outside the companionway to see what was going on. Without a word being spoken, she was immediately slashed in the face with a machete, and then, when an



COURTESY RAINBOW

Tina Curtin, formerly of San Diego and Alaska. Despite a vicious attack that left a large wound on her cheek, she's still cruising.

attempt at her neck missed, on her back. Her boyfriend, Mark Belser, grabbed a steak knife, shoved her out of the way, lashed back at the assailant. A healthy cut on the arm sent the man fleeing. We

use the word 'man' loosely, because he was actually just a 15-year-old boy. He had been accompanied by two friends, one of them 15, the other 17. After the perpetrators fled, Belser rushed Tina, who was in the process of losing two liters of blood and bleeding to death, to Carriacou. The next morning she was flown to a supposedly better facility in Grenada, and released 30 hours later. Belser stayed behind with the boat and to report the heinous incident to the police. When the assailant was brought before Belser, he showed no remorse whatsoever. In addition, the police seemed shockingly indifferent. Locals, however, hailed Belser as a hero. Tina is being flown back to the island, where she is given bodyguards, to testify at hearings and the trial. But we'll bet a nickel the youth is free in hardly any time at all.

Although you might expect the couple to give up cruising, they haven't. "We have **new safety measures**, though," says Tina. "We have installed a large halogen light for the aft deck and an aluminum barrier gate for the companionway."

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14-FT HUNTER 14.6, 2006. Encinal Yacht Club. \$3,950. This is a very popular dinghy for the beginning sailor w/weighted/retractable centerboard and mast float. Furling jib makes her easy and fun. Trailer included. Contact (510) 507-0007 or mike@journeycatamarans.com.

AVON 10-PERSON LIFERAFT. Richmond YC. \$1,500/obo. Raft is in excellent condition, and has been well maintained and stored in cool/dry area when not in use. New "firing head" and new "pressure tank head" fitted and other upgrades, would make an excellent cruising liferaft. Email vstevh@gmail.com.



18-FT MARSHALL SANDERLING. 1976. Walnut Grove, CA. \$8,900. Great condition/well maintained. White hull and deck with gray cockpit. Teak rails/trim. 1999 Yamaha 4hp OB/EZ lift bracket. Mast replaced 2000. 12-volt system with running/cabin lights. Anchor and Porta-Potti. 1997 Thurston sail in good condition with lazy jack and cover. Complete boat cover. (916) 777-7004 or (415) 608-9293 or joe.r.sutton@gmail.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.



15-FT YAWL BOAT, 1993. Santa Rosa, CA. \$3,500. West System epoxy/glass over cedar. Teak decks, mahogany seating and leeboards. Danforth anchor, bronze compass, leathered oars. Galvanized ShoreLand'r trailer. See YouTube *Rose on Tomales Bay*: www.youtube.com/watch?v=7IKnWQMmAVU. Contact douglascchandler@sbcglobal.net or (707) 527-7801.

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17-FT NORTHEASTER DORY, 2014. Spaulding Wooden Boat Center, Sausalito. \$2,300. Build your own boat in 6 days! Chesapeake Light Craft, boat kit experts, offers two boatbuilding classes in June: stitch-and-glue rowing/sailing dory or sliding-seat wherry. See more at www.clcboats.com/ca. Call (410) 267-0137.

24 FEET & UNDER



24-FT J/24, 1992. Stored on her trailer at Berkeley Marine Center. J/24 USA4906 is for sale! This J/24 has won the US National Championships five (5) times! She is ready to win it again now! Call for details. (925) 253-9997.



24-FT SEAWARD, 1990. Brookings, Oregon. \$10,900. New 8hp 4-stroke electric start remote Tohatsu, bimini, Porta-Potti, main, furler genoa, icebox, 30 gal water, Delta anchor, SS portholes, solar, chart plotter, mast raiser, propane stovetop, aluminum trailer. Photos. Contact (541) 469-9379 or sandsations@nwtec.com.

25 TO 28 FEET

25-FT MERIT, 1980. Monterey. \$6,500. Currently with Monterey mooring option, newly refurbished 2-axle trailer with surge brakes, 5hp Mariner OB, new bottom paint, used sails, needs some work. Fun, fast and easy to sail. (831) 393-9942 or constable3@earthlink.net.



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30-FT WYLIECAT, 1998. Oxford, Maryland. \$75,000. Diesel inboard, custom tandem-axle trailer. Raymarine instruments, 4 sails, dodger, autopilot, installed battery charger. Used seasonally and dry stored, or on lift. (727) 641-5688 or (727) 502-0186 or hallpalmer@hotmail.com.

32 TO 35 FEET

32-FT O'DAY, 1987. Monterey. \$32,000. Roller furling, dodger, lines led aft, self-tailing winches, wheel, autopilot, radar, Yanmar diesel, 12-volt fridge, inverter, TV, stereo, propane stove. Good condition, except dodger. With transferable slip in Monterey. See photos on Craigslist. Call (831) 512-6842.

33-FT CAL, 1973. Emery Cove Yacht Harbor. \$17,900. Moving sale. Classic sailboat. Volvo diesel. Harken Mk II. Skeg rudder. Tiller. Modified scoop stern. (626) 410-5918 or ngolifeart@gmail.com.

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



32-FT COLUMBIA 5.5, 1966. Alameda. \$13,000. Complete refit 2000. Faired keel, rudder. New halyards, bottom in 2013. Pneumatic vang. Carbon spinnaker pole. Electric bilge pump. Great race record in both One Design and PHRF. Turnkey boat. Alameda, upwind berth. (707) 644-1978 or pszasz@att.net.



33-FT HOBIE, 1983. Healdsburg. \$20,000. Ballenger double-spreader rig, new standing, running rigging and life lines last 2 years. Lines led aft for single-/doublehanding, many upgrades including Honda-powered sail drive, removable bowsprit for asymmetrical spinnaker, oversized rudder by Foss Foam, Raymarine instruments. Lift keel version with keel set in semi-permanent down position. On galvanized trailer in good condition with electro-hydraulic brakes, tongue extension, new stainless steel rotors. Many sails in ex-racing condition. Upon sale will transport this Pocket Rocket to the Northern California location of your choice. (707) 433-3692.

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 7/2013, bottom painted 6/2013. Very clean, well maintained. Photos are available by email, billsailbay47@hotmail.com.



32-FT COLUMBIA 32 SPORT, 2007. Newport Beach. Custom and factory refurbished, new North Sails, GPS, rigging, 4,185 lbs. - flies around the course. Winning record. This is the second generation of the Columbia 30/32 (now Columbia 32 Sport) and was built for the owner of the company and then owned by the designer of the boat. Only four of these hulls were built and this is the only one that is 7/8 rigged and modified by the designer. Her sister Columbia 32 hit 26 kts and won its class in the San Francisco to Hawaii 2012 Pacific Cup. Includes tandem trailer. See <http://exigent7000.wordpress.com>. Contact (949) 294-9777 or tgrant@calr.com.

33-FT HOBIE, 1983. San Diego. \$24,000. H-33 in great shape, newer 3DL sails, kelp cutter, LED nav lights, Dyneema running rigging. Fun day sailer, race winner. Plan your assault on Transpac 2015 now! Many pictures on blog, <http://hobie33forsale.blogspot.com>. Contact (619) 405-9349 or h.33.sdyc@gmail.com.

32-FT WESTSAIL, 1975. Pillar Point Harbor, Half Moon Bay. Best offer. Launched in 1980. Original owner. 3 headsails, one drifter, Perkins 4-108, propane stove with oven. Recent haulout, June 2013. Come see, make an offer. (650) 303-3901 or (650) 712-1425 or pgclausen@gmail.com.

35-FT J/105, 1998. Berkeley Marina. \$72,000. J/105 #181 *Wianno*. Tiller boat for sale. Top 10 Fleet 1 finisher 2011 and 2012. Excellent condition. Two full sets racing sails, 1 set cruising sails. Race ready. See <http://picasaweb.google.com/Gnuggat/J105181WiannoForSale#>. Email gnuggat@gmail.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.



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.



35-FT CORONADO, 1972. Alameda. \$22,950. *Silverwind*. Documented, new bimini, Yanmar diesel, center cockpit, diesel fireplace, head, full galley gimbal stove. Great liveaboard with large V-berth and aft stateroom. Transferable slip. Beautiful view of Estuary. (408) 209-5205 or joederyke@yahoo.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. Contact nauticat35@hotmail.com or (503) 290-9606.



32-FT COLUMBIA 5.5, HULL #4, 1965. Stockton Sailing Club. \$10,950. Fleet winner last 2 years, dry sailed, beautiful bottom, newer Ballenger mast and boom, rigid vang. New running rigging last year with tapered lines to Spectra, Spectra back stay and jumpers, Andersen winches, beautiful racing Doyle main and jib in 2012 and new max runner kite in 2013, many practice sails. Beautiful custom-built trailer with rear slide out making trailer 30 feet long. (209) 570-0501 or wccanepa@sbcglobal.net.



34-FT BENETEAU 350, 1989. South Beach Harbor, San Francisco. \$45,000. Losing our slip at South Beach. Our loss is your gain. Well cared-for 2-cabin, one-head 35-ft cruiser. Tall rig and shoal keel make *Betsea* a perfect boat for the Delta or weekends in the Bay. Recent \$4,500 service on Volvo diesel, full-batten main and new furling jib. Lightly used, regularly serviced by San Francisco Boat Works. Contact Garrett at gsmithmd@yahoo.com. Or Steve at: stev@dcomcast.net or (925) 413-2079.



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32-FT SAMSON C-MIST. \$3,000/obo. Professionally plastered and cured. Westsail cutter-rig. aluminum, stainless, 6 Dacrons. Needs new cockpit and major overhaul. Lively to windward at 5 knots. Gordon Strassenburgh, 275 N. Broadway, #304, Coos Bay, OR, 97420.

34-FT SAN JUAN, 1980. Richmond. \$27,000. Good condition, 100% ready to sail. Yanmar diesel 2QM15. All lines aft. Mainsail with double reef, 110% roller furling jib, 155% roller furling genoa. Hot/cold pressurized water. Rubber dinghy with outboard. Contact (530) 673-8457 or sf885@sbcglobal.net.

36 TO 39 FEET



38-FT CUTTER-RIGGED INGRID. British Columbia. \$65,000. *S/V Fairanne*. Jack Atkins design, hull #1. Mahogany/oak, 37hp Kubota. Full complement of electronics. Beautiful, heavy cruiser. Serious inquires only please. Contact John, fairanne68@yahoo.com.

37-FT JEANNEAU SUN ODYSSEY. 2002. Long Beach. \$79,000. Raymarine autopilot, bimini, dinghy with Yamaha OB, Volvo 29hp, original owner. (760) 980-0204 or marshallkagan@yahoo.com.

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



38-FT CONTEST 38S, 1986. S.France, Marines de Cogolin. \$99,000 VAT paid. A premium center-cockpit sloop by Cony-Plex Yachts Holland, USCG Doc, VAT paid. Professionally maintained with tens of thousands of \$ in upgrades past 12 years. New teak decks and Selden roller furl mast 2002. Volvo 2003T 47hp turbo and SS tankage for 400+ NM. Rod steering. Custom electric system with 75 amp Balmar alternator. Recent Raymarine instruments w/direct-drive Raymarine autopilot. Radar, Navtex, liferaft, EPIRB, Icom. Custom cabinetry. This comfortable ocean cruiser is sitting in beautiful Marines de Cogolin walking distance to St.Tropez. Berth available with 5-year lease. Contact (650) 637-7791 or terryshari@yahoo.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.



37-FT PEARSON 365 SLOOP/CUTTER. 1978. Sausalito. \$45,000. Well maintained, upgraded, sailed, and lived on for 22+ yrs. Recent LPU topsides, Mainsail, much more... Come see. (415) 297-4080 or art_epstein@yahoo.com.



37-FT GULFSTAR AFT COCKPIT, 1977. Delta. \$47,000. Original owner new in 1978. Loaded with all factory options, emergency tiller, automatic fire suppression, deck wash down, high output chargers with AGM batteries, and more. Fin keel, spade protected rudder, Perkins 4-108 diesel with 700 original hours, teak interior like new. Light use. Icom, 45lb CQR anchor, LectraSan, freshwater kept, propane stove/oven, 12v reefer/freezer. Phone or email for additional information and photos. (925) 679-0900 or (925) 759-3406 or bigbreakmarina@earthlink.net.



39-FT YORKTOWN, 1977. Vallejo. \$35,000. 'Turnkey' 39-ft Yorktown sailboat has undergone many upgrades and required maintenance. Very seaworthy. New paint, Harken traveler, Barlow winches, and more. Very complete project, you can put your own finishing touches on. Motivated seller. Call for more details. (925) 324-4226 or daltonm@scranonlawfirm.com.



38-FT CATALINA, 1982. Alameda. \$38,000. SS design, swift, graceful, easy-to-handle performance yacht. Full batten North main, 85 jib, 110 jib, 150 genoa and two spinnakers. Reefer, autopilot, chart plotter, inverter/charger. Universal diesel. Lots more gear. (916) 747-6933 or dgilmoressailor@yahoo.com.

39-FT FREYA, 1978. Berkeley Marina. \$68,000. Very clean. Professionally built and maintained, beautiful. Custom light interior, maple sole, ash bulkheads, rigged for singlehanding, loaded with equipment. Don't miss this opportunity to own a legend. Contact (510) 917-5229 or dalydolphin@aol.com.



36-FT SCHUMACHER, 1989. Paradise Cay. \$30,000. *National Biscuit*. Ready for racing! Carbon spinnaker pole, over 15 bags of sails, new running rigging, Yanmar 3-cylinder engine, triple-spreader fractional rig. Call. (415) 271-2722.

36-FT CATALINA, 1983. Loch Lomond Marina. \$35,000. The spacious, well-laid out interior makes this Catalina an excellent boat for living aboard or for weekend and coastal cruising. Universal diesel, Simrad autopilot. TV. Needs a little TLC. Email Leep223@aol.com.



37-FT EXPRESS, 1985. Long Beach, CA. \$75,000. *BrownSugar*, Pac Cup-ready. 2x TransPac vet. 2008 complete renovation, new standing, fresh running rigging. 3-year-old Yanmar 3GM Balmar alternator, AGM batteries, new Martec propeller. 2013 bottom fairing, new Schumacher rudder. Autopilot, complete electronics. SideBand. One-season carbon 150 genoa, watermaker. Trailer available, loaded. No brokers please. Contact (714) 973-2878 or (714) 425-9788 (cell) or finc0@sbcglobal.net.

36-FT JEANNEAU 36.2 SUN ODYSSEY. 1998. San Rafael. \$79,000. Beautiful well equipped sloop, for Bay use or cruising. Meticulously maintained, excellent condition. See URL for hi-res pics: <http://hitchcraft.net/Zingara>. Contact (415) 299-0263 or miguel@hitchcraft.net.

40 TO 50 FEET

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48-FT MAYFLOWER KETCH, 1985. Puerto Vallarta, Mexico. \$139,500USD. Sleek and graceful bluewater cruiser properly equipped can fly up to five sails with a crew of two. Designed by third-generation naval architect George Stadel III, the *Oriana* has proven performance, good construction, and detailed appointments. The deck, hull, and spars were repainted in 2013. With its ample captain's cabin, attractive, roomy salon and fully-equipped galley, the boat is a comfortable liveaboard in any of the world's ports. Powered by the proven Perkins 92M, the craft cruises comfortably at 7.5 knots. Equipment includes roller furling on all masts, self-tailing winches, 300 ft. chain anchor rode, three sturdy anchors, watermaker, and more. See <http://TheOriana.com>. Contact info@theoriana.com or (480) 447-7316.



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40-FT HUNTER LEGEND, 1990. Emeryville Marina. \$70,000. Boat is very spacious with centerline queen aft stateroom with plenty of storage, 2 heads, large galley, forward-facing navigation station, dinette seating, large forward cabin. Very well equipped with good electronics, strong Yanmar engine, and new mainsail, new stereo, aft head, lines and has been detailed inside and out, looks like new! Great boat for sailing the Bay and liveaboard! Check out link to see more photos: <http://tempestsailboat.shutterfly.com>. Contact (702) 303-4228 or fawcett1204@hotmail.com.



46-FT CAROL KETCH. John Hanna design, 1946. Berkeley Marina. \$42,000. Classic wooden ketch. You'll be only the fourth owner of this beautiful double-ended ketch. Recently hauled and surveyed in January 2014, lots of work done in the last 2 years that you will benefit from. 48hp Perkins diesel. All sails in good shape. New sail covers. Interior freshly painted. More information and plenty of photos available, just ask. Contact (970) 261-1611 or jfa@technicaldesigns.net.



47-FT CATALINA, 2000. Long Beach, CA 90803. \$198,000. Beautifully maintained and priced to sell. Call or email for more information, specs and photos. (626) 705-4561 or sailboat470@gmail.com.



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.



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 craig@seasilk.us.



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43-FT BENETEAU 423, 2005. Redwood City, CA. \$149,000. Immaculate bluewater 43-ft sloop, with cutter rig. Dual chart plotters, radar, and belowdeck autopilot. 150% furling jib, staysail, and like-new mainsail. Cherry interior with white leather. Boat looks brand new. Two cabin configuration. Contact (650) 533-7732 or Captmaddog@gmail.com.



45-FT FASTNET 45, 1974. Portland. \$67,000. Price reduced!. 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 lightheart45@yahoo.com.



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44-FT KELLY-PETERSON, 1978. Alameda. \$110,000. Fast and nimble world cruising cutter, center cockpit, rear cabin, sleeps 7, skeg protects rudder and propeller from rock or reef contact, new diesel, review and report at website. <http://KP44.org>. Contact (408) 378-3700 or davidperry222@gmail.com.

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47-FT 473 BENETEAU, 2006. Marina Village, Alameda, CA. \$240,000. Cruise ready. White hull. Deep keel. Teak decks, 3 cabin. 75hp Yanmar, 7.9 Westerbeke generator, Spectra Newport watermaker, air conditioning, custom upholstery, Cherry wood interior, bow thruster. Much more. (530) 545-9540 or jmbtahoe@yahoo.com.



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41-FT BENETEAU, 1986. San Francisco. \$86,000. Performance cruiser, 3 cabin, 2 head, 100 diesel, 110 water, heater, Aux genset, watermaker, water heaters, 4 headsails, main, spinnchute, 300' chain, VHF, HF, radar, GPS, A/P. Contact (415) 963-1025 or (415) 867-9348 or bsgandco@gmail.com.



50-FT SANTA CRUZ 50+, 1983. Dana Point, CA. \$350,000. *Horizon* is the definitive Santa Cruz 50+. Professionally maintained. Ready to race or cruise. New mast and boom. Open transom, stern scoop, new rudder, rounded hull-deck joint, grinder, carbon wheel, new deck layout including Admiral's Cup-style mainsheet and all halyards led aft to cockpit. Amazing sail inventory, running, standing rigging package, deck hardware and winch package. Comfortable interior. Contact Jon Shampain at EOSailing@cs.com or Erik Shampain at Eshampain@UllmanSails.com.



42-FT CATALINA, 1996. Sausalito. \$137,500. New bottom paint, new standing rigging, all new rope. Yanmar engine. Autopilot, winches professionally serviced, radar. All interior fabric to be new... your choice of Sunbrella fabric for new cushions. Call Tom. (415) 271-2722.



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42-FT PASSPORT, 1981. Ft. Pierce, FL. \$124,500. Fully outfitted for worldwide cruising, this proven bluewater liveaboard performs well on long passages. Many upgrades less than 8 years old, including chainplates, rigging, electrical, European transformer, AIS, SSB, VHS, sat phones, Pactor modem. 150gal water and 200gal fuel capacity, hydraulic autopilot, solar panels, steering vane. Large spares inventory and original equipment manuals. Perkins 4.108 engine refurbished and meticulously maintained w/4600 engine hours. This reliable cruiser has sailed the Pacific, Atlantic and Med. Email sobella2009@yahoo.com.



43-FT RON HOLLAND, 1986. Marina Riviera Nayarit, MX. \$143,000. Aft cockpit, 2 stateroom, 2 head, spacious, well equipped and well maintained for cruising. Singlehanded all over Pacific Mexico in comfort and now lying in a fantastic location. See more at www.sanctuarycharters.com/sabbatical.php. Email office@sanctuarycharters.com.



42-FT VALIANT, 2000. Kinsale, Virginia. \$319,900. *Breezy*. Super clean. Freshwater boat - nicest Valiant available. Shows as new. Was stored indoors for many years. Bow thruster, AC, heat. 55hp, 530 hours since new. Extensive equipment list too much for this space. Ultimate, perfect boat for the cruising couple - sails through all waters with ease. All-ocean SUV. Will email list and photos. We sailed her this winter on the Chesapeake, but will be on land this summer. *Breezy* can be trucked anywhere. Contact (907) 260-2658 or bob@bobbreeden.com.



43-FT J/133, 2005. Redwood City. \$320,000/obo. 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. Contact (408) 234-4402 or john@castlerock.com.



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

51 FEET & OVER



68-FT DERECKTOR, 1971. Richmond, CA. \$299,000. Fantastic aluminum pilot-house expedition yacht set up for single-handing. 2011 refit including new Yanmar, mast, sails, refrigeration, electronics. Returned from voyage to Fiji, ready to go! More at <http://sites.google.com/site/yachtpandion>. Contact (415) 663-8776 or svpandion@gmail.com.



55-FT SWAN SLOOP, 1971. San Carlos, Mexico. \$198,000. Classic Swan 55 S&S sloop, one of three built by Nautor in Finland #007. Great racing cruiser. Email for more information. (707) 371-6550 or swanfun@hotmail.com.



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36-FT JOHN ALDEN CUTTER, 1937. Monterey Bay. \$3,000. Master Mariner candidate! Hull design #600 built at Sturgeon Bay Boatworks, now Palmer Johnson. 11 bags of sails, bronze Merri-man hardware, lots of documentation of past history. Listed in *John G. Alden and his Yacht Designs*. Dry bilges, no engine, needs work, but priced accordingly. Great project boat if you want to restore a classic. Email carmelitakp44@hotmail.com.



58-FT STAYSAIL SCHOONER, 1925. Port Townsend, WA. Make offer. *Suva*, 1925 staysail schooner designed by Ted Geary. A gorgeous and sound classic yacht that sails wonderfully! Teak. Financing available. See more at www.schoonersforsale.com. Contact (360) 643-3840 or schoonersuva@gmail.com.



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38-FT FOUNTAINE PAJOT ATHENA, 1995. San Francisco, CA. \$149,000/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! See <http://htzortzis.wix.com/family-circus>. (925) 878-9659 or ctzortzis2014@gmail.com.



42-FT FOUNTAINE PAJOT VENEZIA, 1996. Pier 39, San Francisco. \$249,000. True comfort either docked or in the ocean. Large salon, four double cabins, 2 bathrooms each with a shower, heater in each cabin, refrigerator and hot water heater. While docked, perfect onboard apartment living. Two 30hp Yanmar diesel engines, autopilot, GPS, plotter, radar, dinghy and much more. (704) 516-4422 or brmartonffy@live.com.



28-FT CRUISING DESIGN, TELSTAR, 2007. Clipper Marina (on hard), Sausalito, CA. \$65,000. Outstanding 28-ft trailerable trimaran. All options, full galley/head, chart plotter, DSC VHF, autopilot, Tri-Data, Seataik, spinnaker, drifter, 50hp fully maintained Honda, completely overhauled trailer. Rig up/down in under 5 minutes, fast, seaworthy cruiser. Priced to sell - Leopard 43 here. Contact (415) 752-8683, (415) 377-0816 or mmichaelbrown@mac.com.

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50-FT EX-US NAVY LIBERTY, Conversion, 1944. Monterey Marina, Monterey, CA. \$-Best offer over \$30,000. Tri-cabin liveaboard trawler. Double V-berth, head, and shower. Spacious lower helm/galley with inside ladder to fly bridge. Aft cabin/salon/bedroom. Fly bridge with large sun deck. Dual Capilano hydraulic steering. Stand up engine room. Detroit 671 diesel Morse controls. LectraSan, 35gal holding. New 50 amp shore power and main battery panels. Comfortable large 6' high cabins. Tastefully decorated. Walk-around deck. Slip transfers with sale. Some project work required. Owner will finance OAC. Contact johna@arnoldassoc.com or (831) 373-6061.



32-FT HUNTER, 1963. Korth's Marina, Isleton. \$14,500. Rare Bay Area mahogany and oak classic beauty. Varnished cabin, transom, trim. Original interior, sleeps five, large cockpit, new canvas. Chrysler 318s. 2011 survey. Offers welcome. (510) 582-8593 or R1G1G@hotmail.com.

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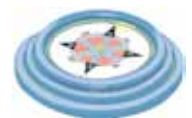
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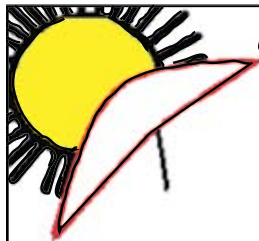
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ADVERTISERS' INDEX

101 Surf Sports	61	Breakwater Cove Marina	69	Dupey Marine Services	42	Harbor Island West Marina	100	Makela Boatworks	105
Afterguard Sailing Academy	62	Bridge Storage and Artspace	148	Dutchman	55	Harken	20	Marchal Sailmakers	137
Almar Marinas	39	Brisbane Marina	51	eMarine Systems	60	Helmut's Marine Service ..	105	Marina de La Paz	136
Alpenglow Marine Lights	139	Caprice Enterprises	139	E Paint	105	Heritage Marine Ins.	46	Marina El Cid	134
Alpha Marine Systems	97	Carlos Boat Works	149	EasyMoor	52	Heritage Yacht Sales	152	Marina Mazatlan	41
American Battery	101	Charlie's Charts	122	Elco Electric Boats	50	Hidden Harbor Marina	62	Marina Puerto Escondido	148
Aqua Marine	109	City Yachts	7	Electric Yachts of Southern California	91	Hogin Sails	46	Marina Vallarta	134
Bay Marine Boatworks	31	Clipper Round the World ..	27	Equipment Parts Sales	148	Hood Sails	17	Marine Lube	137
Bay Marine Diesel	137	Coastal Cup	53	Essex Credit Corp.	24	Hotwire Enterprises	135	Marine Outboard Co.	18
Bay View Boat Club	47	Conch Charters	121	Farallon Electronics	45	Interlux Yacht Finishes	29	Mariner's General Ins.	65
Berkeley Marine Center ...	19	Corinthian Yacht Club	69	Farallone Yacht Sales	13	Iverson's Design	49	Marotta Yachts	154
Blue Pelican	148	Cover Craft	58	Fender Jammies	105	JK3 Nautical Enterprises ..	15	Mathiesen Marine	10
Blue Water Yacht Insurance	57	Coyote Point Marina	104	Flying Cloud Yachts	151	KKMI - Boatyard	156	Mayne, Larry R. Yacht & Ship Broker	151
Boat Smith SF	109	Cruising Yachts	8-9	Forespar	69	KKMI - Brokerage	153	McDermott Costa Ins.	71
BoatU.S.	37, 91	Davis Instruments	45	Fortman Marina	101	Kissinger Canvas	66	Minney's Yacht Surplus ..	136
BoatU.S. Insurance	105	Defender Industries	66	Gentry's Kona Marina ...	139	Lee Sails	138	Modern Sailing School & Club	149
Boat Yard at Grand Marina, The	11	DeWitt Studio	109	Gianola Canvas Products	57	List Marine Enterprises	53	Multihull Co., The	153
BottomSiders	135	Dinghy Doctor, The	56	Grand Marina	2	Loch Lomond Marina	57	Mystic Stainless	59
		Downwind Marine	58	Hansen Rigging	63	Mack Sails	51	Napa Valley Marina	64
		Dr. LED	60			Mahina Offshore Expeditions	135		

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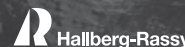
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ADVERTISERS' INDEX – cont'd

Nelson Cap/Camwraps .. 48	Pineapple Sails..... 3	San Francisco Boat Works..... 108	Start Line Strategies..... 101	Wedlock, Ramsay & Whiting Marine Surveyors..... 138
New Era Yachts..... 152	Punta Mita Beachfront Condos..... 139	San Francisco Marina..... 22	Stem to Stern..... 54	West Marine..... 35
Nickle Atlantic/Froli Sleep Systems..... 101	Quantum Pacific..... 49	San Juan Sailing..... 122	Sterling Associates..... 70	West Marine - Rigging..... 28
Nor'Sea Yachts/Montgomery Boats..... 91	Quickline..... 65	Sausalito Yacht Club..... 40	Stockton Sailing Club.... 113	Westwind Precision Details..... 43
Norpac Yachts..... 155	Raiatea Carenage Services..... 90	Schoonmaker Point Marina..... 38	Suncoast Yachts..... 56	Whale Point Marine Supply..... 32
North Beach Marine Canvas..... 43	Reckoning At Sea: Eye to Eye With a Grey Whale..... 68	Sea Bags..... 55	Sustainable Casket..... 71	Whitecaps Marine Outfitters..... 6
North Direct Sails..... 63	Richardson Bay Marina... 61	Sea Frost..... 53	Svensden's Boat Works..... 25	Windtoys..... 67
North Sails..... 23	Rigging Loft..... 138	Seacoast Marine Finance..... 50	Swedish Marine..... 33	Wyliecat..... 44
Opequimar Marine Center..... 67	Ronstan Marine, Inc. 109	Seashine..... 67	Swiftsure Yachts..... 150	Yachfinders/Windseakers.. 10
Outboard Motor Shop..... 55	Rubicon Yachts..... 45	Seatech..... 139	TMM Yacht Charters..... 121	Zachary Thackery - Book .. 68
Owl Harbor Marina..... 59	S/V 'Seal', Sail Alaska.. 122	Selden Mast, Inc. USA..... 12	Tartan 101/Blue Pacific Boating..... 21	Zarcor..... 70
Oyster Cove Marina..... 112	S&S 30 (Elixir Yachts)..... 65	Sequoia Yacht Club..... 26	ThunderStruck Motors..... 49	
Pacific Crest Canvas..... 36	SS Marine: Yacht Sales and Boatyard..... 149	Shoreline Yacht Group... 151	Toss, Brion Yacht Riggers..... 47	
Pacific Offshore Rigging .. 64	Sail California..... 8-9	South Beach Harbor..... 34	Trident Funding..... 4	
Pacific Rigging..... 136	Sail Warehouse, The..... 52	South Beach Riggers..... 43	Vallejo Marina..... 63	
Pacific Sail..... 54	Sailrite Kits..... 14	Spaulding Wooden Boat Center..... 30	Vallejo Yacht Club..... 71	
Pacific Yacht Imports..... 16	Sal's Inflatable Services.... 51	Spectra Watermakers.... 120	Ventura Harbor Boatyard..... 101	
Passage Yachts..... 5	San Diego Yachts..... 149	Starboard Sun..... 136, 138	Volpar..... 48	
Peterson Power..... 59		Starbuck Canvas..... 10	weatherguy.com..... 137	





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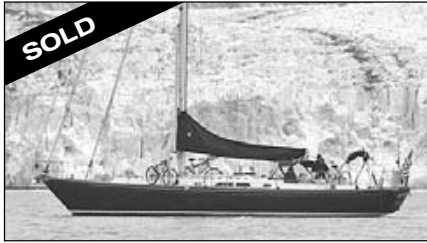


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43' HUNTER 430, 1995 In nice shape inside and out. Spacious, well laid-out 3-stateroom/2-head interior with 6'6" headroom and lots of light and storage. Lying Oxnard. **\$97,000**

See at: www.marottayachts.com



31' PACIFIC SEACRAFT, 1988 Designed and built by actual cruisers. Shows very nicely. Yanmar diesel, radar, chartplotter, autopilot, offshore dodger, wheel, roller furling. **\$78,000**

See at: www.marottayachts.com



45' HUNTER, 1987 Amazing space below with 6'7" headroom; feels like a 50+ footer! Boat is in nice shape, well equipped and well priced. Pullman berth forward, shoal draft. **\$77,500**

See at: www.marottayachts.com



33' BENEteau 331, 2000 Clean, well equipped and lightly sailed. Priced right by a motivated out-of-state owner. Turn key condition; potentially transferable Sausalito YH slip. **\$72,000**

See at: www.marottayachts.com



28' ALERION EXPRESS, 2000 Lovely little daysailer shows as new for a fraction of the price. Very well equipped; potentially transferable Sausalito Yacht Harbor slip. **\$69,500**

See at: www.marottayachts.com



35' HINCKLEY YAWL, 1966 Only 2 owners; in nice original condition with roller furler jib, new sails in '99, Westerbeke diesel rebuilt '07, striking gray Awlgrippped hull. **\$62,000**

See at: www.marottayachts.com



35' MAXI 105, 1983 High quality Swedish-built yacht with a 3/4 aft cockpit configuration. In excellent condition, she shows much newer than her actual age. **\$59,000**

See at: www.marottayachts.com



36' CANADIAN SAILCRAFT, 1986 One owner classic CS in beautiful shape. Rebuilt Westerbeke diesel, new standing rigging and more. She's perfect for the Bay! **\$53,000**

See at: www.marottayachts.com



36' CATALINA, 1987 Very nice inside and out, with the interior showing much newer than its actual age. Potentially transferable Sausalito Yacht Harbor slip. **\$42,000**

See at: www.marottayachts.com



35' RAFIKI, 1980 As solidly built as the 37, the 35 has a cutaway forefoot so is more nimble and considerably less expensive. This one shows well. Offers encouraged. **\$34,500**

See at: www.marottayachts.com



34' PETERSON, 1977 Fast, tough boats built to the highest quality standards, still popular on the market. This one was built for the Granny Goose potato chip family. **\$34,000**

See at: www.marottayachts.com



32' DREADNOUGHT, 1978 Classic Crealock-designed California-built cutter. These double-enders have sailed all over the world. Potentially transferable Sausalito YH slip. **\$24,500**

See at: www.marottayachts.com



30' ALBIN BALLAD, 1978 Solidly built, still very much in demand as a sporty family cruiser or cost-effective club racer. Never been cruised and is in very nice shape. **\$24,500**

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48' GRAND BANKS Trawler LRC. Aft master S/R, twin diesel, FB & PH helms, classic mahogany in BEAUTIFUL condition. Onan, fully loaded galley, 3 heads, shower & tub, inflatable dinghy w/motor, swim platform, steady-ing sails, radar, MORE! Asking **\$60,000/offers**



37' HERSHINE Trawler. Glass, flybridge & P/H helms, economical single diesel, Onan, radar, GPS/plot, AP, swim platform, 3 cabins, full galley, bimini, BBQ. **This is the Trawler yacht you've been looking for and MORE!** Asking **\$34,950**



45' FUJI KETCH Cruise equipped, 60 hp dsl, genset, wind gen, radar/GPS/plotter & full elect w/repeaters at pedestal/wheel steering, dodger, main, spinn, storm jib, RF, genoa, AP, reef, freezer, more! Asking **\$99,500**

CRUISE READY!
34' CATALINA Full cruise equipment. Baja Ha-Ha veteran and ready to go again. Aft and forward double staterooms, solar panels, radar and full electronics. Lots of gear. Dodger and bimini, spinnaker. Great condition and MORE! Asking **\$38,950**



REDUCED!
42' PT-42 TRAWLER An outstandingly beautiful & well equipped motor yacht in exceptional condition. Flybridge, aft master strn, forward strn, 2 heads, beautifully appointed, many recent upgrades, twin dsls, full galley, comfortable salon, full electronics, aft cockpit, aux generator & much more. Asking **\$99,500**



OFFERS ENCOURAGED
175' LIGHTHOUSE TENDER, "FIR" Designated National Historic Landmark by U.S. Dept. of the Interior. STEEL, twin diesel-powered small ship, fully operational and in great condition. Beautiful, comfortable interior and great accommodations. Huge galley, many spares – and on and on. An awesome opportunity. Asking **\$360,000**



BARGAIN!
43' GULFSTAR TRAWLER Twin diesel, 7.5KW Onan, Fiberglass, 6'4" headroom, aft double stateroom, flybridge, windlass, two enclosed heads. Interior remodel partially completed. Fully operational, full galley and an excellent liveaboard cruiser. **GREAT VALUE!** Asking **\$19,950**



REDUCED!
36' MARINER Sloop by Mariner Yachts of New Hampshire. A bluewater cruiser set up to follow the weave of one's dreams. Stoutly built in New England by boatwrights proud of their skills. Heavy hand layup glass construction with impressive joinery. Asking **\$39,000**



46' LIBERTY 458 Excellent condition & fully cruise equipped. Full electronics pkg incl. GPS/radar/etc. 85 hp diesel, wheel, dodger, wind generator, Heart inverter, cabin heat. Too much to list. Fully found bluewater cruiser – ready to go. Asking **\$135,000**



REDUCED!
36' CANADIAN SAILCRAFT Sloop. Noted for quality, performance, comfort & seaworthiness, the CS-36 is an outstanding design; "TIME OUT" is a fine example of the marque. Dsl, roller furl, dodger, self-tailers, big sail inventory, clean & well equipped. Shows well! Asking **\$49,950**



REDUCED!
38' ERICSON Sloop. Great Bruce King design. Diesel, roller furl, self-tending winches, dodger, full galley w/fridge & freezer, radar, GPS, plot, etc. with repeaters, spinnaker, wheel/pedestal, solar panel, tender w/motor, AP, liferaft, 2 dbl staterooms & MORE! Asking **\$54,200**



BARGAIN!
28' ISLANDER Sloop in very nice condition. Good sails & spinnaker, roller furling, new standing rigging, only 300 hrs since Atomic 4 engine rebuild, self-trailing winches, wheel steering, double course lifelines w/bow & stern pulpits & MORE! This is a nice vessel. Asking **\$9,950**



REDUCED!
29' CAL 29 Sloop. Solid, classic Lapworth design in sailaway condition. A fast fin-keeled beauty with a nearly new auxiliary diesel! Handles well and is a great daysailer or weekender – or for limited cruising. Roller furling, new LPU & MORE! Asking **\$16,500**



PERFECT!
52' STEPHENS 1929 CLASSIC Raised deck express coastal cruiser. ABSOLUTELY BRISTOL condition. Exquisitely decorated and stunning custom built, one-of-a-kind Gatsby era gem. Twins, generator, flybridge, more! Asking **\$290,000**



GREAT VALUE!
32' DOWNEASTER Cutter. An excellent cruiser with robust hand-laid glass construction. Good looks, roominess (6'6" headroom), comfort, cutaway forefoot full keel w/hung rudder for stability, true tracking in a seaway & nimbleness in close quarters. MORE! Asking **\$32,500**



30' HUNTER Sloop. Nice, squared-away one-owner boat with lots of good features. Yanmar diesel, large aft dbl S/R, RF, all lines led aft for short-handed sailing, GPS, VHF, wheel steering, H&C pressure water, spinnaker, walk-thru transom, more! Asking **\$28,950**



133' CAR FERRY Conversion: Office/Studio. Ultra spacious. Fully operational. Set up for very comfortable living and working. Ice Class, built in Norway. Fine condition. Absolutely unique and VERY cool. Rare opportunity. Asking **\$680,000**



34' GEMINI 105 CAT Lovingly maintained example of this popular, affordable cruiser. GPS, VHF, depth, CD/stereo, battened mainsail, roller furling, lazy jacks, fixed dodger, wheel steering, h/c water, cockpit shower, enclosed marine head w/shower, full galley & MORE! Asking **\$109,950**



39' BENEteau 390 OCEANIS Well priced good 1993 potential cruiser in nice shape. Refit w/Yanmar dsl, 3 cabins, 2 heads w/showers, autopilot, GPS, RF, battened main, dodger, wheel steering on pedestal, full galley w/refrig, more! Attractive **\$70,000** asking price



REDUCED!
30' CAPE DORY Cutter. Alberg design. One of the finest smaller bluewater cruisers ever built. Famous for comfort, durability, seaworthiness & stout construction. Dodger, near-new dsl, RF, radar, GPS, MORE! Asking **\$29,950**

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