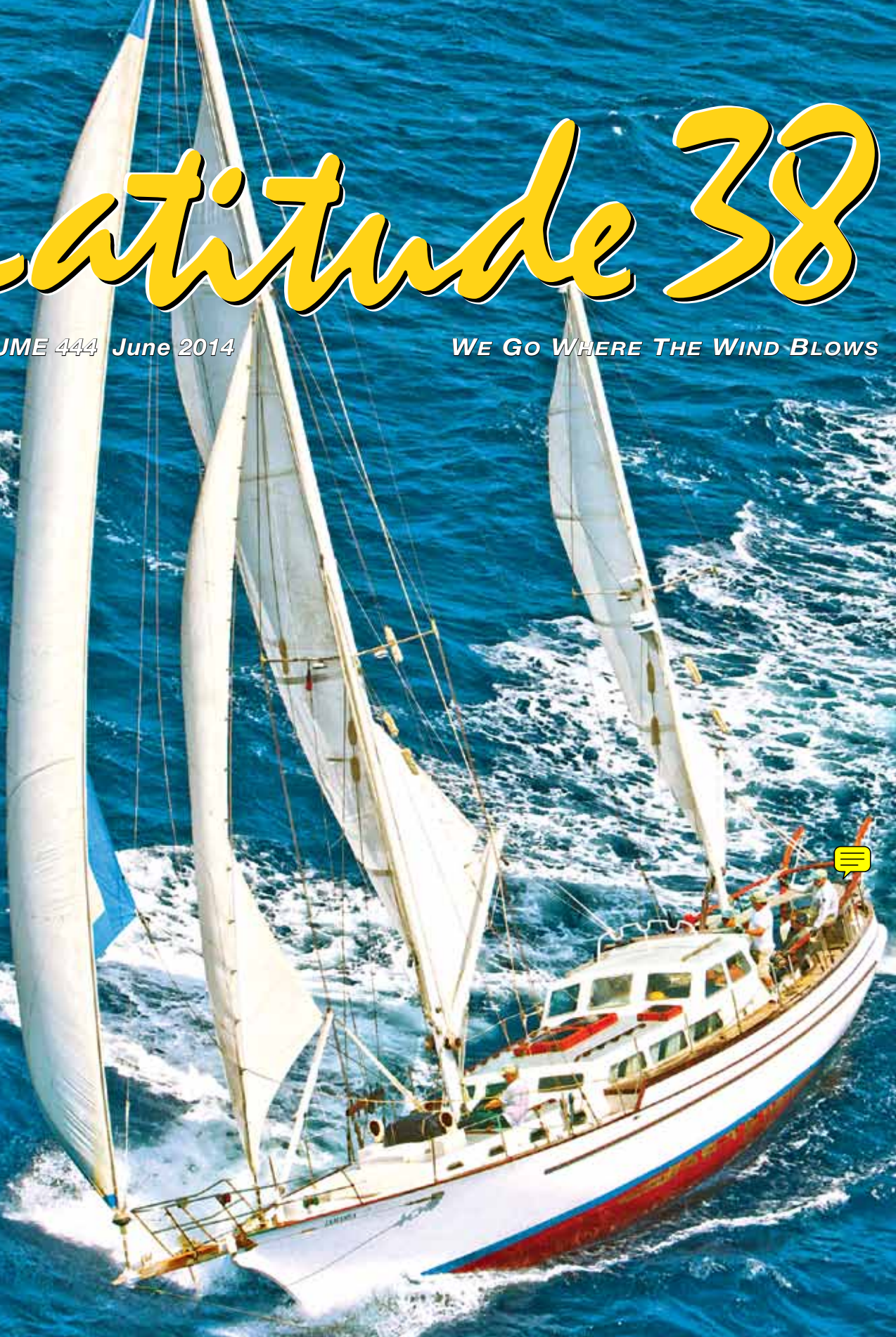


# Latitude 38

VOLUME 444 June 2014

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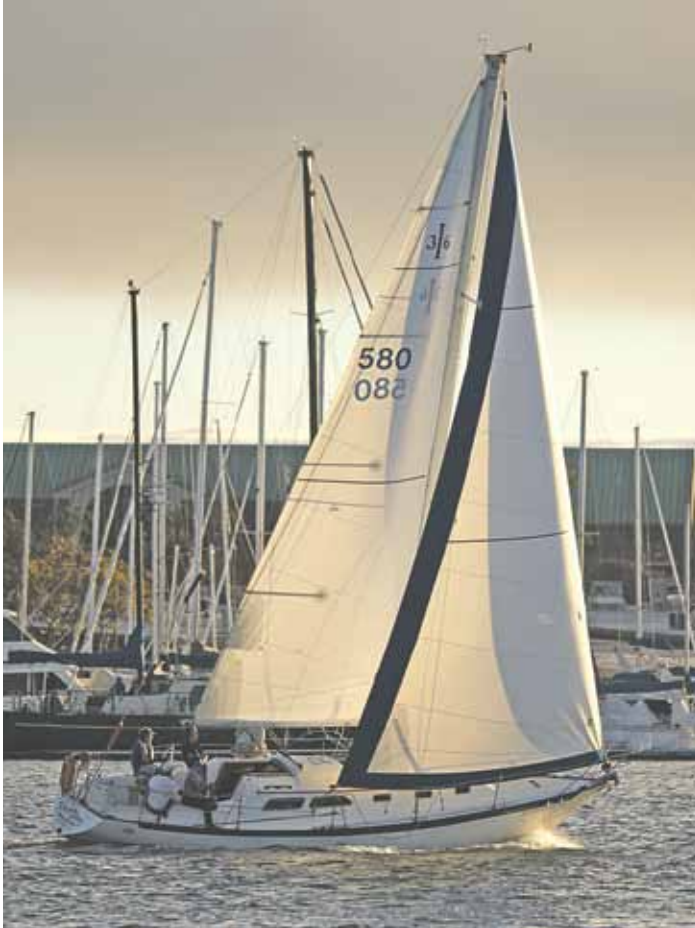


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# How about today?

PHOTO DEBBY RAITTO



*Someday\**

Roy and Melinda Samuelson don't usually race *Someday*, their Islander 36. But in addition to plenty of cruising on San Francisco Bay, they are having fun competing in the non-spinnaker division of Oakland Yacht Club's Sweet 16 beer can series.

The club divides the 16 Wednesday night races into two 8-race sub-series, and *Someday*, with a new main and jib from Pineapple Sails, placed first in last year's second half. And *Someday* is currently in first place in her division at the start of this year's series.

The Samuelsons have the right formula for *Someday* everyday: get a good old boat (theirs was built in 1980), upgrade and maintain it, buy a new set of sails, cruise often with friends and family, and find a few fun races to make their sailing just that much more exciting.

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Cover: Peter Weaver, of Santa Barbara, gives some older members of the Santa Barbara YC their first taste of Caribbean sailing aboard his Herreshoff Bounty ketch *Tamasha* during this year's Antigua Classic Regatta. (More on the Weavers and their far flung sailing adventures with *Tamasha* next month.)

Photo by Tim Wright courtesy of *Tamasha*

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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](mailto: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](http://www.latitude38.com/writers.html).



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**BENETEAU 473, 2005**  
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### June 7: Seminars

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June 14-15:  
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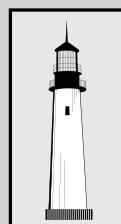
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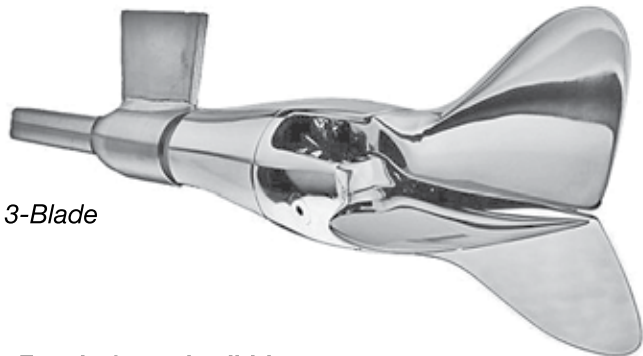
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# CALENDAR

### Non-Race

**May 31** — Open House at Encinal YC, 1-4 p.m. Info, (510) 522-3272 or [www.encinal.org](http://www.encinal.org).

**May 31 - June 1** — Singlehanded TransPac Cruise-In to Richmond YC for show and tell. Info, [www.sfbaysss.org/shtp](http://www.sfbaysss.org/shtp).

**June 1** — Marine Swap Meet, Minney's Yacht Surplus, Costa Mesa, daylight-noon. Info, (949) 548-4192 or [www.minneysyachtsurplus.com](http://www.minneysyachtsurplus.com).

**June 7** — Gilligan's Island Gala fundraiser for the Educational Tall Ship and Call of the Sea, at the Matthew Turner Shipyard and the Bay Model Visitor Center in Sausalito, 6-9 p.m. Live music, food and drinks. \$75 adults/\$30 under 21. Info, (800) 401-7835 or [www.callofthesea.org](http://www.callofthesea.org).

**June 7** — The National Women's Sailing Association's annual Women's Sailing Conference, Corinthian YC in Marblehead, MA. Info, [www.womensailing.org](http://www.womensailing.org).

**June 7, 8 & 14** — Ham Radio Class, OYC, 9 a.m.-4 p.m. \$50. Info, (510) 565-4706 or [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).

**June 9-11** — Paddle to the Sea sailing legs from Stockton to Berkeley, with overnight stops at Brannan Island and Benicia. Benefits the Tuolumne River Trust. \$30/day registration plus \$100 minimum fundraising. Info, [www.paddletothesea.org](http://www.paddletothesea.org).

**June 11** — Final Singlehanded TransPac race seminar 'Weather/Race Strategy', Oakland YC, 7:30 p.m. Free; everyone's welcome to attend. Info, [www.sfbaysss.org/shtp](http://www.sfbaysss.org/shtp).

**June 12** — Go for a sail under the full moon on a Thursday.

**June 12, July 10** — 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](http://www.singlesailors.org) or (510) 239-7245.

**June 14** — Aqueous Parade for the Bay, 11 a.m.-1 p.m. Swimmers, rowers, sailors, kayakers and SUPs parade from Aquatic Park to AT&T Park. Benefits SF Baykeeper; \$100-\$200 + fundraising. Info, [www.baykeeper.org/bayparade](http://www.baykeeper.org/bayparade).

**June 14** — Who's in Blues BBQ at Owl Harbor Marina on the San Joaquin River, 5-8 p.m. Music with Terry Hanck, dancing, free catered BBQ dinner, and prizes. Free shuttle service to the Isleton Cajun & Blues Festival. Open to Owl Harbor tenants and registered Delta Doo Dah'ers only, and the marina will not be taking non-Doo Dah reservations for that weekend at all. Register for the Delta Doo Dah at [www.deltadoodah.com](http://www.deltadoodah.com), then RSVP to Owl Harbor at (916) 777-6055.

**June 14-15** — Isleton Cajun & Blues Festival at Delta Boat Storage next to B&W Resort Marina on the Delta Loop. Music 10 a.m.-7 p.m. Bayou cuisine and kids' activities. Free parking and shuttles on the Loop. \$20/day; kids 12 & under free. Info, (916) 777-4800 or [www.isletoncajunfestival.net](http://www.isletoncajunfestival.net).

**June 14-15** — MarinaFest, Channel Islands Harbor. Saturday, 10 a.m.-6 p.m.; Sunday 10 a.m.-4 p.m. Boats, classic car show, music, farmers' market, food and marine vendors. Free. Info, (805) 984-3366 or [www.cih-marinafest.com](http://www.cih-marinafest.com).

**June 15** — Take Dad for a sail on Father's Day.

**June 15, July 13** — Open House/Introductory Sail at Cal Sailing Club in Berkeley, 1-4 p.m. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**June 21** — Summer Sailstice Celebration at Encinal YC, noon-8 p.m. Sail in and spend the night. Music, boat-building contest. EYC, (510) 522-3272 or [www.summersailstice.com](http://www.summersailstice.com).

**June 21** — Delta Doo Dah Summer Sailstice celebration, Tiki Lagun, Stockton, noon-3:00 p.m. Potluck on the lawn. Info, [www.deltadoodah.com](http://www.deltadoodah.com) or [www.summersailstice.com](http://www.summersailstice.com).

**June 21** — Summer Sailstice celebration at Elkhorn YC, Moss Landing. \$4.50 margaritas, boat parade and race. Info, (831) 724-3875 or Rex, (831) 484-1176.

**June 21** — Summer Sailstice celebration at Lake Washington Sailing Club, West Sacramento. Small boat sailing and





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**Glacier Bay 2780, 2014 model year  
available and ready to demo**

**Pre-Owned Catalina Yachts at Our Docks**

Catalina 470 MkII, 2011 .....	\$349,000
Catalina 470, 2009 .....	369,000
Catalina 42 MkII, 2005 .....	159,500
Catalina 42, 2003 .....	145,000
Catalina 380, 1997 .....	92,900
Catalina 36, 2007 .....	<b>SOLD!</b>
Catalina 36, 1989 .....	47,500
Catalina 36, 1983 .....	39,000
Catalina 30, 1988, cruise equipped .....	<b>NEW LISTING</b>
Catalina 30, 1988 .....	24,500

**Pre-Owned Sailing Yachts**

Morgan Out Island 51 .....	125,000
Norseman 447, 1984 .....	149,000
C&C 43, 1973 .....	175,000
Cal 39, 1989, cruise equipped .....	<b>NEW LISTING</b> 94,500
Hunter 310, 2000 .....	44,500

**New Ranger Tugs (base price)**

Ranger 31 Sedan Tug, 2014 <b>NEW MODEL YEAR!</b>	269,937
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Ranger 31 Flybridge, 2014. <b>NEW MODEL YEAR!</b>	279,937
Ranger 29 Tug, 2014 .....	<b>NEW MODEL YEAR!</b> 229,937
Ranger 27 Tug, 2014 .....	<b>NEW MODEL YEAR!</b> 159,937
Ranger 25SC Tug, 2014 .....	<b>NEW MODEL YEAR!</b> 129,937
<b>Pre-Owned Ranger Tugs</b>	
Ranger 29 Tug, 2011, fully loaded .....	239,900
Ranger 29 Tug, 2011 .....	204,000
Ranger 29 Tug, 2010 .....	179,950

**Pre-Owned Power Yachts**

Stephens 70 Classic Motor Yacht, 1966 .....	1,100,000
Azimut 65, 1995 .....	499,000
Freedom Yachts Legacy 40, 1996 <b>NEW LISTING</b>	229,500

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# CALENDAR

no-host BBQ, 10 a.m. Info, [www.lwsailing.org](http://www.lwsailing.org).

**June 21** — Mariners Swap Meet, Channel Islands Landing, Oxnard, 8 a.m.-3:30 p.m. Info, (805) 985-6269.

**June 29** — Master Mariners Wooden Boat Show, Corinthian YC. 10 a.m.-4 p.m. Info, [www.mastermariners.org](http://www.mastermariners.org).

**July 4-6** — Tahiti-Moorea Sailing Rendezvous, hosted by Latitude 38 and Tahiti Tourisme. Enjoy Polynesian music, dance, sport and cuisine. Info, [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).

**July 12** — Nautical Flea Market, Napa Valley Marina. Info, (707) 252-8011 or [www.napavalley marina.com](http://www.napavalley marina.com).

**July 12** — Living History Reenactments, Hyde St. Pier, SF. Noon-4 p.m. Info, (415) 447-5000 or [www.nps.gov/safr](http://www.nps.gov/safr).

### Racing

**May 30-June 1** — Woodies Invitational for Bear, Bird, Folkboat, IOD, and Knarr classes. StFYC, (415) 655-7756 or [www.stfyc.com](http://www.stfyc.com).

**May 31** — Delta Ditch Run from Richmond to Stockton for PHRF and BAMA boats. RYC/SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**May 31** — Club Championship #2. CYC, [www.cyc.org](http://www.cyc.org).

**May 31** — YRA Spring #2, run by BYC. YRA, [www.yra.org](http://www.yra.org).

**May 31** — Shields Racing Day. MPYC, [www.mpyc.org](http://www.mpyc.org).

**May 31** — LYSA Jack & Jill Race. Jerry, (559) 776-9429 or [www.lakeyosemitesailing.org](http://www.lakeyosemitesailing.org).

**May 31, June 28** — Small Keelboat Series #2 & #3. SFYC, [www.sfyc.org](http://www.sfyc.org).

**May 31, June 28, July 12** — Small Boat Series. EYC, [www.encinal.org](http://www.encinal.org).

**June 1** — Ladies Day Race, MPYC, [www.mpyc.org](http://www.mpyc.org).

**June 1, June 21, July 13** — Club Races on Scotts Flat Lake near Nevada City. Gold Country YC, [www.nccn.net/~gcyc](http://www.nccn.net/~gcyc).

**June 1 & 22** — Spring Series #2 & #3 on Fremont's Lake Elizabeth. FSC, [www.fremontsailingclub.org](http://www.fremontsailingclub.org).

**June 1, July 13** — Tri-Island Races #1 & #2. BYC, [www.berkeleyyc.com](http://www.berkeleyyc.com).

**June 7** — Women, Wind & Water women skippers regatta. CYC, [www.cyc.org](http://www.cyc.org) or [www.womenwindwater.com](http://www.womenwindwater.com).

**June 7** — Mercury Series #4. EYC, [www.encinal.org](http://www.encinal.org).

**June 7** — North Bay #3/Brothers. VYC, [www.vyc.org](http://www.vyc.org).

**June 7** — YRA OYRA #3 Junior Waterhouse. RYC/YRA, (415) 771-9500 or [www.jibeset.net](http://www.jibeset.net).

**June 7** — Merton Yolles Race, CPYC, [www.cpyc.com](http://www.cpyc.com).

**June 7** — Summer #3, SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**June 7** — Jack & Jill Race. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**June 7-8** — Go for the Gold Regatta on Scotts Flat Lake. Gold Country YC, [www.nccn.net/~gcyc](http://www.nccn.net/~gcyc).

**June 7-8** — Match Race/Team Race. StFYC, (415) 655-7756 or [www.stfyc.com](http://www.stfyc.com).

**June 7-8** — June Invitational. SFYC, [www.sfyc.org](http://www.sfyc.org).

**June 8** — Spring Series #7, SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**June 11-15** — EYC's Coastal Cup goes to Marina del Rey this year. John, [jhemiu@yahoo.com](mailto:jhemiu@yahoo.com) or [www.encinal.org](http://www.encinal.org).

**June 12-15** — Laser North American Championship and US Sailing Singlehanded Championship in Long Beach. Alamitos Bay YC, [www.abyc.org](http://www.abyc.org).

**June 14** — Interclub Series #3, Central Bay Long Course. IYC, [www.jibeset.net](http://www.jibeset.net).

**June 14** — Hart Nunes Regatta. SFYC, [www.sfyc.org](http://www.sfyc.org).

**June 14** — Etchells Fleet Race. Fleet 12, [www.sfetchells.org](http://www.sfetchells.org).

**June 14** — Singlehanded Long Distance Race, MPYC, [www.mpyc.org](http://www.mpyc.org).

**June 14** — Friendship/X-Bay Regatta for CYC, TYC and SBYC members. CYC will host. Jim, (415) 847-2460 or [www.cyc.org](http://www.cyc.org).

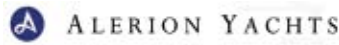




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'04 Tartan 4100 \$315,000



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'09 Jeanneau 39i \$184,900



'00 Catalina 380 \$114,500



'87 Hunter 37 \$49,750



'88 JBoats J/35 \$42,750



'04 Catalina 36 MKII \$112,000



'06 Beneteau 343 \$92,500

57' Jeanneau 57 '10..... \$774,000  
 54' Jeanneau 54DS '08..... \$515,000  
 48' Navigator 48 '01..... \$329,000  
 47' Beneteau 473 '02..... \$179,000  
 46' Hunter 46 LE '05..... \$232,500  
 46' Moody 46 '02..... \$299,000

45' Jeanneau 4550 '06..... \$249,000  
 44' Hunter 44DS '08..... \$189,900  
 40' Catalina 400 '04..... \$191,000  
 40' Catalina 400 '00..... \$178,500  
 39' Hunter 39 '10..... \$198,000  
 38' Catalina 380 '98..... \$115,000

37' Beneteau 373 '05..... \$121,270  
 36' Catalina 36 '83..... \$41,900  
 36' Hunter 36 '08..... \$127,000  
 34' Catalina 34 '90..... \$48,000  
 33' Hunter 33 '09..... \$99,500  
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## CALENDAR

**June 14** — One Design #3. LWSC, [www.lwsailing.org](http://www.lwsailing.org).

**June 14** — Katherine Eavenson Regatta on Folsom Lake. FLYC, [www.flyc.org](http://www.flyc.org).

**June 14, July 12** — Santana 22 Team Racing in Santa Cruz. SCYC, [www.scyc.org](http://www.scyc.org).

**June 14-15** — Ronstan Bay Challenge. StFYC, (415) 655-7756 or [www.stfyc.com](http://www.stfyc.com).

**June 14-15** — BAYS #2 for junior sailors at RYC. Info, [www.bayarea-youthsailing.com](http://www.bayarea-youthsailing.com).

**June 14-16** — Clear Lake Regatta and El Toro National Championship. KBSC, [www.kbsail.com](http://www.kbsail.com).

**June 15, July 13** — Summer 1-4. MPYC, [www.mpyc.org](http://www.mpyc.org).

**June 19-22** — Opti Heavy Weather Regatta. StFYC, (415) 655-7756 or [www.stfyc.com](http://www.stfyc.com).

**June 20-22** — South Tower Race, the longest nonstop inland race in the region: 140 miles from Stockton to the Golden Gate Bridge - and back! SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**June 21** — Summer Sailstice Small Boat Races. EYC, [www.encinal.org](http://www.encinal.org).

**June 21** — YRA WBRA #3, run by SFYC. YRA, [www.yra.org](http://www.yra.org).

**June 21** — Intraclub Race #2. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**June 21** — Single/Doublehanded Race #3. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**June 21** — YRA Spring #3, run by RYC. YRA, [www.yra.org](http://www.yra.org).

**June 21** — One Design Keelboats. SCYC, [www.scyc.org](http://www.scyc.org).

**June 21** — Southern Crossing, Lake Tahoe Windjammers YC. Steve, (530) 577-7715, [www.tahoeWindjammers.com](http://www.tahoeWindjammers.com).

**June 21** — Mayor's Cup on Oakland's Lake Merritt. Mark, (925) 245-0287.

**June 21** — Gar Woods Regatta, Tahoe YC. Dan, (530) 581-4700, [www.tahoeyc.com](http://www.tahoeyc.com).

**June 21** — Cal Cup #3 windsurfing regatta. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**June 21-22** — Commodore's Regatta. MPYC, [race@mpyc.org](mailto:race@mpyc.org) or [www.mpyc.org](http://www.mpyc.org).

**June 22** — Baxter/Judson Series race #3. PresYC, [www.presidioryachtclub.org](http://www.presidioryachtclub.org).

**June 27-29** — Ullman Sails Long Beach Race Week, including the Catalina 37 National Championship, Farr 40 West Coast Championship, J/24 Western Regional Championship, Viper 640 Pacific Coast Championship, and J/Boats Southern California High Point Series. Info, [www.lbrw.org](http://www.lbrw.org).

**June 27-29** — Team Race Invitational. StFYC, (415) 655-7756 or [www.stfyc.com](http://www.stfyc.com).

**June 27-29** — Laser PCC. Santa Barbara YC, (805) 965-8112, ext. 14, or [www.sbyc.org](http://www.sbyc.org).

**June 27-29** — Ancient Mariners Sailing Society's Kettenburg & Classic Yacht Regatta, including pre-1985 full keel sailboats and power boats with wood hulls of all makes, at San Diego YC. Christopher, (619) 255-1536 or [www.sdy.org](http://www.sdy.org).

**June 28** — The Singlehanded TransPac departs San Francisco Bay for Hanalei Bay. Info, [www.sfbaysss.org/shtp](http://www.sfbaysss.org/shtp).

**June 28** — Three Island Fiasco on Clear Lake. KBSC, [www.kbsail.com](http://www.kbsail.com).

**June 28** — Silver Eagle. IYC, (510) 521-2980, [www.iyc.org](http://www.iyc.org).

**June 28** — Rear Commodore's Race from Sausalito to Vallejo. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**June 28** — YRA-OYRA Half Moon Bay Race. OYRA, [www.jibeset.net](http://www.jibeset.net).

**June 28** — Race of Champions. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**June 28** — H.O. Lind 1-2. TYC, [www.tyc.org](http://www.tyc.org).

**June 28** — Centerboard River Challenge from the main part of Folsom Lake into the mouth of the South Fork of the American River and back. FLYC, [www.flyc.org](http://www.flyc.org).

**June 28** — Dick Gardner One Design Race #1, LYSA. Jerry,



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# CALENDAR

(559) 776-9429, [www.lakeyosemitesailing.org](http://www.lakeyosemitesailing.org).

**June 28-29** — PHRF Summer. MPYC, [www.mpyc.org](http://www.mpyc.org).

**June 29** — PICYA Lipton Cup, including the Big Lipton, Little Lipton, Larry Knight, and Admiral series for various PHRF divisions in the South Bay. OYC, [www.oycracing.net](http://www.oycracing.net).

**June 29** — Whales Chase #2. BBYC, [www.bbyc.org](http://www.bbyc.org).

**June 29** — SCORE Keelboats. SCYC, [www.scyc.org](http://www.scyc.org).

**June 29** — Summer Series #1 on Fremont's Lake Elizabeth. FSC, [www.fremontsailingclub.org](http://www.fremontsailingclub.org).

**June 29** — Around the Pins, LTWYC. Steve, (530) 577-7715, [www.tahoewindjammers.com](http://www.tahoewindjammers.com).

**June 30** — The Pacific Cup Village opens at RYC. Info, [www.pacificcup.org](http://www.pacificcup.org).

**July 1-6** — WIND Youth Laser Clinic/Regatta, in Cascade Locks, OR. CGRA, [www.cgra.org](http://www.cgra.org).

**July 4** — Independence Race for El Toros on Pinecrest Lake. Info, [www.eltoroyra.org](http://www.eltoroyra.org).

**July 4** — Brothers & Sisters Race. TYC, [www.tyc.org](http://www.tyc.org).

**July 4** — Independence Day Race. MPYC, [www.mpyc.org](http://www.mpyc.org).

**July 4** — Independence Cup. SFYC, [www.sfyyc.org](http://www.sfyyc.org).

**July 4** — Firecracker long-distance race on Monterey Bay. Elkhorn YC, [www.elkhornyc.com](http://www.elkhornyc.com).

**July 4-6** — Hobie Regatta/Weta Nationals. MPYC, [www.mpyc.org](http://www.mpyc.org).

**July 5** — Westpoint Regatta, now part of the YRA Party Circuit, hosted by SeqYC. YRA, [www.yra.org](http://www.yra.org).

**July 5** — North Bay #4/Angel Island. VYC, [www.vyc.org](http://www.vyc.org).

**July 5** — Stars & Stripes. CPYC, [www.cpyc.com](http://www.cpyc.com).

**July 6-10** — Gorge Laser Performance Clinic, followed by the Blowout, in Cascade Locks, OR. CGRA, [www.cgra.org](http://www.cgra.org).

**July 6-11** — The Pacific Cup departs San Francisco Bay for Kaneohe Bay. Info, [www.pacificcup.org](http://www.pacificcup.org).

**July 10-12** — Melges Race Week, Lake Tahoe YC. Dan, (530) 581-4700, [www.tahoeyc.com](http://www.tahoeyc.com).

**July 11** — Tahoe Warm-up Race, Lake Tahoe YC. Dan, (530) 581-4700, [www.tahoeyc.com](http://www.tahoeyc.com).

**July 11-13** — Laser Masters North Americans in the Gorge. CGRA, [www.cgra.org](http://www.cgra.org).

**July 12** — Trans-Tahoe Regatta, Lake Tahoe YC. Dan, (530) 581-4700, [www.tahoeyc.com](http://www.tahoeyc.com).

**July 12** — Interclub Series #4 in the South Bay. SBYC, [www.jibeset.net](http://www.jibeset.net).

**July 12** — YRA Summer Series #1. EYC, [www.yra.org](http://www.yra.org).

**July 12-13** — J/105 Invitational Regatta. SYC, [www.sausalitoachtclub.org](http://www.sausalitoachtclub.org).

**July 13** — Howard Stevens Race, LTWYC. Steve, (530) 577-7715, [www.tahoewindjammers.com](http://www.tahoewindjammers.com).

**Summer Beer Can Series**

**BALLENA BAY YC** — Friday Night Grillers: 7/18, 8/1, 8/15, 8/29, 9/5, 9/19. Info, (510) 865-2511, [race@bbyc.org](mailto:race@bbyc.org) or [www.bbyc.org](http://www.bbyc.org).

**BAY VIEW BC** — Monday Night Madness. Spring: 6/9, 6/23 (make-up). Fall: 7/21, 8/4, 8/18, 9/1, 9/15, 9/22 (make-up). Arjan, (415) 310-8592 or [www.bayviewboatclub.org](http://www.bayviewboatclub.org).

**BENICIA YACHT CLUB** — Every Thursday night through 9/25. Joe, (707) 628-2914 or [www.beniciaachtclub.com](http://www.beniciaachtclub.com).

**BERKELEY YC** — Every Friday night through 9/26. Info, [www.berkeleyyc.com](http://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](http://www.cal-sailing.org).

**CORINTHIAN YC** — Every Friday night through 8/29. Jim, (415) 847-2460, [race@cyc.org](mailto:race@cyc.org) or [www.cyc.org](http://www.cyc.org).





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## CALENDAR

**COYOTE POINT YC**—Every Wednesday night through 10/8. Info, (650) 347-6730, [regatta@cpyc.com](mailto:regatta@cpyc.com) or [www.cpyc.com](http://www.cpyc.com).

**ENCINAL YC**—Friday nights on the Estuary. Spring Twilight Series: 6/6. Summer Twilight Series: 7/11, 7/25, 8/8, 8/22, 9/12. Darrell, (510) 502-8110 or [www.encinal.org](http://www.encinal.org).

**FOLSOM LAKE YC**—Wednesday nights through 8/27. Friday Night Summer Sunset Series: 6/13, 7/18, 8/8. Info, [www.flyc.org](http://www.flyc.org).

**GOLDEN GATE YC**—Friday nights: 6/13, 6/27, 7/11, 7/25, 8/8, 8/22. Gary Salvo, (916) 215-4566 or [www.ggyc.com](http://www.ggyc.com).

**ISLAND YC**—Fridays on the Estuary. Spring Island Nights: 6/13. Summer Island Nights: 7/11, 7/25, 8/8, 8/22, 9/12. John, (510) 521-2980, [iycracing@yahoo.com](mailto:iycracing@yahoo.com) or [www.iyc.org](http://www.iyc.org).

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

**LAKE TAHOE WINDJAMMERS YC**—Every Wednesday night through 10/1. Steve, (530) 577-7715, [ltwyc2@aol.com](mailto:ltwyc2@aol.com) or [www.tahoewindjammers.com](http://www.tahoewindjammers.com).

**LAKE WASHINGTON SC**—Every Thursday night through August. Info, [www.lwsailing.org](http://www.lwsailing.org).

**LAKE YOSEMITE SA**—Every Thursday night through August. Jerry, (559) 776-9429 or [www.lakeyosemitesailing.org](http://www.lakeyosemitesailing.org).

**MONTEREY PENINSULA YC**—Sunset Series. Every Wednesday night through 10/1; Summer Solstice Fiasco Race: 6/18. Victoria Model Yacht Series: every Friday night through 10/3. Juli, [race@mpyc.org](mailto:race@mpyc.org) or [www.mpyc.org](http://www.mpyc.org).

**OAKLAND YC**—Sweet 16 Series. Every Wednesday night through 6/18 & 7/16-9/3. Jim, (510) 277-4676, [oyracecom@gmail.com](mailto:oyracecom@gmail.com) or [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).

**PRESIDIO YC**—Crazy Eights Thursday Sunset Series. Spring: 6/5, 6/19. Summer: 7/31, 8/14, 8/28, 9/11. Info, [www.presidioyachtclub.org](http://www.presidioyachtclub.org).

**RICHMOND YC**—Wednesday nights: 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, (510) 841-6022 or [www.richmondyc.org](http://www.richmondyc.org).

**ST. FRANCIS YC**—Windsurfing Series, Friday nights: 6/13, 6/27, 7/11, 7/25, 8/8, 9/5, 9/19. Kiteboarding Series, Thursday nights: 6/5, 6/19, 7/3, 7/10, 7/31, 8/14, 8/28, 9/4, 9/18. Wednesday Night Series: 6/4, 6/11, 6/18, 6/25, 8/6, 8/20, 8/27. Robbie, (415) 563-6363, [rdean@stfyc.com](mailto:rdean@stfyc.com) or [www.stfyc.com](http://www.stfyc.com).

**SANTA CRUZ YC**—Every Wednesday night through 10/29. Laser Friday Nights: 6/20, 7/18, 8/15. Info, (831) 425-0690, [scyc@scyc.org](mailto:scyc@scyc.org) or [www.scyc.org](http://www.scyc.org).

**SANTA ROSA SC**—Twilight Series every Tuesday 6/10-8/5 on Lake Ralphine. Info, [www.santarosasailingclub.org](http://www.santarosasailingclub.org).

**SAUSALITO YC**—Tuesday nights. Spring Sunset Series: 6/10, 6/24. Summer Sunset Series: 7/22, 8/5, 8/19, 9/2, 9/16. Sunset Championship: Saturday, 10/11. Nick, [race@sausalityachtclub.org](mailto:race@sausalityachtclub.org) or [www.sausalityachtclub.org](http://www.sausalityachtclub.org).

**SEQUOIA YC**—Wednesday nights through 10/8. Hannig Cup: 8/27. Rick, (650) 255-5766 or [www.sequoiayc.org](http://www.sequoiayc.org).

**SHORELINE LAKE AQUATIC CENTER**—Lasers in Mountain View, every Wednesday night through 9/24. Roger, (408) 691-0214 or [www.laser.org](http://www.laser.org).

**SOUTH BEACH YC**—Friday Night Series: 6/6, 6/20, 6/27, 7/18, 7/25, 8/1, 8/15, 8/22. Gerard, (415) 495-2295 or [www.southbeachyc.org](http://www.southbeachyc.org).

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

**TAHOE YC**—Laser Series, every Monday night through 8/25.





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## CALENDAR

Rick, (530) 583-6070. Beer Can Series, every Wednesday night through 8/27. Dan, (530) 581-4700 or [www.tahoeyc.com](http://www.tahoeyc.com).

**TIBURON YC** — Every Friday Night through 6/27 & 7/11-9/12. Jim, [race@tyc.org](mailto:race@tyc.org) or [www.tyc.org](http://www.tyc.org).

**TREASURE ISLAND SAILING CENTER** — Svendsen's Thursday Night Series for Vanguard 15s and Lasers through 9/7. Tuesday Night Team Racing for V15s through 9/9. V15s, [www.vanguard15.org](http://www.vanguard15.org); Lasers, [www.tilaserfleet.org](http://www.tilaserfleet.org).

**VALLEJO YC** — Every Wednesday night through 9/24. Dave, (925) 580-1499 or [www.vyc.org](http://www.vyc.org).

Please send your calendar items by the 10th of the month to [calendar@latitude38.com](mailto: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.

### June Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
5/31 Sat	0108/5.6	0757/-0.7	1523/4.6	2003/2.7
6/01 Sun	0147/5.4	0836/-0.5	1605/4.6	2054/2.8
6/07 Sat	0201/1.5	0746/3.6	1315/1.5	2009/5.4
6/08 Sun	0249/0.9	0904/3.6	1405/1.8	2048/5.7
6/14 Sat	0021/6.6	0704/-1.6	1420/5.0	1859/2.4
6/15 Sun	0110/6.5	0750/-1.6	1507/5.1	1956/2.3
6/21 Sat	0151/0.8	0804/4.0	1313/1.4	2004/6.1
6/22 Sun	0252/0.3	0923/4.1	1410/1.8	2051/6.2
6/28 Sat	0010/5.9	0659/-0.6	1417/4.8	1855/2.7
6/29 Sun	0046/5.7	0733/-0.5	1451/4.8	1938/2.7

### June Weekend Currents

date/day	slack	max	slack	max
5/31 Sat	1018 2214	0016/2.5F 1319/3.5F	0303 1645	0619/4.7E 1854/2.2E
6/01 Sun	1059 2302	0057/2.2F 1359/3.2F	0342 1729	0701/4.3E 1938/2.1E
6/07 Sat	0950 2201	0002/2.8E 1215/2.2E	0417 1553	0654/1.9F 1853/2.5F
6/08 Sun	1054 2242	0055/3.3E 1313/2.2E	0506 1643	0754/2.3F 1940/2.6F
6/14 Sat	0210 1554	0533/5.9E 1810/3.0E	0924 2117	1226/4.5F
6/15 Sun	1010 2211	0011/3.2F 1313/4.5F	0258 1642	0621/5.7E 1900/3.0E
6/21 Sat	0358 1545	0656/2.7F 1849/2.9F	0946 2146	1213/2.3E
6/22 Sun	1056 2236	0058/3.9E 1327/2.1E	0459 1644	0805/3.0F 1946/2.9F
6/28 Sat	0208 1540	0520/4.8E 1753/2.4E	0920 2113	1223/3.8F 2356/2.6F
6/29 Sun	0245 1617	0558/4.7E 1830/2.4E	0956 2152	1255/3.6F



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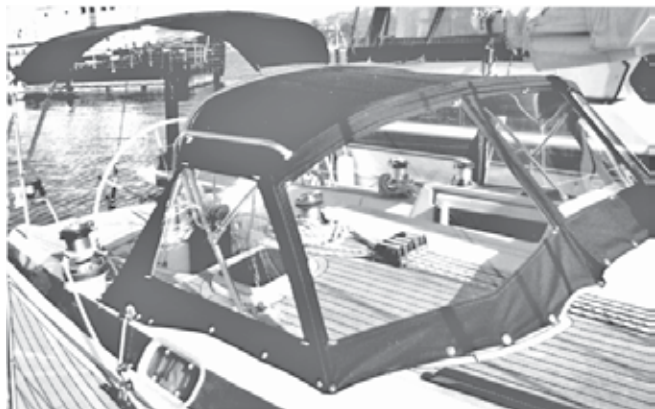




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## LETTERS

### ↑↓ I'M NOT SURE WHAT REDFORD WOULD HAVE DONE

I ran into an *All Is Lost*-type situation while sailing my Cascade 29 *Hooligan* across the Indian Ocean. My boat wasn't holed as Redford's was, but the prop shaft broke and backed out, allowing sea water to pour into the boat. This happened at 1 a.m., of course, while I was 900 miles from Sri Lanka.

I'm not sure what Robert Redford would have done, but I quickly grabbed the dive mask I keep under the dodger, as well as a length of 3/8" line, and went over the side. I discovered that the shaft with the prop had slid back until it was stopped by the rudder. Fortunately, the shaft and the prop were still there.

I pushed the shaft back into place, then tied the 3/8" line to it. After climbing back aboard and tying the line off to a cleat, I went below and plugged the one-inch shaft hole with a teak plug. And then I continued on to Sri Lanka.

How did I know that the shaft had fallen out and water was pouring in? I'd been sailing along with the Monitor windvane keeping the boat on course. So when the shaft broke and the shaft and prop slid back and hit the rudder, it made the boat go off course. It was the resulting flogging of the sails that awoke me — and probably saved my life.

Ed Hart  
*Hooligan*, Cascade 29  
San Diego

### ↑↓ ILL-PREPARED FOR ADVERSITY AT SEA

My Morgan 45 *Painkiller* hit a log 120 miles north of Cartagena, Colombia, and sank on April 30, 2000. As a result, I've been getting emails asking if I saw the Robert Redford movie *All Is Lost*. He faced a similar situation in the movie.

I finally broke down and watched the movie with my wife. Redford's character was so ill-prepared for adversity at sea that it made me queasy to watch the scenario unfold. Chuck Hawley's list in *Lectronic* of what he could have done better was a good start, but there were many things that should have been done before the vessel left the dock.

It was blowing over 20 knots, with 12- to 15-ft seas, when my *Painkiller* sank. My two crew and I were rescued hours later by a tanker.

Capt. Ron Landmann  
Minden, Nevada

*Readers — What would a log be doing 150 miles north of Cartagena in the Caribbean Sea? It's all about Colombia's mighty Rio Magdalena, which flows 1,000 miles from its tributaries in the Andes to the Caribbean Sea at Barranquilla. For all intents and purposes, the river — with shrubs, trees, dead animals and such — continues far out into the Caribbean, creating navigational hazards for small boats. We remember surfing down waves off Colombia with Profligate, sometimes having to avoid logs by taking them between the hulls. Yikes.*

### ↑↓ THE BEST PART WAS THE FILM STIMULATED DEBATE

After — like everybody else — ridiculing much of the way Robert Redford's character handled his Indian Ocean mishap in *All Is Lost*, I decided to look at it in a different light. Since there was no prologue indicating what experience the character possessed, or what frame of mind he was in, I decided that he was not very experienced at all. The ocean is full of such boatowners. After all, it doesn't take much to get a boat and start sailing. In addition, the character was a bit mentally challenged due to his age. Please note, this was just character development and is no reflection on 'old sailors'. I know there are many aged ladies and gents that carry all their experience





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## LETTERS

and wisdom with them.

What I really liked about the almost-silent-movie were the conversations and debate that it generated from patrons leaving the theater. Most films these days are all but forgotten as soon as they are over.

Nik Butterbaugh  
Kailani, Beneteau Oceanis 440  
Kailua, Hawaii

### ↑↓NOW THAT YOU MENTION "AGED LADIES AND GENTS"

Speaking of 'old hands' — *Sightings*, February 2014 — I'm 80 years young and my wife Emily is nearing 70. In our younger years we circumnavigated with *Quiet Times*, our Cal 46 III. That was 1995 to 2000. We sold that boat in 2004.

Last year we decided that we had a few more years of cruising left in us. So we bought another Cal 46 III in Brunswick, Georgia. We rechristened her *Quiet Times*, and have been cruising the Abacos and Eleuthera in the Bahamas. We dock the boat in Fort Lauderdale when we're not cruising, and come home to San Francisco for a month or two to visit friends and family and catch up with what's going on in the Bay Area. Our next cruise will be to the Exumas, after which we'll sail north to the Chesapeake.

We bought the same model Cal, built in 1977, as before



because we are familiar with every inch of the design from stem to stern. A rugged, cut-away full-keel ketch, she can withstand groundings and collisions with coral heads. She's easy to sail, and is very roomy for the inevitable long stretches in port. Thanks to her 85-hp Perkins, she does

*Ernie and Emily stay young at heart while sailing 'Quiet Times' out of Florida.*

eight knots under power and sips diesel.

What's nice about the Cal is that there is enough room in the saloon for weightlifting, something I've done for 50 years. I have a five-ft bar, dumbbell bars, and weights. I create a bench using two file boxes with a board on top.

Our surveyor figures our boat cost about one-fourth of what a similar new one would have run, so even with refurbishment costs, she's an inexpensive big boat capable of crossing any ocean in comfort. Some Cal 46 owners love their boats so much that they've turned them into luxury floating condos after they've quit sailing. Eventually we may do the same, but for now ours is a terrific, fully functional cruising boat, complete with a generator, washer/dryer, watermaker and all the comforts.

Ernie & Emily Mendez  
*Quiet Times*, Cal 46 III  
San Francisco / Fort Lauderdale

*Ernie and Emily — We salute your continued active lifestyle, which most doctors recommend as being a key to the longest and healthiest life possible. And what a great life — a couple of months each year in a vibrant urban area, and the rest of the time on your boat out in nature.*

### ↑↓THINKING ABOUT THE ODDS

So far Rimmas Meleshyus has been successful — and lucky — in his quest to circumnavigate the globe singlehanded with his San Juan 24 *Pier Pressure*. In getting from the Pacific





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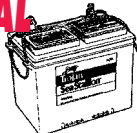
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## LETTERS

Northwest to San Francisco, via Hawaii, he has developed a lot of respect for the open ocean. And he's been accepting help in further preparing himself and his boat for his proposed undertaking.

People have sailed much smaller boats around the world and survived to tell the tale, so I don't like to see people trying to spoil his journey before he sees it through. I don't agree with *Latitude* when you wrote that what Rimas is doing "is on the edge of being a Manifestly Unsafe Voyage." Rimas is a man with a small boat doing his best to succeed in his 'personal journey'.

Most sailors never get off of the dock because they don't think they are prepared to go. But you can never think of everything. And it really doesn't matter what size boat you have, as it's all about your personal comfort level.

Rimas already has more sea miles than most sailors out there. He needs support, not naysayers. Sure, what he is doing is risky, but so is crossing the street.

With very few exceptions, his journey is safe, and for him, sane! Rimas isn't like you or me, he's much braver, and he's driven by his dream.

Shawn Munger  
Olympia, Washington

*Shawn — All of life is a risk to be sure, and while we're all in favor of adventure, we don't see the point of unnecessarily stacking the odds against oneself. To suggest that the risk of crossing the street is similar to the risk of sailing a San Juan 24 around Cape Horn is preposterous.*

*We think it's similarly preposterous to suggest that boat size matters only for comfort. There are waves in the Southern Ocean that could easily swallow a 24-ft boat. Sure, former Berkeley resident Serge Testa sailed his 12-ft Acrohc Australis around the world, but he didn't do it via the Horn and the Southern Ocean. Neither did Webb Chiles when he sailed around in his open 18-footer. It's our understanding that about one sailboat per year disappears trying to sail around Cape Horn. We'd bet that most, if not all of these boats, were inherently more seaworthy than a San Juan 24.*

*We like Rimas for his spirit and his gumption. It's because we like him that we wish he weren't trying to sail around the Horn with a boat that wasn't made for such a purpose. We're not saying that it's impossible for him to succeed — just as we wouldn't say it's impossible to hit on 19 in blackjack and not win. We're just saying that it would be easy to increase his odds of success, something we think is worth consideration when a life is at stake.*

*To be clear, we're not suggesting there is anything inherently wrong with San Juan sailboats. They are perfectly fine for what they were designed and built to do.*

### ⇓ I NEVER HEARD FROM HER AGAIN

In 1953, at age 13, I was returning to New York City on a Holland American Lines passenger/freighter ship. One day out of New York City, I put a note with my grandparents' Kansas address in an aspirin bottle and tossed it overboard. About three years later I received a letter from a 16-year-old girl in Normandy, France. Her fisherman father had found the bottle. She wrote in French, double-spaced, with someone else's hand providing the English translation. We corresponded a few times, me with an awkward teenager's fantasy of having a French girlfriend.

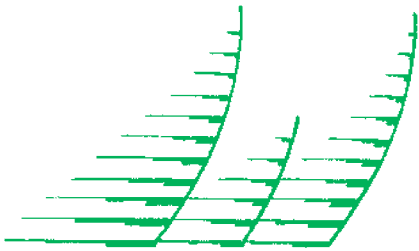
Her last letter was very short. "My older brother, in the French military, was killed in North Africa." I never heard from her again. I have imagined the grief her family must have



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*- David Enzminger,  
Hunter 35 'Meerhexe'*

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## LETTERS

felt, to have raised a baby during World War II, only to have him killed in yet another war. Maybe her parents stopped the correspondence because they sensed the potential loss of now their only child to a foreigner.

Welton Rotz  
Sausalito

### ↑↓ SHE CAN'T HELP IT, IT'S THE MUSIC'S FAULT

While kayaking around the Berkeley Marina in September



PAUL KAMEN

**It's not Shakira's fault; the music — and perhaps the wine — require it.**

performing in San Jose a week earlier.

Paul Kamen, Naval Architect, P.E.  
Berkeley

2006, I came across the following message in a bottle: "Stranger. It's not my fault that I get naked. The music requires that I do so." It was signed Shakira. The handwriting seems to match that on Shakira's website, and she'd been on tour and had been

*Readers — For those not current with pop culture, Shakira Isabel Mebarak Ripoll, best known simply as Shakira, is a Colombian singer-songwriter, dancer, record producer, choreographer, and model. She was born and raised in Barranquilla, Colombia. Having sold over 70 million albums, she was named one of the 100 Most Influential Women in the World by Forbes magazine.*

### ↑↓ MESSAGE IN A BOTTLE FROM A DEPARTMENT STORE

About 50 years ago our family was beachcombing around Red Rock, the island near the Richmond-San Rafael Bridge. My mom, now 93, had us two little sea squirts hanging onto her skirt. We found a bottle with a note in it that instructed us to, of all things, take it to Macy's department store to receive a free gift. My brother and I were so excited! When we got to Macy's, the lady at the counter slid a box of 12 bottles of after-shave cologne across the counter at us. That took the wind out of our sails. But from then on our mom could keep track of her crew by smell.

Molly Pruyn  
Alberg 35  
Richmond YC

### ↑↓ SUCH THINGS HAPPEN ALL THE TIME

I've never found a message in a bottle, but I tossed a bottle with a message overboard. It was 1968, and I was somewhere between the Gate and Monterey at the time. Three years later somebody in the Marshall Islands found the bottle and message, and they contacted me. I've since heard that such things are not uncommon.

Brooks Townes  
Port Townsend, Washington

### ↑↓ A MESSAGE FROM QUEEN MARY

On December 21, 1967, I was home on leave from the Army at my parents' house in south Orange County. As I remember, the weather was fabulous — mid-70s, water about 60°, small north swell running. So my buddies and I went surfing just south of San Onofre. Before paddling out — no wetsuits or leashes in those days — I found two glass bottles on the beach.



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## LETTERS

This was long before plastic trash appeared on our beaches. The bottles were green and had a series of five-pointed stars around the neck. Inside were notes that said if the finder

KEITH FULLENWIDER



**Keith found two identical messages in a bottle from the 'Queen Mary'.**

would send the time, date, and location of finding a bottle, along with the note to the *Queen Mary* in Long Beach, he or she would receive a gift. I kept one bottle and sent the other note in the other to the address indicated. A few weeks later I received a very nice ashtray (?) with a picture of the *Queen Mary* and an inscription stating the dates of her last voyage: October 31 to December 9, 1967, Southampton, England, to Long Beach.

Keith Fullenwider  
Capistrano Beach

### ↑↓AN ALWAYS-VIGILANT MARINE FOUND MY MESSAGE

STEVE ANDERSEN



**Messages in a bottle can result in new friends.**

I sailed to Oahu from San Francisco in 1989. When we hit the halfway mark, we celebrated with a bottle of champagne. When we were done, I put a drawing of the boat and my card in the empty bottle and tossed it overboard. A year later I got a letter from a U.S. Marine in Japan, who had found the bottle on a beach on a small island off Okinawa. He took a photo of it in the sand and one of him holding the drawing.

Steve Andersen  
Thetis, Ericson 32-1  
San Rafael

### ↑↓SERIOUS SATPHONE PROBLEMS

Do you know what kind of satphone the Kaufmans used on *Rebel Heart* to call the Coast Guard, the one that then didn't work anymore? Was it an Iridium, a Globalstar, or a Thuraya? Apparently their satphone stopped working because their SIM card was no longer valid.

We are concerned about the SIM card issue, because we found out that Iridium SIM cards get deactivated if you run out of minutes and don't get more within a few days. Please advise, as this is a serious issue because more and more cruisers are using satphones instead of SSBs.

Marek Nowicki  
Vet of the 2003, 2005 and 2012 Ha-Ha's  
*Raireva*, Vickers 34  
Green Cove Springs

Marek — This is indeed a serious issue, as satphones are increasingly the emergency lifeline cruisers have when far offshore. When there was a serious illness on the *Ha-Ha* last year, having a satphone aboard *Profligate* was a godsend. We presume that *Rebel Heart* used an Iridium phone, as it's the most popular satphone in the United States. Globalstar's bent-pipe technology wouldn't have worked as far offshore as *Rebel Heart* was.

Eric Kaufman told NPR radio that they used their satphone to call the Coast Guard and give a pan-pan advisory of their situation. But their phone no longer worked after the first call.



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## LETTERS

Kaufman said one of the factors in their decision to activate their EPIRB was that they were offshore with a sick infant and boat problems, and could no longer make calls to the Coast Guard and doctors.

The Kaufmans say they later found out that their satphone time provider had sent them a new SIM card. They hadn't gotten it because they were in Mexico and/or had already taken off when it arrived.

It's not entirely clear to us why the Kaufmans were sent a different SIM card, but an experience we had last summer may shed some light on it. When the Wanderer and Doña de Mallorca brought Profligate north from Mexico, we were surprised to discover that our normally reliable Iridium satphone wouldn't work. Assuming that we needed more time, de Mallorca called the retailer and ordered more time via credit card. The phone still didn't work.

When we got to California, the retailer explained that either the time period for using the minutes, or the minutes, had run out. In either case, for some reason we needed a new SIM card.

We'd never had this problem before because previously the retailer would notify us when we needed to sign up for new minutes and/or a new time frame in which to use them. They had a good reason to do this, as selling time is one of the biggest ways they make money. Alas, the reliable woman who had handled our account had left the company. She had been replaced by a numbskull who: 1) Neglected to notify us our time period for using minutes was about to expire, and 2) neglected to inform us that just putting more money into our account wouldn't help at all because we needed a new SIM card.

We don't know the details of the Kaufman case, but we assume something similar happened to them. Even more troubling is the fact that we've heard from at least one other Puddle Jump boat whose Iridium would no longer work because they also needed a new SIM card.

The bottom line is that prior to making a trip offshore, somebody needs to make sure that your boat's satphone has enough time and a long enough time frame in which to use the time, ensuring that your SIM card will continue to be good. One would like to think this is something that time providers would handle, and with plenty of advance notice. But as we've seen, they can't be relied on.

So if you're about to do a Pacific Cup or Singlehanded TransPac or otherwise sail offshore, make sure that you've checked with your provider to make sure you won't have any problems.

### ↑↓ WILLFUL SIMPLICITY UPDATE

It's been five years since our Catalina 27, with an outboard, was the 'little boat' in the 2009 Ha-Ha. So we thought it was time to catch up.

Signups for the Ha-Ha have just begun, so we're writing to encourage owners of small boats to join the Ha-Ha, as they can have a wonderful time cruising in Mexico. In fact, we think they can have a better time than a lot of folks with the bigger boats, because costs increase exponentially in every respect with boat length. Potential cruisers should also remember that no matter what size boat anyone has, everybody's boat has the same size 'backyard', and the backyard is just as beautiful. We're in no way disparaging those with larger boats, but we can't count the number of times owners of larger boats have said, "I wish I had a smaller boat" or "I wish I'd kept my Catalina 27."

Our *Willful Simplicity* is well-known on the Baja side of the Sea of Cortez, especially around La Paz. Shortly after we got



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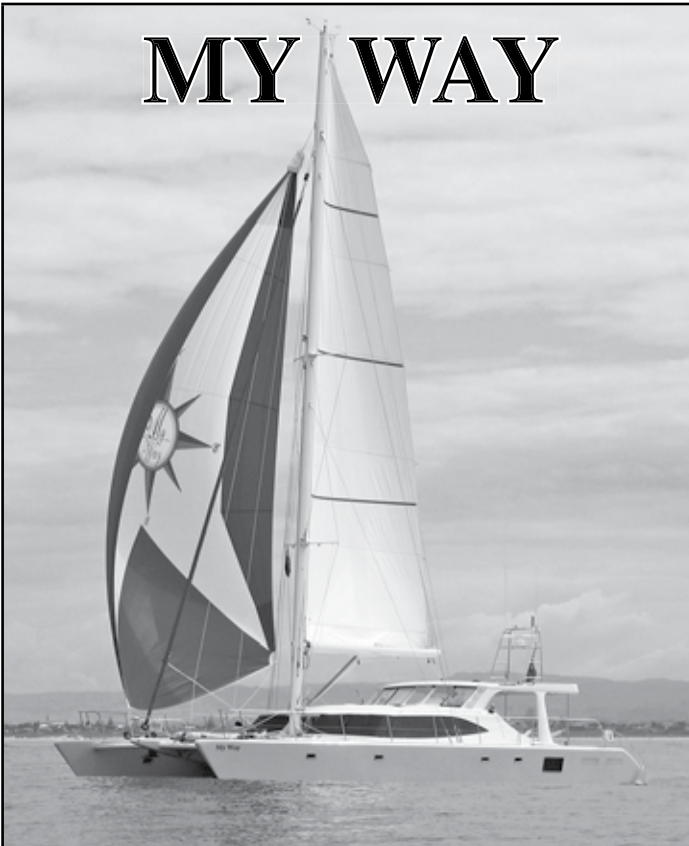
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## LETTERS

here, we befriended the residents of the fishing village of San Evaristo, 50 miles north of La Paz. They have taken us in as part of their family. They put two moorings in the anchorage that are theoretically there for their boats, but they want us to be safe, so they want us to use one when we are there.

Four years ago we started accepting donations from cruisers for the village of San Evaristo. We'd get on the La Paz morning net when we'd go down there every six weeks for reprovisioning and announce that we were accepting stuff. The wonderful cruisers that have been in and through La Paz during the last four years have been unbelievably generous. They have donated everything you can imagine, from clothing, to school supplies, to batteries, to solar panels. And when they've come through San Evaristo, they've also donated their time and labor. None of what we have been able to accomplish in San Evaristo would have been possible without the great people who made the leap of faith to become cruisers.

We are excited because this has opened up San Evaristo as a place where cruisers know they will be welcome to experience an authentic Mexican fishing village, and to discover just how wonderful these people are. Spending so much time here, and becoming part of the family, has truly been the experience of a lifetime. It's so rewarding to live with people who know that family is the most important thing in life. We have learned a true definition of wealth. Maybe not everyone would understand or agree with us, but we are truly grateful.

Thanks again to the Grand Poobah and the staff at *Latitude*, because five years ago you made this possible for us. The Poobah has always said that it's not important how big your boat is, just that it's safe, after which you just need to sever the docklines and start experiencing the joys of cruising. So we recommend that owners of small boats sign up for the Ha-Ha, then come and see us at San Evaristo. We've got some great people for you to meet.

P.S. *Latitude* did an article on the full reconstructive back surgery I had after our first few months down here. It was a total success, and we still highly recommend the medical professionals down here.

Steve & Charlotte Baker  
*Willful Simplicity*, Catalina 27  
Ex-Sausalito

*Steve and Charlotte — Thanks for all the kind words. For what it's worth, the Bakers and their humble Catalina 27 had no problem on the second leg of the 2009 Ha-Ha, which was probably the roughest of the 60 legs of the event to date. That the wind was from aft of the beam didn't hurt.*

*We like to think that we have a pretty good handle on the pros and cons of big boats and small boats, as we've sailed Mexico in everything from a Cal 25 to an Ocean 71, and the Caribbean in everything from an Olson 30 to our Surfin' 63 catamaran. The simplicity of small boats is hard to beat, but so is the pleasure of being able to sail with a dozen or two of your friends on a bigger boat. A boat for every purpose. We love them all.*

### ↑↓ WE'D BE HAPPY TO NEVER GO BACK

The Wanderer's February piece comparing cruising in Mexico with cruising in the Caribbean caught our eye. Having had boats in both places, we have to chime in. We agree with everything the Wanderer wrote — up to the closing "can't live without either" comment. For after years of sailing in the U.S. Virgins, British Virgins, Spanish Virgins, and a couple of side trips to St. Martin and St. Barth, we would be happy if we never went back.



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## LETTERS

The trouble with the Caribbean, especially for West Coast sailors, is that it's a long, hard trip to get there. Soon after 9/11, when flying stopped being fun, and when the price for a slip on Tortola reached over \$1,000 a month for our Catalina 42, we started keeping our boat on the hard in Virgin Gorda because it cost half as much. But what we saved in slip fees, we paid for in difficulty getting to our boat.

From our home in the Bay Area, we had to make a trip to SFO, fly across country, change planes on the East Coast, take a taxi from the airport in St. Thomas to the ferry terminal, then take two more ferries to get to our boat in Virgin Gorda. It took us 30 exhausting hours, and sometimes our bags didn't arrive with us.

Now that we keep our boat in La Paz, we can drive from our home to our boat in 26 hours, which is four hours less than it took us to fly and ferry to the Caribbean. And it's a lot less expensive for two to drive to La Paz. In addition, when driving to Mexico, we can bring anchors, sails, hardware, bundles of *Latitude 38s* for friends, and other goodies. Being able to bring stuff to our boat is a big money-saver. For example, we were quoted over \$1,000 just to ship a boarding ladder to St. Thomas. When we drive to Mexico, anything that fits in the back of our SUV is fair game. Half the stuff we bring is for dock neighbors.

We also think the Wanderer neglected to mention one of the negative things about Mexico — Jet Skis! I don't remember ever seeing them in the Caribbean. But there have been a couple of times in the Sea of Cortez when we've been anchored in a quiet anchorage, and along came a big-ass powerboat with one or more of the damn things. It made us think we were back in the Delta.

Anyway, it was a great piece, although you could have mentioned the greater safety and more friendly locals in Mexico a few more times.

P.S. On our last two trips to Mexico we brought armloads of *Latitudes* — what a hit that was!

Jim & Betty Adams  
*Flibbertigibbet*, Catalina 42  
 La Paz, BCS, Mexico

*Jim and Betty — It does take a lot of time and money, and is exhausting, for West Coast sailors to get to and back from the Caribbean. It's gotten worse since American stopped flying to the British Virgins and started charging, like most other airlines, for just about every bit of baggage and inch of legroom.*

*On the other hand, 'commuter cruising' to even mainland Mexico is perfectly viable from the West Coast. If you buy*

*tickets in advance during non-peak periods, they aren't that expensive. And flying time between San Francisco and Puerto Vallarta/Banderas Bay is just 3 hours and 15 minutes.*

*That said, the pure sailing conditions in the Caribbean are simply the best in the world. We've sailed the Olson 30 La Gamelle out of St. Barth for three seasons now, and have never once needed the outboard we removed three years ago. That's Zen sailing at its finest. You can do that in the Caribbean, but you can't do that in Mexico. The much more*



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## LETTERS

*expensive Caribbean also has bluer water, better beaches, and an infinitely higher percentage of younger sailors and world-class yachts.*

*As we wrote, Mexico and the Caribbean are about as different as two tropical places can be. To each their own, but we can't live without the yin and yang of the two.*

### ↑↓ **MEXICO OFFERS THE BEST CRUISING IN THE WORLD**

We completed our circumnavigation in October 2013 when we crossed our outbound track at the Balboa YC in Panama. Like a lot of boats that have been pushed around the world in five years, we had some accumulated maintenance issues that we decided we'd get taken care of while we were in Mexico. Having been around the world, if we had to be stuck somewhere for a few weeks, Mexico would be at the top of our list of places.

When we passed through Mexico on our outbound leg six years ago, several experienced cruisers told us that we were not going to find any place better than Mexico. They were right. We had great times in Peru, the Galapagos, Australia, Vanuatu, Maritius, South Africa, Namibia, St Helena, Ascension Island, and Puerto Rico. But as a cruising destination, Mexico is still unbeatable. Our favorite places so far are Zihuatanejo and La Paz.

Anyway, we decided to have our boat work done by the premium yacht maintenance organization in Mazatlan, which was then called Total Yacht Works. Like several other boat owners, we got caught in the middle of the mess that resulted when Canadian Bob Buchanan, the majority owner of Total Yacht Works, fled the country following some sort of disagreement with a former business partner.

We don't know any more of the back story behind Bob's departure than what we have read in *Latitude*. We have heard lots of contradictory rumors about who did what to whom, but never really tried to figure out the details of why Bob bolted. It was not relevant to the situation we found ourselves in, which was a real mess. You see, we had no warning. We learned on Monday that Bob would not be in that day. On Tuesday we learned that he had left the country on his boat and would probably never come back.

Our boat was, at the time, on the hard in the Fonatur yard. Our engine was in pieces in a shop that was under threat of being seized by the government. We were told that the assets of the business — did that include our engine? — could be used to satisfy severance pay obligations to the employees. For the rest of our stay in Mexico, we were worried that some government agency would slap a lien on our boat over this mess.

But at the height of our anxieties and frustrations, we were, once again, able to experience the incredible decency of the Mexican people. It was the former employees of Total Yacht Works, who stood to lose the most, who bailed us out. And they never said a word about what must have been a devastating event in their lives.

The workers just buckled down and got our engine and boat back together, and back in the water. They never asked if we were going to pay them for the week they spent finishing our repairs, and never cut corners to do the job before them. When one of the bolts securing our motor mounts broke, there was no question about replacing them all, rather than just the bad one. Replacing all the bolts was the right thing to do. I never had to say a word. David, the mechanic in the group, made two trips to the local stainless fastener shop to get the right bolts. Nothing was forced to fit. Our week was full of examples like that. Roberto, the parts manager, sourced



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## LETTERS

parts that we needed, and drove all over town picking them up.

In the end, we paid the workers directly for their labors. They then pitched it all in to take over the shop and build a new business from the ashes of the old one. They named their new business Active Marine Services — after the name of our boat, *Active Transport*.

We have no financial interest in the business they are building, but can't help but wish them the best. We are confident that cruisers who follow us will enjoy the same excellent service and honest craftsmanship that we did as the company's first customers. Their new web site is [www.activemarinemazatlan.com](http://www.activemarinemazatlan.com).

If I may pitch their business a bit more, there are several benefits to using Active Marine Services. For one, the Fonatur yard they use is spotless. The management must really stay on top of the businesses that operate in the yard, because most yards aren't anywhere near as tidy. If you live on your boat during your haulout, you get access to the heads and showers of the small but well-maintained Fonatur marina, which are close by. You also get to use the second-story swimming pool.

Last but not least, there is Miriam. This young woman, who runs the office and the Marine Travelift, really knows her stuff and treats boats with great care. The Travelift operator for our haulout was a very competent young man, but only because Miriam was training him. She is the pro.

In our opinion, cruisers who find themselves in need of a good and economical yard for boat work in Mexico should seriously consider Active Marine Services.

John Lewis  
*Active Transport*, Tayana 37  
Hilo, Hawaii

*John — We've heard several other very positive reports about Active Marine Services, and wish them the best.*

*It's interesting to note that you're not the only circumnavigator to have a letter this month naming Mexico as the best place you've cruised in the world. That's a much-needed feather in Mexico's cap.*

### ↑↓ MOSQUITO-BORNE ILLNESSES ON THE RISE

Based on an article I read in the *New Zealand Herald*, Puddle Jumpers need to be aware that cases of dengue fever, aka breakbone fever, are at record levels in the South Pacific. There have been almost 10,000 cases and at least 11 deaths recorded in Fiji since last October. An increase in cases has also been noted in French Polynesia, Vanuatu and New Caledonia. You get the fever from *Aedes* mosquitoes, which bite during the day, particularly in the early morning and late afternoon.

Two other mosquito-borne viral diseases are causing problems in the South Pacific. The first is zika fever, previously only seen in Africa and Asia, which has been causing illness in French Polynesia since October last year. This is usually a mild illness, with fever, headaches, conjunctivitis, rash, and muscle pain, though there have been neurological complications in some cases. The second is chikungunya fever, also from Africa, which is similar to dengue, but with prominent joint pain, and which can be severe. Cases of dengue in people returning to New Zealand have increased fivefold from the same three-month period two years ago.

Jessie Balding  
*Etoile*, Ecume de Mer 26  
Bay of Islands, New Zealand



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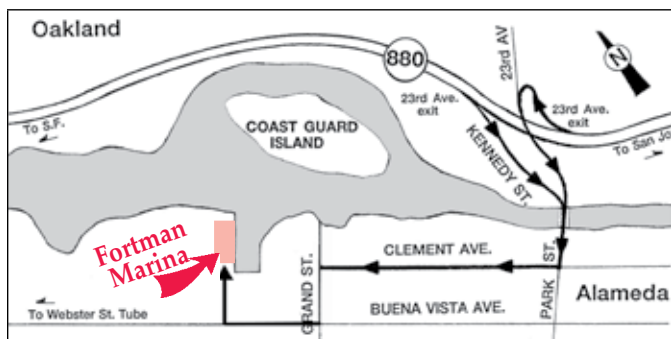
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## LETTERS

*Jessie — Dengue has long been a big if not bigger problem in the Caribbean, where chikungunya has now made its unfortunate appearance, particularly in the French Islands. We have two good Bartian friends who got 'chikun', and they reported it's not only wicked, the terrible arthritis-like symptoms can keep reappearing for months, if not years.*

*The only prevention is to not get bitten by the mosquitoes. This means using DEET liberally while ashore. It also means cruisers are lucky, because mosquitoes usually don't make it out to boats. In places they do, screens are a must.*

### ↑↓ CHECKING IN AFTER 18 YEARS OF CRUISING

It's been 28 years since we bought and moved aboard the Serendipity 43 *Wings* in Seattle, and 18 years since we started sailing around the world. That's a long time, of which we've enjoyed just about every minute. It's time for an update.

Judy and I are now in Costa Rica, nearing the end of our very long circumnavigation. *Wings* hasn't changed much in all that time, but we have — we're a bit older. As such, maybe it's time for us to settle down a little. So after another 1,000 miles or so, during which time we'll cross our outbound path, we'll probably stop in Mexico and base out of there.

Here are a few highlights of owning *Wings*. We lived aboard and raced in Seattle for 10 years, then sailed south to Mexico in 1986. Mexico was wonderful, of course, and we enjoyed the Sea of Cortez, La Paz, Mazatlan, Guaymas, Puerto Vallarta and all the other stops along the West Coast — including Acapulco. We raced in the Banderas Bay Regatta in 1997, and won our division. That was fun. Mexico is like our first love, the one we'll never forget.

Crossing the Pacific in 1998 was also wonderful, with our landfall in the Marquesas being particularly unforgettable. We had great weather for that crossing, and met a lot of really neat fellow cruisers in the South Pacific. That was the year when we made our best 24-hour run, 203 miles, between Bora Bora and Samoa. In those years we hadn't learned to slow down, and still sailed *Wings* as though we were racing her. I guess that 450 races in Seattle before we left had given us some bad habits, I'm not sure I've lost all of them yet.

When we arrived in New Zealand we fell in love with that beautiful green country and all her fantastic sailors. Judy



**'Wings' has taken Fredrick and Judy almost around the world in 18 years.**

and I both worked for a year in Auckland. Then I quit the corporate world and got media credentials so I could work as a photographer for the 2000 America's Cup. One day I met *Wings'* designer, Doug Peterson, at the media center and told him what a great boat we thought the Serendipity was for cruising. He seemed surprised.

A couple of years later, after trips to many of the Pacific Islands, we sailed into Sydney Harbor. We beat past Sydney Head in 25 knots on a sunny Sunday, and came upon a race inside the harbor. All the racers were wearing shorts and T-shirts. It was surreal because we were still bundled up in foulies. We stripped off our heavy gear and joined in the race!

It took two attempts, but in 2004 we finally made it from Australia to Hong Kong, where we spent 18 months. Hong Kong is a fantastic place, and we loved it. We sailed out of Discovery Bay on Lantau Island, and found the Hong Kong sailing scene to be vibrant and fun. Sailors in Hong Kong know





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## LETTERS

how to have a blast, and we readily joined in. But you need to have money for the good life in Hong Kong, so we both went to work again.

After a second cruise through the Philippines, in 2006 we sailed to Singapore, where we got new jobs. We then moved to Bangkok for three years, keeping *Wings* in either Raffles Marina in Singapore or Yacht Haven in Phuket. During those years we commuted to the boat every two weeks and raced every chance we got. Among the races we did was the 2007 King's Cup, which we won. If Mexico was our first love, Thailand was our second. The food, the people, the cruising — all are top-notch. We miss it.

We had one false departure for crossing the Indian Ocean, which, after experiencing some really bad weather and other unfortunate circumstances, made us turn back. In fact, it almost ended our cruising, as we were ready to ship the boat back to North America. We finally decided to take on crew — Pierre, the famous French guy in Singapore — for what turned out to be an epic sail across the south Indian Ocean. That was probably our most arduous sail, as we had 18 days of strong winds and big seas. We arrived sunburned and salty at Mauritius, where Pierre left us. He would later be replaced by Jean and Jennifer Mee, a delightful Mauritian couple. They are good sailors who are always up for an adventure.

Six months later we sailed to South Africa, which proved to be another fantastic stop. We had some boisterous sails in the Agulhas Current down the east coast of South Africa, but never had any real problems. We bought an old Mercury so we could tour game parks and other places in Africa. In 2012, we set off across the Atlantic with Randy and Laura, formerly of *Pollen Path*.

St. Helena, Fernando de Noronha, Brazil, and finally Trinidad — all interesting stops, and we had pleasant winds, favorable currents, and excellent crew the whole way.

I won't say too much about the year we spent in the Eastern Caribbean, except to say that despite the crowds and perhaps higher-than-necessary prices, it rewarded us with lots of great sailing and many new friends. We raced a few races, including Antigua Sailing Week, where we were trounced for the first time ever. That defeat still burns.

Now, after a long stay in Colombia and another in Panama, and a transit of the Canal, we find ourselves back in the Pacific and closing in on completing our circumnavigation.

We've visited 45 countries by boat, and many others by land and air, and it's been great. We've had wonderful experiences that we will treasure always, and made countless great friends. We've raced in dozens of ports, and joined boats for races — such as the Sydney to Hobart — where we couldn't take *Wings*.

Our Serendipity 43 has been a fantastic boat. We still love her and we love living aboard. This has been a great life that we don't want to be over, so we'll be looking for more sailing adventures in the future — even if it doesn't include any more ocean crossings. We've sworn off those.

Thanks for mentioning us in the May issue and publishing the photo, but there were a couple of errors. First, the woman in the photo with the giant squid was actually Andrea

COURTESY WINGS



**Judy and Fredrick are just 1,000 miles from completing their circumnavigation.**





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## LETTERS

Nowasad. Sorry about the mixup in our blog. Andrea and her husband Neale have sailed — and raced! — their Vagabond 47 *Epic* out of Hong Kong for many years. Their boat is now for sale as they have an Oceanis 45 on order.

Also, while we did have some really bad weather on our way from the South Pacific to New Zealand in 1994, we weren't actually in the Queen's Birthday Storm.

Fredrick Roswold & Judy Jensen  
*Wings, Serendipity 43*  
Golfito, Costa Rica

*Frederick and Judy — Thanks for the terrific update. The reason we thought you'd been in the Queen's Birthday Storm is that, as you might remember, we used a two-page spread photo of Wings in rough South Pacific conditions to illustrate that storm. Sorry. In any event, congratulations on the upcoming completion of one of the longest circumnavigations by West Coast sailors we can recall.*

### ↑↓ ANCHORING AT CATALINA'S HARBOR REEF

I sail to Catalina quite frequently, and over the years have anchored at several different coves. I've never, however, tried anchoring atop or near Harbor Reef off the Isthmus. But I've seen *Latitude's* catamaran *Profligate* anchored there several times, and have read that you've spent quite a bit of time on the hook there. So I hope you can answer a few questions.

What was your experience with the holding ground? What's the bottom like? Is there any part of the triangle formed by Bird Rock, the pole, and the buoy that you recommend?

My boat draws 4'11" — about the same as *Profligate* — so it seems as though there would be enough water on the reef, as long as I avoided the well-charted rock on the southeast part of the triangle. There is also one spot on the reef where the depth appears to be just shy of six feet, so I'd avoid that if there were a minus tide.

Since this area might be a bit less-protected, and therefore more roly than in the deeper water against the cliffs, I'd probably deploy a flopper stopper. But *Profligate* is so stable that I'd guess the rolling wouldn't be an issue for you.

Alan Gomes  
*Spartina, Ericson 26*  
San Pedro

*Alan — We haven't spent much time at Harbor Reef recently, but over the years we've probably spent over 150 nights above it. Ninety percent of the time we've had the place to ourselves.*

*The reef is rock, and except for the spot next to the southeast piling, and the one shallow spot halfway between the piling and the buoy, it's about 10 to 50 feet deep. On one occasion one rudder tapped the rock at the shallow spot halfway between the piling and the buoy, and a couple of other times we shortened up on the rode because it looked as though a rudder might tap it again. But depth has rarely been a worry.*

*After we've dropped a honking big Fortress anchor on the rocky reef, there's never been a danger of our boat dragging. Supposedly there is a sand patch in about 50 feet just to the north of the reef where you can drop a hook, but we've never bothered to look for it. The rocks on the reef are craggy, so sometimes our anchor chain will get snagged and jerk the cat up short. Once, we couldn't work the chain free and had to have a diver free it from being wedged between some rocks. Usually there is a thick kelp forest atop the reef. It might be our imagination, but it seems the gentle motion of the nubby kelp rubbing against the hulls kept the bottom clean.*

*There are some great things about anchoring on Harbor*



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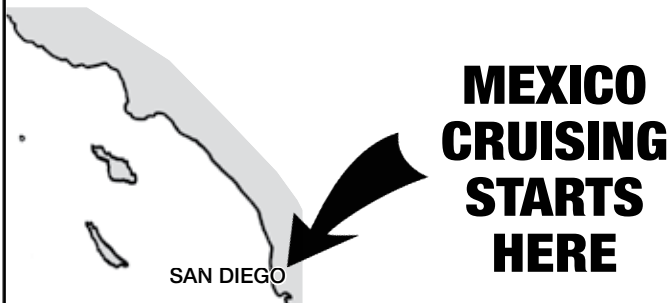
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## LETTERS

Reef — you're by yourself, the water is often very clear, the kelp forest is beautiful, the scenery is beautiful, the Internet is decent, and unlike when on a mooring or anchored near the cliffs, you don't need clothes. Oh yeah, it's free, too.

There are two bad things about anchoring on Harbor Reef. The first is that people with relatively large powerboats think nothing of passing within 50 feet of you at 25 knots, creating huge wakes. Thanks a lot. Even big ferries passing 200 yards



'Profligate' all by her lonesome atop Catalina's Harbor Reef.

away can rock the fillings out of your teeth. But worst of all is that on many afternoons there is a southwesterly wind blowing out from the Isthmus, and a northwesterly swell coming down the face of the island. The result is that any boat anchored

on the reef — which gets almost no protection from the swell — is going to be beam to the swells. Thanks to Profligate's 30-ft beam, we've never had to move because it was so unpleasant, but sometimes it's been pretty noisy and certainly less comfortable than if we'd been anchored closer to shore. However, on many afternoons it would simply be untenable for monohulls, which is why you rarely see them out there. Mornings and evenings are normally much calmer.

### ↑↓ LIFE IS ALL ABOUT RISKS AND REWARDS

There have been a lot of comments about cruising with young children, as the Kaufmans were doing. My wife and I were blessed with a daughter, born in Fiji, who sailed the rest of the way around the world with us. Were there risks? You bet. Were there uplifting life experiences for us all? You bet. People can live their lives in cul de sacs if they want. There won't be many risks, but there won't be many uplifting experiences either.

Gary Balding  
Heart of Gold, 30-ft sloop  
Winchester Bay, Oregon

### ↑↓ A CRUISING FAMILY WORTHY OF AN INTERVIEW

I recently received an email from Austrian friends Karl and Alexandra Mayer, aboard their 47-ft steel boat *Muktuk*. They've been cruising with their sons Jan and Noah, who I believe are 9 and 7. Karl used to be a tech guy on the world motocross circuit, and has been quick to help other cruisers with their mechanical problems. 'Ally' is a teacher who homeschools their sons. They are the sweetest and most humble people.

Not long ago the family finished a circumnavigation of the Americas, meaning from the Northwest Passage to Cape Horn, and now they are sailing a course that many others wouldn't dare — nonstop from New Zealand to Alaska. I think what the family has done and is doing is a great counterpoint to the *Rebel Heart* incident. They would make a great interview. Based on the most recent email, here's a synopsis of what they've been up to lately:

They spent six months in New Zealand, two of them at Stewart Island, circumnavigating what they found to be a very beautiful country. They headed south from Opua so early in the season they only saw two other cruising boats the whole time. They had "shit weather" for the first four weeks, with "only two days without gale or storm warnings." But they wrote of great anchorages, lovely scenery, and plenty of





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# LETTERS

seafood. While going up the west coast, they stopped at the fjordlands. They departed New Zealand at Nelson for Alaska in March.

"Tomorrow we will have been five weeks at sea, during which time we have covered 4,000 miles," they wrote. "We still have another 2,300 to go to Dutch Harbor. We are all doing great beating into the tradewinds, but we are definitely looking forward to some cooler weather. The South Pacific Convergence Zone and the ITCZ made sailing quite miserable. Who needs the doldrums anyway? Our route might not be the most logical, but it will get us to the Aleutians. The boys are doing great. They are in their offshore mode, which means reading a lot, listening to audio books, having school in the morning, telling stories only they can understand, and spending hours knitting and crocheting. They've already made a collection of hats and scarves."

Yes, I think they'd make a great interview.

Tom Van Dyke  
En Pointe, Searunner 31  
Santa Cruz

Tom — What the Mayers have done and are doing is more extreme than what most cruising families do. Heck, it's far more extreme than what most cruisers do. So yes, we're sure they'd make a great interview. That said, we'd be more inclined to do an interview with a California cruising family doing something more middle-of-the-road.

## ↑↓ CRUISING TO PREVENT HOMICIDES AND DRUG USE

I think it's wonderful when children have the ability to be with their parents in a constructive environment like cruising. I say more power to the Kaufmans and the many other cruising families of the world. Undoubtedly their children will not grow up to be drug-using, lazy, homicidal pieces of dirt that the United States seems to be turning out in abundance.

If we mariners were to have to pay for the rescue of fellow mariners such as the Kaufmans, then I think the survivors of airline crashes should have to pay for their rescue, too. The same can also be said of commercial fishermen, people in train derailments, canoeists, and motorists evacuated from their vehicle during a flood, hurricane, or any other act of God.

Hundreds of boaters from around the world are heading to the South Pacific at this time of year. Unfortunately, many of them do not have the experience of Mr. Kaufman, nor a boat as seaworthy as the family's Hans Christian 36. The Kaufman family was doing everything that many other experienced sailors are in the process of doing at this very moment. Wake up, America! The mainstream news organizations should be ashamed of themselves for the shallow treatment given to this topic. No wonder the Kaufman family was sailing away.

Mark Bigalke  
Vancouver, Washington

Mark — It's a bit of an exaggeration to say it's 'beyond a doubt' that kids brought up on cruising boats won't turn to drugs. It's happened. That said, based on the cruising kids we've known, particularly those who have become adults, being raised on a boat and in the cruising community seems to offer a lot of advantages and opportunities to take on major responsibilities at a young age. We think this is particularly true for kinetic boys, who seem to learn most quickly by doing things they find interesting in the real world, and who seem to be failed by the current education models here in the States.

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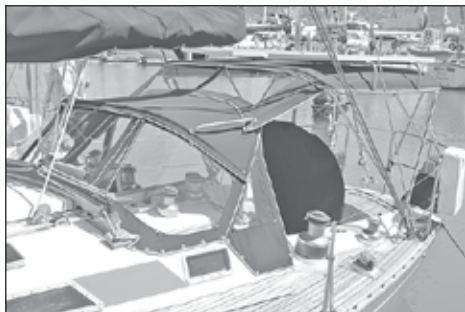
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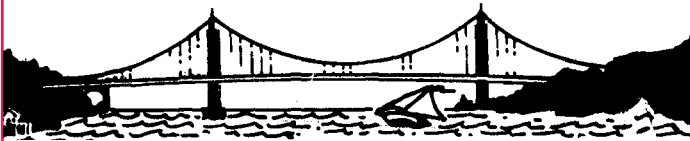
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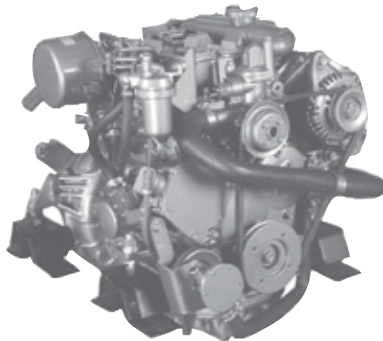
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## LETTERS

### ↑↓WEBB CHILES ERRATA

After I wrote my May issue article about solo sailor Webb Chiles, who plans to sail around the world singlehanded with a Moore 24, I was notified of multiple mistakes and inaccuracies in my piece. I'd like to correct them.

I incorrectly stated that Carol, Webb's current wife, is his sixth wife. She's actually only his fifth wife, as he once married the same woman, Suzanne, twice. He's been married six times, but only to five women.

During Webb's sea trial around Guadalupe Island, I reported that his Moore 24 *Gannet* often saw speeds of eight knots in just 10 to 12 knots of breeze. I stated that he'd been flying a spinnaker during these times. He was actually sailing with just a full main and a furling 110% jib.

Since *Gannet* will have no windvane — or wind instruments — I reported that Chiles would rely on tiller pilots and solar power for steering, and that he planned to spend long periods of time at the helm. This is incorrect. His backup 'autopilot' will be sheet-to-tiller steering. He hopes to spend little time driving the boat.

I interviewed Webb on two delightful afternoons in San Diego, during which time we had lunch and hung out on *Gannet*. I took extensive notes and wrote down lots of quotes. But thanks to our lively discussions about singlehanded small boats, followed by my long solo passage to Hawaii, I may have become confused about some of my notes.

I apologize to *Latitude* readers and to Webb for misrepresenting his words. I promise to do better in the future.

Ronnie Simpson  
*Mongo*, (Nor)Cal 27  
 Currently in Lahaina, Hawaii

### ↑↓THE POLICE SUSPECTED HER DRINK WAS SPIKED

Although many people, ourselves included, go to Mexico and enjoy the food and drinks with few to no problems, it was disturbing for us to read about Jeff and Debbie Hartjoy's experience of Debbie's possibly being drugged by one of the margaritas she drank. And then having the Wanderer follow it up by mentioning that his whole crew of healthy 30- to 40-year-olds once had a similar experience with a pitcher of margaritas. The reason we found it so disturbing is as follows:

A few years back, Ray and Diane Edwards, dear friends of ours, enjoyed the Baja Ha-Ha and then continued to enjoy cruising Mexico aboard *Last Duck*, a Gemini 32 cat that was their retirement home. We were to meet them in Mazatlan and all enjoy a Sea of Cortez crossing back to La Paz. The day we flew into Mazatlan, we were greeted at the entrance of the marina by Ray, who asked us to give him a hug because Diane, who'd had no medical issues at the time, had died during the night. This was after they'd both been brought back to their boat by the police because she passed out and Ray was incapacitated. The police asked to be allowed to take Diane to the hospital, but Ray, not knowing what he was doing or saying, declined.

The police decided that the most probable cause of death was their having drunk a couple of margaritas that had something in them.

Drinking the margaritas was the last thing Ray says he could remember before they were brought back to their boat. Diane was left passed out in the cockpit, and Ray then passed out in the forward berth. He didn't know anything was seriously wrong with Diane until he awoke the next morning.

It should be noted that Diane was not a heavy drinker anyway, and Ray only remembers their having two margaritas: One each at two different, but very nice, locations.



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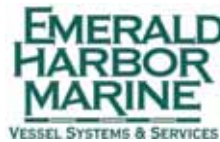
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## LETTERS

After the Hartjoys' letter, *Latitude's* response, and what happened to Diane, we can't help but wonder how prevalent this is.

I had known Diane since the first grade back in Cary, North Carolina. Jack and I introduced Diane to Ray. We married the same year, and moved to California the same year. We worked together for a period of years before work took us to different towns. We stayed friends and shared a love for sailing, as well as partnering on boats. This was a couple we had known a long time.

We currently have a wonderful S&S Catalina 38 berthed at Brickyard Cove in Richmond. We've read about the Baja Ha-Ha since *Latitude* started it 21 years ago, and it's been our goal to do a Ha-Ha in the future.

Jack & Brenda Payne  
Show Biz, Catalina 38  
Brickyard Cove, Pt. Richmond

*Jack and Brenda — What an awful story. It would have been good if there could have been an autopsy done on Diane, but it certainly sounds suspicious.*

*We don't know how prevalent such incidents are, if they are prevalent at all. Our incident happened in 1983, which was a long time ago. People we know have collectively consumed about a million margaritas in Mexico since then, and these are the first two times we've heard of any serious problems. Has anyone else had a similar incident?*

### ↑↓ 'TI PROFLIGATE, 'ANIMAL STYLE'

There is a photo spread on pages 84-85 of the April issue, and if I'm not mistaken, it's of Saba Rock Resort in North Sound, Virgin Gorda. That's one of my favorite stops when sailing in the BVIs. We were last there in 2011 during a two-week charter aboard the Wanderer's catamaran 'ti Profligate. We are looking forward to a return, probably in 2016.

While attending the Strictly Sail Pacific Show a while back, I picked up BVI Yacht Charters' brochure from their booth. When I later looked at it, 'ti Profligate was no longer listed among the catamarans available for charter at their Tortola base. I'm curious if you've taken her out of the program, moved her to the company's St. Martin base, or just placed her on the 'secret menu' at Tortola because she is so heavily booked that no advertising is needed.

Bill Crowley  
Clarsa, Newport 23  
Napa

*Bill — The closest of your guesses is that 'ti Profligate is on BVI Yacht Charter's 'secret menu'. But yes, she's still part of the company's fleet. We just checked her calendar, and she's got four more charters available before the start of August and already has a number of bookings for the next high season.*



LATITUDE / RICHARD

*'ti has a new turquoise and yellow color scheme. 'ti is one of head mechanic Anthony's favorite boats because she's so simple, which means she has fewer problems than the others. We've just spent 11 weeks on her, during which the biggest problem we had was corroded wiring for the*



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## LETTERS

overhead lights in the two heads on the port side. The second biggest problem is that the bulb fell out of the light fixture over the cockpit. So she was pretty darn trouble-free. If you saw 'ti today, you might not recognize her, as we've given her a new color scheme.

### ↑↓ FINDING \$40 MEALS IN THE CARIBBEAN

If the Wanderer thinks it costs \$100 for a couple to have dinner in the Caribbean, he needs to get out of St. Barth and visit more of the restaurants that cater to cruisers instead of those on megayachts. While the French islands in general tend to be higher-priced than the 'English islands', even the French find St. Barth to be expensive. If a table comes with a cloth tablecloth, expect to pay more. Here in Grenada, we wouldn't expect to pay more than \$40 USD per couple for a sit-down meal with alcohol. Unless, that is, we go to an up-scale resort. And most meals are much less.

P.S. We're refugees from Riverside who have been sailing the Eastern Caribbean continuously since 2006.

Michael & Cynthia Staudt  
Mirx, Lagoon 42  
Ex-Riverside

*Michael and Cynthia — Forty dollars for a sit-down meal with booze in the Caribbean? Maybe you can find something like that down-island, but we sure couldn't find it at sailor hangouts in Martinique, the Saintes, St. Martin, St. Barth, the British Virgins or the U.S. Virgins. Maybe there are a couple of rasta shacks selling plates of ribs and frites for less at St. Martin's Grand Case, but in those cases we'd prefer to cook on the boat, as the food would be less expensive, taste better, and be healthier.*

*From time to time people ask us why we spend so much time at St. Barth, so we'd like to explain. The biggest reason is that we cover sailing, and St. Barth is the epicenter of every kind of sailing during the spring. In addition, all the new and great yachts — and many great sailors — from around the world come to the little island, and there's the Bucket, the Voiles, the West Indies Regatta, and this year the AG2R TransAtlantic. If you're a journalist covering social media, you're going to want to be in San Francisco — even if the meals are expensive — because that's where the action is. If you cover sailing, you want to be in St. Barth or nearby — see this month's guide on page 94 for details — for the same reason.*

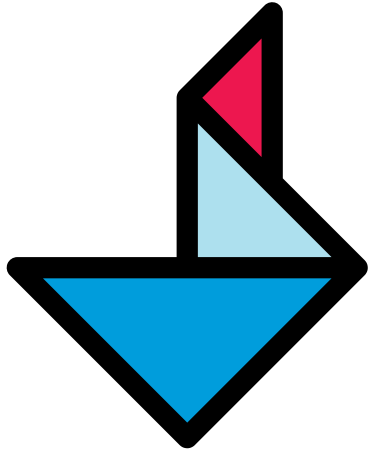
*Other reasons we spend so much time in St. Barth: 1) It's about as clean and safe as Atherton or Belvedere. The older we get, the more we prefer that to 'edgy'; 2) We have many good friends on the island from when we bought Big O there three decades ago. It's truly a second home; 3) We've found considerably more intellectual stimulation on St. Barth than on other islands in the Caribbean. That may sound snobby, but it's true, and it's important to us; 4) We don't speak the language, so we often don't know what's going on. We find that refreshing; And finally, 5) the women walk like cats.*

*We've been to almost all the islands in the Eastern Caribbean several times back in the days of Big O, and we'd love to spend more time in the Saintes, Antigua, Bequia, the Tobago Cays, and Grenada. But that's not going to happen while we're still working full time, as they are much farther from our cat's Tortola base.*

### ↑↓ BE ALWAYS VIGILANT

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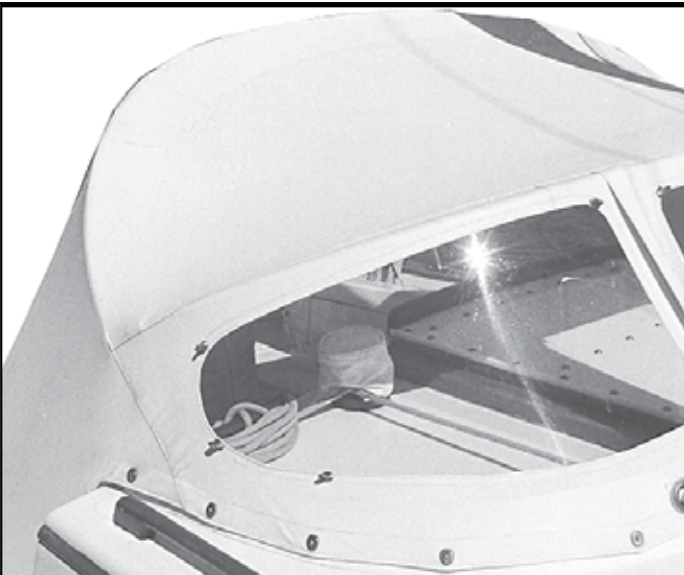
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## LETTERS

to get hurt.

Today some of my fellow cruisers and I drove 90 minutes north to Mosquito Creek, South Carolina to retrieve a boat for a friend. Before going to the boat, we picked up the owner at a local hotel. He hobbled out of his room to the truck on crutches. His ankle was swollen and his leg was lacerated with quarter-sized stripes that wrapped around his ankle, calf and thigh. He could stand, but only with difficulty.

What happened to him? He had been singlehanded his boat north for the summer, and had anchored in the mud bottom of Mosquito Creek for the night. The next morning he tried to raise the anchor, but couldn't get it to budge. He put the boat in reverse to rock the anchor a bit, and went forward to pull on the rope and chain of the anchor rode.

He didn't realize it, but as he was pulling, the rode formed a loop, and he stepped into the loop with one leg. Since the boat was in reverse pulling against the anchor, the line started to feed out, catching his ankle, then pinning his leg to the bow of the boat.

The man hadn't thought to carry a knife to the bow with him, and didn't have a VHF or cell phone on him. He tried to free himself for several minutes, but the forces he was battling were too strong. The line sawing into his leg put him in such agony that he even considered throwing himself overboard. But he gutted it out, trapped on the bow of his boat by his anchor line, unable to rescue himself, unable to reach anyone else, and the line constricting the blood flow to his leg while beginning to saw through the skin and tissue.

Mosquito Creek is a fish camp, and luckily an early morning fisherman passing by heard his cries for help. The fisherman radioed for help on his way to render assistance. First responders arrived in about five minutes. They cut the rode free from the man's leg and rushed him to the hospital.

When we got to the boat this morning, two weeks after the incident, several of the locals who had helped, including the dock owner, expressed their relief that the injured sailor was alive and well. According to their accounts, he was in pretty bad shape when help first arrived. In the spirit of Southern hospitality, they refused any offers of money, even for the dock space.

Our friend will make a complete recovery, but please let his experience be a cautionary tale. When you are out there alone, or with inexperienced crew, always carry a knife and a VHF or cell phone. We have these things on the lifejackets on our boat, and they are part of our pre-departure checklist. You are using a checklist, aren't you? OSHA would approve.

Frank Lagorio, vet of two Ha-Ha's  
Escapade, Rawson 30  
San Francisco

*Frank — Your story immediately brings to mind two similar incidents involving two very experienced West Coast sailors. The first is that of Bob Smith of the Victoria-based custom 44-ft cat Pantera. He got an anchor line wrapped around his lower leg while trying to anchor in current-riddled Bahía de La Paz. He was trapped for some time, just like the skipper in the incident you mentioned, and badly injured his ankle.*

*Then there is Greg Dorland of the Tahoe-based Catana 52 Escapade. While furling the headsail because of the approach of a big squall near Annapolis, he got his lower leg wrapped in a genoa sheet, and it snapped the lower part of his leg. Not only was it extremely painful, but it took several years for him to recover.*

*Of course, just about every activity can be hazardous. When we saw Dorland in the Caribbean earlier this year, he was limp-*

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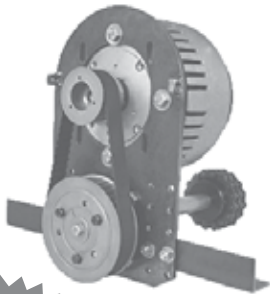
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# LETTERS



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ing noticeably again, so we asked if his leg was still bothering him from the sailing accident. He explained that he'd actually had another accident, this one at his Tahoe home following a long transcontinental flight from the boat. Standing on his porch in the middle of the night, he somehow fell 16 feet to the ground, knocking himself out for 45 minutes, and breaking a shoulder and both legs in the process.

In a similar height-related accident, Wayland Coomb-Wright recently fell from a roof he was repairing at Octopus's Garden, his and wife Aruna Piroski's restaurant/bar/dance studio/Huchoil gallery in La Cruz. He severely injured his upper spine. Wayland and Aruna are two of our most interesting and soulful friends in Mexico. Many years ago they built a small catamaran — with a mast on each hull, no less — in England. They then sailed the unusual boat, with their infant daughter, to Mexico via the Canal and spent several years in Nicaragua. It all just goes to show you, no matter if you're on land or at sea, you've always got to be careful.

### ↑↓ WHAT WAS THE NAME OF THAT ECO PAINT?

I'll be signing up for this fall's Ha-Ha, but before I do, I need to paint the bottom of my boat. I'd be very interested in knowing the name of the eco-friendly Pettit bottom paint that *Latitude* wrote about in January 2012. It sounded good to me. I've searched the *Latitude* website and haven't seen any updates.

Bucky Jordan  
Planet Earth

Bucky — The product is Hydrocoat Eco, which Pettit describes as a "self-polishing, water-based, ablative technology with Econeal, an organic biocide. Pettit's innovative technology replaces the harsh solvents found in most bottom paints with water. This formula provides the user with an easier application, soap and water clean up, and no heavy solvent smell. This formula is also copper-free, making it compatible over almost all bottom paints and safe for use on all substrates." End of commercial.

We're not sure why, but the product was not yet available in California the last time we checked.

### ↑↓ SAYING GOODBYE TO 'PRESIDENT' MERL PETERSEN

A portion of the ashes of Merl Petersen, 'President of the Pacific Ocean', have been quietly spread aboard his beloved 75-ft schooner *Viveka*. As you know, she's presently in Rutherford's Boat Shop in



LATITUDE / ANDY

Some of Merl's ashes will be built in during *Viveka's* rebuild.

Richmond undergoing a complete refit for her new owner. Now Merl's spirit will travel forever with his schooner on her future voyages around the world. Another portion of Petersen's ashes will be consigned to the San Francisco Bay from the SS *Jeremiah*

O'Brien on her Memorial Day Cruise, as per Merl's wishes.

Regarding the 'Short Film About Long Race' in the April *Letters* about the first Whitbread (now Volvo) Around the World Race: Thank you for remembering Irv Loube, owner of many *Bravuras*, who helped owner Ramon Carlin put his winning *Sayula* effort together, and myself, lucky enough to serve as

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## LETTERS

the navigator.

Ray Conrady  
San Francisco

### ↑↓ ONLY FIVE ARMED FORCES

*Latitude* was wrong in the reply to Bill from Napa about the Armed Forces of the United States. Yes, there are seven uniformed services, which you accurately listed. However, there are only five services comprising the armed forces.

The armed forces are listed in Title 10 of the U.S. Code, and while the Coast Guard is part of Homeland Security and not the Department of Defense, they also have responsibilities under Title 14 — which sets them apart from the Army, Navy, Air Force, and Marines by providing law enforcement authority (among other duties and responsibilities).

Thank you for a great magazine!

Dave Kalis  
Lieutenant Commander, U. S. Coast Guard, Retired

*Dave* — And thank you for correcting us. We must have incorrectly assumed that if you got a uniform, you were also entitled to have a weapon.

### ↑↓ THE ADVENTURE OF A LIFETIME

We're sorry to hear about the problems the boaters are having in Mexico. If former President Fox had something to say about this, he would be upset. We have been long gone from cruising in Mexico, and are now nestled in the mountains of Arizona. But we miss the boating life, as it was an adventure of a lifetime.

Roger & Celia Guiles  
ex-St Bridged, Piver Victress Tri  
Arizona

*Roger and Celia* — While *AGACE's* impounding all those foreign boats for no reason last November was a fiasco on the part of the Mexican government, we're becoming increasingly confident that it was a temporary governmental brain fart rather than a harbinger of future harassment of nautical tourists. Why? Because SAT (the Mexican IRS), SCT, and the Mexican Marina Owners Association have been meeting regularly to clarify and standardize the paperwork and procedures to prevent anything like that happening again.

### ↑↓ OPENING A SCHENGEN WINDOW

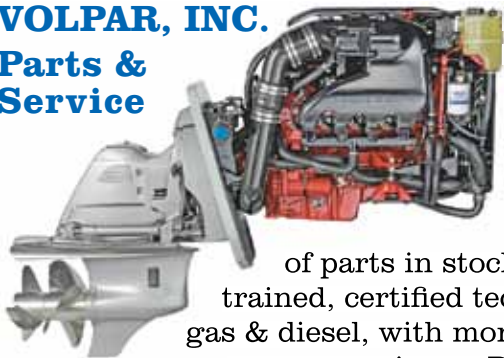
I enjoyed *Latitude's* explanation of the Schengen Area limitations on non-Schengens cruising in Europe. I'd been trying to figure out what the rules were for awhile, and there you laid them out for me. And I agree, it would limit visits by individuals who could bring a lot of economic stimulus into an area that is still struggling with recession. It would be lovely if the problem could be resolved.

Since all challenges bring opportunity, I see one additional work-around to the ones *Latitude* suggested for folks wanting to cruise the Med. I'd call it 'Schengen Sharing', and it would be if two individuals/couples were to timeshare one boat, which meant they could alternate 90-day periods of using the boat over the 18-month period the boat was allowed in the Schengen Area. Granted, you'd need a lot of things to come together, but it could be a way to have a boat in the Med, timeshare it with someone else, and maybe make it work.

Terri Watson  
*Delphinus*, Mason 33  
San Francisco

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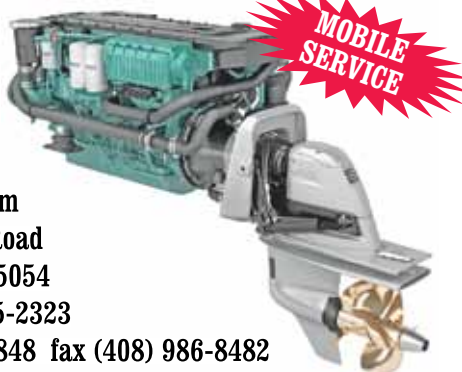
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## LETTERS

Terri — If you need an example of a Schengen problem, look to Jack van Ommen of the old and the new Fleetwoods. He had overstayed his 90-day visa, plus the 30-day extension, which meant he was illegally in the Schengen Zone several months longer than he should have been. He reports he had some "anxious moments" at passport control in Reykjavik, Iceland, when they noticed he had long-overstayed his visa. Fortunately, the guy at passport control assumed that van Ommen, who speaks several European languages, had a Dutch passport as well. Jack didn't correct him and was allowed to get on his flight to Seattle.

We're not sure your 'Schengen Sharing' idea is feasible. There are plenty of challenges in owning a boat, and even more when in a boat partnership. If you're looking for exponentially greater challenges, get involved in a partnership that involves getting a boat to Europe, alternating usage, taking care of maintenance, handling emergency repairs in countries where you don't speak the language, and then getting the boat back to the States. We're not saying it's impossible, only that it would take special people to make such a partnership work.

We think the new 'sharing economy' for things like cars, lodging, tools, professional equipment and so forth is both good and unstoppable. We know that a number of people have tried to start similar 'boat sharing' programs, but we're skeptical. The problem is that systems on privately-owned boats, even if they are sisterships, tend to be unique, and thus complicated to even experienced sailors. If you have a \$200,000 boat, are you simply going to hand over the keys to someone in return for a few thousand dollars? We don't think so.

### ↑↓ THE SARCASM LETTER

I feel really bad for those 'poor cruisers' who don't feel as though they can cruise the Med because of the Schengen Area visa limitation of 90 days. They got a boat and all, so why can't they just live where they want? After all, they have money.

I know some of these people, and they get mighty upset when their offshore documented vessels — yes, plural — have to leave the United States for a few days a year. And they have to go to all the trouble of hiring and firing of crew, and have fake work done, all to document why they need to stay longer. It's such a hardship for them. Rules and regulations were not made for them, they were made for other people.

Boat people not of money get turned away every day. Well, most die before they get turned away. So I say give everyone everywhere a 90-day visa.

Claire Kavanagh  
Poulsbo, Washington

Claire — You don't have to feel "really bad" for the '.00001 percent' cruisers, who have multiple vessels and crew, as they ultimately have little difficulty living wherever they want anyway. Really big piles of money solve most every kind of problem anyway. Does the name Marc Rich ring a bell?

The people you should feel bad for are the employees of marine and cruiser-related businesses in Schengen Area countries, who are underemployed or out of work because shortsighted bureaucratic twits in Brussels were unable to distinguish between visitors who contribute to economies and those who don't. Many of the Eurocrats are coming to their senses, however, so it's expected that the visa limitations will be changed by 2015.

By the way, as long as we or others contribute economically and otherwise to a country and a society, why the heck shouldn't we be able to live where we want for as long as we want? Stuff your groundless rules and regulations.



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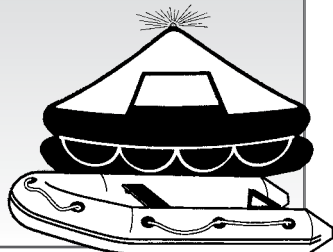
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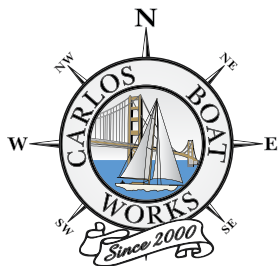
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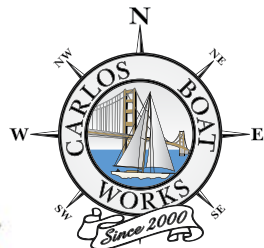


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## LETTERS

*By the way, before you rag on anyone, even a .00001 percenter who documents their vessel(s) offshore, you should bone up on the Jones Act of 1920, aka the Merchant Marine Act. That was a seminal piece of protectionist legislation that ended up picking a lot of winners and losers. If you're a 'regular person' who owns a modest boat, it's likely you've been a loser.*

### ↑↓ **WHEN SHOULD YOU NOT FIX SOMETHING?**

I hope you're getting into the swing of spring, as those of us down here at 31°S are feeling the winter chill. The Wanderer's asking for musical suggestions prompts me to recommend a couple of my faves: Michael Praetorius' *Dances from Terpsichore*, and Ottorino Respighi's *Ancient Airs and Dances*. Both contain peaceful movements and what can only be called 'boppy' bits. Great listening.

As the old saying goes: If it ain't baroque, don't fix it!

Mark Walker  
 Kempsey, NSW, Australia

### ↑↓ **PIECES INSPIRED BY SOME GUY'S TOMB DELIVER**

There are lots of terrible classical music recordings. By terrible, I mean too slow, too fast, poor recording quality, poor acoustics, why-the-hell-is-this-guy-conducting-that-piece, and stuff like that. There's only one *Sticky Fingers* album, but there usually are dozens of recordings of popular classical pieces in release at any given time, hundreds more that are out of print, and most of them suck. My recommendations:

*Die Moldau* by Bedrich Smetan. There are many terrible, plodding, agonizingly slow-tempo performances of this piece, but Herbert von Karajan and the Berlin Philharmonic keep it from sending you back to sleep. Overture to the opera *Tannhauser* by R. Wagner. Karajan/Berlin again. *Prélude à l'Après-midi d'un Faune* by Debussy. I know the translation is 'Prelude to the Afternoon of a Faun' but it goes with a sunrise, too. *Le Tombeau de Couperin* by Ravel. Pieces inspired by some guy's tomb usually deliver. This is no exception. A *Lark Ascending* by Vaughan Williams is possibly the most beautiful piece of music ever composed. It's so beautiful that I weep when I hear it.

Mike Crews  
 Valinor, Ericson 32-300  
 San Pedro

*Mike — We'll have to give A Lark Ascending another try, as it didn't do it for us the first couple of times.*

*We're going to have to listen to the von Karajan pieces because we have an obscure connection. As you know, he was a temperamental perfectionist, so when it came time to build a boat, he picked only the very best of the very best of the very best welders at, we believe, Royal Huisman, to build what would become his 80-ft maxi racing boat Helizara. Back then, when spinnaker sheets were made of wire, his boat would do battle with the likes of Drum and other maxis. After von Karajan sold Helizara, she turned up in St. Barth shortly after we'd purchased the Ocean 71 Big O. Brash as ever, our captain Don Antonio challenged the skipper of Helizara to a match race, insisting that Big O would kick their ass. This was like claiming a Ford Explorer would beat the pants off a Ferrari. Thanks to a ripped genoa and broken coffee grinder on Helizara, Big O did emerge victorious, just as Don Antonio had predicted. He's never let anyone forget it either.*

*Readers have suggested many other great musical pieces. We wish we could list them — or have even had the chance to listen to them by now. But thanks to all of you.*



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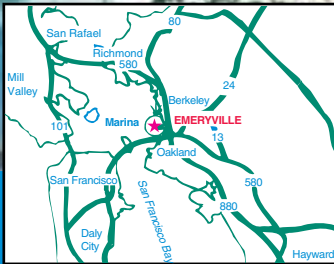
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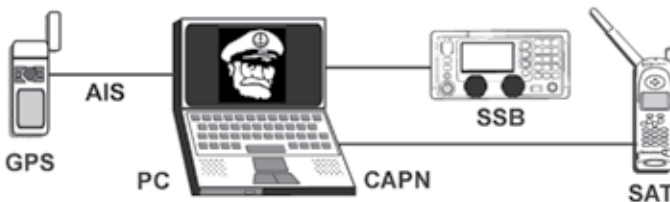
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## LETTERS

### ↑↓ CRUISING 'JUNK' AND THE OLD DAYS

It never ceases to amaze me the amount of 'junk' cruisers think they absolutely must have aboard. Years ago we left England with a 4-year-old and a 15-month-old, and managed to cruise for 2½ years on a 37-ft boat. During that time we cruised the Med from one end to the other, crossed the Atlantic, traveled the Caribbean from Trinidad to Hispaniola, and continued up through the Bahamas and the Intracoastal Waterway to Virginia.

Our boat carried 70 gallons of water and just 20 gallons of fuel. And we absolutely did not line the rails with jerry cans of fuel or water, as this was considered unseamanlike! There was no reverse-osmosis watermaker, no SSB radio, no GPS — although, when it worked, our SatNav gave us a fix every 90 minutes — no solar panels, and certainly no computers.

The current crop of cruisers are more akin to gypsies than sailors, as their boats are festooned with all kinds of gantries, their rails lined with jerry cans, and their boats loaded down with unknown quantities of detritus.

We didn't travel in a 'pack'. There was no Atlantic Rally for Cruisers, no Baja Ha-Ha, no Puddle Jump and no Caribbean 1500. We left Las Palmas by ourselves on an Atlantic crossing, so there was no buddyboating, and we were prepared to live by our decisions. We didn't have satphones, Spot messengers, SSB email, or EPIRBs. We were on our own, so to speak.

It was exciting, and we felt we'd accomplished something on our own. I often wonder how many of the current crop of wanderers would be prepared to undertake such a journey.

Leif Watson  
Dodger Too, Condor 37  
Edmonton, Alberta, Canada

*Leif — It seems to us there are very different types of cruising depending on people's interests and stages in life. At the two extremes are low-budget/high-adventure cruising, usually favored by the young because they can't afford anything else, and greater-comfort/convenience cruising, favored by older folks who often have accumulated some money and need more comforts. And naturally there is every gradation in between.*

*When we were younger, cruising was all about the adventure and adrenalin. Even if we'd cared about things like SSB, electronic navigation or watermakers, it wouldn't have mattered because we couldn't afford them. So we did things like dead reckon to Mexico.*

*Now that we're older and have owned a business for close to 40 years, we're more safety- and comfort-oriented. While our boats don't have many of the comforts and conveniences found on most cruising boats — we're thinking of giving Profligate a hot-water shower later this year — we have more than we did when we were young. Furthermore, a greater percentage of our 'cruising' now consists of sitting in a great anchorage, instead of being underway, and totally immersing ourselves in Nature.*

*It's true that lots of folks who are currently cruising wouldn't be if it were not for modern safety features and conveniences. We're not going to hold it against them — or ourselves.*

*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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## BAJA HA-HA MELTING POT

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

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

If you're new to the event, let  
us explain that the Ha-Ha is a  
750-mile cruisers' rally from San  
Diego to Cabo San Lucas, with  
stops along the way at Turtle  
Bay and Bahia Santa Maria.

You'll find a complete recap  
of this year's rally on page 80.  
See 'Lectronic Latitude' for 2014  
updates at: [www.latitude38.com](http://www.latitude38.com).



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## MEET THE FLEET

Among the important dates to note (on next page) is *Latitude's* annual Mexico-Only Crew List and Ha-Ha Party, September 10. There, hundreds of potential crew mix and mingle with Ha-Ha boat owners who are looking for extra watch-standers.

Get a head start on the process at our constantly updated Crew List at [www.latitude38.com](http://www.latitude38.com). As many Ha-Ha vets will confirm, the best way to prepare for doing the event in your own boat is to crew for someone else first.



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## IMPORTANT DATES

Sept. 10, 6-9 p.m. — Mexico-Only Crew List Party and Baja Ha-Ha Reunion at Encinal Yacht Club in Alameda.

Sept. 15, midnight — Deadline for all entries to be received by Baja Ha-Ha, LLC.

Oct. 18 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.

Oct. 25 — Pacific Puddle Jump seminar, West Marine, San Diego, 5 pm.

Oct. 26, 11 am — Skipper's meeting, West Marine, San Diego. Skippers only please.

Oct. 26, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.

Oct. 27, 10 am — San Diego Harbor Ha-Ha Parade.

Oct. 27, 11 am — Start of Leg 1

Nov. 1, 8 am — Start of Leg 2

Nov. 5, 7 am — Start of Leg 3

Nov. 7 — Cabo Beach Party

Nov. 9 — Awards presentation hosted by the Cabo Marina.

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

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#### PLEASE NOTE:

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



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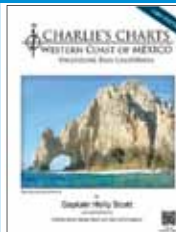
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# SIGHTINGS

## it's now okay to play

For Bay Area sailors who get out on the water all year round, the concept of Opening Day on the Bay (April 27 this year) is a bit of a head-scratcher. Nevertheless many local mariners embrace the tradition religiously each spring by strutting their stuff as they parade down the Cityfront.

One guy who we'd bet wouldn't miss the wind-blown pageantry for this world is Kerry Brown of the one-off Blue Seas 42 *Cetacea*. For

him, it's become an annual tradition to round up a swash-buckling crew of buccaner-ettes, dress them up in their finest pirate garb, and show off shamelessly as they pass the judge's stand.

In the group shot on the right, he explains that "the scowling, sultry, seductress (far

left) is wearing a necklace with effigies of all captains she has seduced and dispatched to Davy Jones' Locker in her quest to become NoBeard, the *Pirates*, Queen of the Seas." Works for us.

So if you've been waiting for the green light to get out on the water and play, by all means get on with it. Opening Day was a month ago and the summer season of racing and recreating on the Bay is in full swing. We'll see you out there.

— andy

## van ommen replaces fleetwood

We're delighted to report that Jack van Ommen of Gig Harbor, Washington, has found a replacement boat. You'll remember that the 77-year-old lost his much-loved Naja 30 *Fleetwood*, which he'd owned for 33 years, to a storm off Spain's Balearic Islands on November 16 of last year. Van Ommen is one of *Latitude's* heroes for having sailed built-from-a-kit *Fleetwood* to 50 countries over a period of eight years. He started after going bankrupt, with nothing to his name but the boat and \$1,800 a month in Social Security checks.

Van Ommen talks about his new boat: "In mid-April I purchased *Mariah*, a near sistership, and have rechristened her *Fleetwood*. She was built from one of the three Naja 30 kits that I imported from Whisstocks of England in 1980. Original owner Todd Dhabolt did an exceptional job on putting the boat together, and he was the one who got me in contact with her most recent owner.

"Unlike my original *Fleetwood*, the new one has a masthead rig and the mast is keel-stepped. She also has a sugar scoop rather than a transom hung rudder." Van Ommen's first Naja 30 was the last one to be built with nails holding the plywood planking together. Because the nails would expand in heat and contract in the cold, he had to epoxy the recesses almost every year. His new Naja has the planking screwed together, a superior method.

"I keep finding features on the new boat that are definitely better thought out," he says with enthusiasm. "And I know the boat has 50,000 less ocean miles worth of wear and tear, so I'm happy."

Van Ommen got the new boat for a favorable price. "I paid \$7,000, which was my budget, and she came with a decent sail inventory, including a newish main, a SSB radio, and a 10-hp Italian diesel. I may eventually have to replace the diesel with something more powerful."

continued on outside column of next sightings page

## historic sloop freda

If you're reading this while it's hot off the press, you have time to catch the much-anticipated launch of the historic sloop *Freda* May 31 at Sausalito's Spaulding Wooden Boat Center (located at the end of Gate Five Road).

Why should you care? Because she is the last remaining example of America's earliest style of recreational sailing craft. Built in Belvedere, and first launched in



KERRY BROWN / CETACEA

Kerry and his cadre of wenches had a front row seat to watch the J/70s racing, as 'Cetacea' paraded along the Cityfront.



COURTESY, CETACEA



## to launch may 31

1885, she has been undergoing a meticulous piece-by-piece refit for eight years.

So if you've got a soft spot in your heart for splendid wooden vessels, this is one launch you won't want to miss. There'll be a barbecue and live music, and the crowd will contain a who's who of Bay Area wooden boat aficionados.

Dock opens at 11 a.m.; splash at 12:30.

— andy

## van ommen — continued

Van Ommen originally thought he'd buy a replacement boat on the East Coast so that it would be convenient for him to sail the Great Lakes and down the Mississippi. "But I couldn't have found a similar quality replacement boat for the price on the East Coast, or a design that I knew so well," he said. "After nearly 50,000 miles, I am totally sold on the chined plywood construction. I looked into shipping the boat to Thunder Bay on Lake Ontario, from where I would begin sailing the Great Lakes and then down the Mississippi to the Gulf of Mexico. But the cost is out of the question, so I plan to head toward

continued on outside column of next sightings page



*Cap'n Kerry (center) and his flamboyant crew were jubilant on Opening Day, except for the "sultry seductress" on the far left. She'd like us to believe she's a bad-ass buccaneer who decapitates her victims, but we're not buying it.*



# SIGHTINGS

## van ommen — continued

the Panama Canal late this summer, then pick up from where I left off in the Eastern Caribbean in 2007. I need to do that or sail to Florida to have completed my circumnavigation."

"I'm dying to get sailing again," he told *Latitude*. After completing his circumnavigation, van Ommen plans to sail to Cartagena, then land-travel down the Pacific Coast of South America. He's not sure what he'll do after that, perhaps sail the East Coast of the United States again.



Jack van Ommen

When van Ommen lost his boat in November, he had nothing to his name but a few thousand dollars, his computer, and lots of very good friends. Many of these friends, inspired by the humble sailor's accomplishments with such a humble boat, have asked if they might help him equip his new *Fleetwood*. Van Ommen is not asking for money, but he says if anyone — such as those of us at *Latitude* — wants to contribute, we can send checks to Jack van Ommen, *Fleetwood*, c/o Arabella's Landing Marina, 3323 Harbor View Drive, Gig Harbor, WA 98332. This will help him buy things like a liferaft, dinghy, folding bike, foul weather gear, and such.

If you're interested in maps and details on where van Ommen has cruised, go to [www.cometosea.us/?page\\_id=2](http://www.cometosea.us/?page_id=2). Jack says he created the page for the benefit of those who mistakenly believe that you need a lot of money to go cruising. "What you really need," he says, "is to keep the boat small, the equipment simple, and choose your routes carefully." This from a man who clearly knows what he's talking about.

— richard

## celebrate summer

The original concept of Summer Sailstice, June 21 this year, was simply to use the annual summer *solstice* phenomenon as an excuse to encourage folks to go out sailing and celebrate the arrival of summer. No big deal.

But today this annual celebration has become a very big deal in many prime sailing venues around the world — even in the Southern Hemisphere where it's actually the winter solstice on that day.

Check the website ([www.summersailstice.com](http://www.summersailstice.com)) and you'll see that there's no cost to enter, but doing so makes you eligible for all sorts of cool swag and prizes, including a BVI bareboat charter from Footloose.

You'll also find listings of all sorts of Sailstice-inspired events, including raft-ups, races and parties.

Here in the Bay Area, there are a dozen SS events, including the annual celebration at the Encinal YC. "Plan to sail into EYC for a full day of music, exhibits, a boat building contest, seminars and more," urges organizer John Arndt. (See [www.summersailstice.com/sf](http://www.summersailstice.com/sf).) We'll be giving a seminar there on *Latitude* rallies.



It's become an annual tradition for a group of Club Nautique members — who call themselves Rogue Hump Nighters — to sail the Bay on Wednesday evenings from October to April. As Captain Rod Witel reports, "On April 30th 38 Rogues rafted five boats together in McCovey Cove to cheer on the Giants. It was 80 degrees at 7:05 for the first pitch — the warmest SF Giants night game EVER! The evening was capped off by the balmiest late-evening sail back to Sausalito and Alameda that anyone could remember."

ROD WITEL



## sailstice june 21



*The Sailstice party at the Encinal YC is sure to be big fun.*

Another popular meet-up is among Delta Doo Dah sailors, who'll congregate this year at Tiki Lagoon (see [www.deltadoodah.com](http://www.deltadoodah.com) for details). The organizers also encourage everyone to support the virtual circumnavigation on behalf of Sailors for the Sea. (Details at: [www.summersailstice.com/article/join-virtual-circumnavigation-save-oceans](http://www.summersailstice.com/article/join-virtual-circumnavigation-save-oceans).)

If you don't see a Summer Sailstice event that appeals to you, start your own. But by all means, go sailing!

— andy

## kaufmans break silence on rescue

In an era when sound-bite journalism and short attention spans are the norm, it was no surprise that the dramatic South Pacific rescue of the *Rebel Heart* crew — two young parents and their 3- and 1-year-old daughters — quickly faded from the media spotlight shortly after the family returned safely to San Diego on April 11 aboard the USS *Vandegrift*.

That's exactly what parents Eric and Charlotte Kaufman hoped would happen. But they promised to share all the details, and correct widespread media reporting errors on their ordeal, once their story had become yesterday's news. On May 11, a full month after returning home, they finally broke their silence in an NPR segment called *This American Life*. (Available online as a podcast.)

While some questions remain unanswered, the Kaufmans did clarify many key elements that led to their decision to set off their EPIRB, effectively laying the groundwork for being rescued, yet knowing they would have to scuttle their boat to do so. The Hans Christian 36 had been their only home of eight years.

Here's a synopsis of clarified facts: According to Eric, on their 15th day out, the day before they called for help, they sailed into the Intertropical Convergence Zone (ITCZ) where they met with strong winds and big seas. Charlotte explains that they were knocked down several times. But one particular broach stressed the boat so much

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REBEL HEART

*One-year-old Lyra gets some face time with one of her rescuers.*



# SIGHTINGS

## rebel heart — continued

that it began leaking along the starboard hull-deck joint and elsewhere (unspecified). The resulting inflow of sea water was estimated at 60 or 70 gallons per day.

Meanwhile, one-year-old Lyra had been ill since day seven. As Charlotte explains, the infant developed a widespread rash, had diarrhea, and became lethargic. During a sat phone call, Lyra's doctor advised that she be given the amoxicillin that was carried on board. When there was no improvement after two days, Eric called in a pan-pan to the US Coast Guard to advise them of his family's situation. But because his (unnamed) sat phone service provider had reportedly mailed out new SIM cards to customers, then deactivated the old ones, that pan-pan was the last sat phone call Eric was able to make. *Rebel Heart* was equipped with an HF radio, but Eric was unable to make outside contact with it, and suspected its usefulness had been compromised by the incoming seawater.

The couple discussed their options, with Eric calculating that it would be another three weeks before they would arrive in the Marquesas — if their pumping could keep up with the incoming water. "What would you do?" he asks rhetorically of his radio audience. As Charlotte explains, the decision was heartbreaking: "You know if you hit the EPIRB, help will come, but that if you hit it your home is gone."

— andy

## tragedy on the kona coast

The most heartbreaking story to cross our radar this month was the loss of the Ventura-based Nordic 40 *Seaquel*, May 18, on the Kona coast of the Big Island. Skipper John Berg, 52, who is completely blind, and three sighted crew had safely arrived a week earlier at Hilo, on the opposite side of Hawaii Island, after a 21-day, 2,800-mile passage from Banderas Bay, Mexico. For Berg, it was undoubtedly a life-affirming accomplishment, but he barely had time to savor his success before tragedy struck.

At about 11:30 p.m. on that Sunday night, while he and his remaining crew, Dina Peters, were relocating *Seaquel* to Honokohau Harbor, on the west side of the island, the sloop was driven onto a rocky, reef-strewn shoreline near the old Kailua Kona airport in the middle of the night — just three miles from safe harbor.

The explanation of what went wrong portrays a truly 21st-century dilemma. Berg had been navigating for weeks without a problem using iNavX software on his iPad, which was interfaced with the vessel's GPS. That night they were headed for a waypoint offshore of Honokohau, which

lies north of Kialua Kona town. All of a sudden the screen was taken over by a system request to log in to FaceTime, an Apple resource, then another request to log in to the iCloud. No matter what Berg and Peters did, they couldn't clear the screen and log back in to iNavX. Berg also had that software on his iPhone, but he hadn't entered the waypoint there. The boat's built-in chartplotter had a system that displayed NOAA charts, but Berg says that proved inadequate.

"I should have just said, 'Hang a hard left', until we sorted things

continued on outside column of next sightings page

## pac cup takes

Following in the wake of the Single-handed TransPac to Hawaii, which begins June 28, the Pacific Cup fleet will head west under the Golden Gate in staggered started between July 6 and 11.

This year's PacCup will have many new and improved features that we're sure participants and their families are certain to appreciate.

The new PacCup Village at Richmond YC will host a series of special events to entertain sailors from June 30 to July 6. There will be live music, guest speakers, food trucks, a raw bar and hopefully even fireworks on the Fourth of July — if there isn't any fog! Race organizers are putting forth a huge effort to keep everyone entertained during their stay in the islands.

This year, PacCup Village services include: Breakfast and lunch, berthing, marine services shuttle and provisioning services, and a concierge service provided by Sonnen BMW. Impressive.



JOHN HAFOLD

**Seen here during his trip down the Baja Peninsula last October, John Berg is said to be a remarkably skilled sailor.**



JOHN DOUR



## it up a notch

For more info, check out the brand new PacCup App which will be available soon for smart phone users.

Another innovation this year is that *Latitude 38* will be sponsoring Division E, and we assume other organizations will support other divisions.

We're also excited to report that Leslie Richter will be the event's official photographer, which should enhance our coverage substantially.



*The new PacCup app.*

— ROSS

## seaquel — continued

out, but I didn't. It was totally my screw-up." Before they could find a software solution, they heard the sound of surf crashing and they knew they were in big trouble.

Once they grounded, the two sailors tethered themselves together, and were able to swim and scramble across the rocks and reef to safety, again without harm. Assessing the damage the next morning, an utterly stunned and depressed Berg told Hawaii resident John Dour, simply, "I fucked up." Ironically, Dour, a former California resident, had lost his own boat a few years ago when she sank in her slip while he was working out of state. He's been living a Spartan lifestyle near the wreck site ever since.

Because Berg had no insurance and lacked the means to organize a salvage operation himself, the Hawaii department of Land and Natural Resources took on the challenge of removing the hull from the reef-strewn shelf where she grounded. It only took a few hours to reduce it to a heap of splintered waste.

We met Berg when he sailed south with the Baja Ha-Ha rally last fall, and found him to be an athletic, hands-on guy who prides himself on his self-sufficiency despite his loss of vision. Before cruising he had lived aboard *Seaquel* in Ventura for more than a decade with his daughter Sidney. "He knows his Nordic 40 like the back of his hand and happily goes forward to raise, reef, and lower his hanked-on

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*By the time this shot was taken the big south swells had lain down along the Kona coast, although the night before they were huge. But it was a software issue that doomed 'Seaquel'.*

# SIGHTINGS

## seaquel — continued

headsail in all kinds of weather," said BHH crewman John Harold. "He's physically fit and would rather pull up the anchor by hand than install a windlass." Berg has been sailing since the mid-1970s.

Although stoic about his misfortune and eager to move on, Berg says, "I really can't imagine being away from the water." Who knows, maybe someone out there has a replacement boat to offer this deserving mariner. If so, email: [editorial@latitude38.com](mailto:editorial@latitude38.com). Our hearts go out to Berg, and we certainly hope he'll be out sailing again soon.

— andy

## cruiser undaunted by la paz accident

Those new to the cruising scene are often deeply impressed by the supportive nature of sailing communities, especially in Mexico — and

continued on outside column of next sightings page

## lovely ouessant

Sadly, the lovely 38-ft Farallone Clipper *Ouessant* was unceremoniously T-boned May 17, while on starboard tack at the starting line of Sausalito YC's annual Women Skipper's Regatta.

As you can see by the painful image below, the oncoming Catalina 30 *Adventure* was on port tack when it slammed into *Ouessant*, which is hull #14 of this venerable San Francisco-centric class. She was launched in 1957.

After purchasing her two years ago, energetic young skipper Jennifer Hinkel made substantial upgrades to *Ouessant*, including all new rigging and a bright new



SERGEI ZAVARIN

OUESSANT



## takes a bruising

transom. While understandably upset initially by the seemingly inexplicable port-starboard smash-up, Jennifer now has a pragmatic, upbeat attitude about the mishap. "Hey, it happens. She's made out of wood, and can be fixed."

Shipwright Loyal Tarbet, who did the previous upgrades, is making a laundry list of needed repairs: "There's a lot of deep 'skeletal' damage," he says, including replacing a sheer clamp, frames and planks. Yes, *Adventure* is insured. We hope to see *Ouessant* sailing the Bay again by the fall.

— andy



"Starboard!" *Ouessant's* skipper Jennifer Hinkel (far left) throws the helm hard to port in an unsuccessful attempt to avoid getting whacked. The collision drove the *Clipper's* starboard side into the committee boat, *Mercury*, which was also hit by *Adventure* moments later. Luckily, no one was injured.

## undaunted — continued

particularly in times of need. That observation was well illustrated by both cruisers and marine business people in La Paz recently, in the aftermath of a tragic dinghy accident that ultimately caused its victim, John Spicher of the Anacortes, WA-based *Coast 34 Time Piece* to lose his left leg below the knee.



Losing a limb won't stop John Spicher from experiencing the wonders of the Sea of Cortez. Posing here surrounded by the supportive staff of Marina Palmira, the recovering sailor wears his 'soul sailor' Baja Ha-Ha T-shirt.

As reported earlier, Spicher was attempting to help the owner of a runaway dinghy, whose driver had fallen out without wearing a kill cord, when Spicher was struck multiple times by the high-revving outboard.

Jeanne Walker of the La Paz-based *Eagle* writes: "John Spicher, who now calls La Paz, Mexico home, returned after being gone for two months. . . John's injuries required medical air evacuation to San Diego and ultimately the decision to amputate his lower left leg.

"As John has been living in the La Paz area since the 2011 Baja Ha-Ha, he no longer carried US medical insurance. The cruising community in La Paz rallied around and held several fundraisers for John, raising close to \$9,000. At the time of the accident, John's boat was in the city anchorage. It was moved to Marina Palmira. The marina pitched in with one month's free moorage and a discount for several additional months.

"John will be receiving his first prosthesis shortly. After a bit of time visiting family and friends in the States, he plans to return to La Paz and get back to sailing in the Sea of Cortez."

Spicher has lived aboard *Time Piece* for the past 14 years. While participating in the Ha-Ha, he won his division, and earned the designation of "soul sailor" for having sailed the entire route. If you'd like to help John out with his enormous medical expenses, donations can be made at PayPal via [svtimepiece@gmail.com](mailto:svtimepiece@gmail.com).

— andy

## excellent news from mexico

If you're thinking about sailing to Mexico this fall with the Baja Ha-Ha or on your own, and have been concerned about a possible repeat of last year's disastrous AGACE audits of foreign-owned boats, which resulted in many innocent boats being impounded for up to four months, we don't think there is much reason to worry any longer.

Tere Grossman, president of the Mexican Marina Owners Association, as well as Neil Shroyer of Marina de La Paz, and Enrique Fernandez of Puerto Los Cabos, report that they went to Mexico City in May, where they had very productive meetings with officials of

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# SIGHTINGS

## mexico — continued

SAT (the Mexican IRS), SCT (Mexican ports and port captains), and Tourism.

"We met with the Administrator for Customs, and he showed us the changes that will be made to the Temporary Import Permit forms," reports Grossman. "The new forms will have more information than the old ones, and will begin being used in July." (A temporary version of the new form has already been attached to some old TIPs.)

It was the lack of information and clarity on the previous generations of TIPs that confused a lot of SAT agents, who had been inadequately trained. That resulted in many innocent boats being unfairly impounded. While the old forms — such as *Latitude's* cat *Profligate's* ancient 20-Year Temporary Import Permit — are still good, new ones are only about \$50, so we plan on getting a shiny new one. "I think that's a good idea," said Shroyer. He also reports that if there is some incorrect information on a boat owner's current TIP, he/she can visit a Banjercito branch up until the end of the year and get that information corrected or updated.

Grossman and Fernandez also visited with Lic. Francisco Maas, the Undersecretary of Tourism, and asked if it wouldn't be possible for someone from Immigration to come to San Diego for the Ha-Ha Kick-Off Party October 26 to clear the 500-600 participants into Mexico before leaving San Diego. Maas said he will do his best to make that happen. We'll see.

Thanks to better TIPs, more educated auditors and personnel at Banjercito branches, and harbor masters and boat owners better understanding what AGACE wants, we don't foresee any trouble in the upcoming season. It's also important to note that almost all of the necessary documents can be obtained prior to leaving for Mexico. For details, see *Latitude's First-Timer's Cruising Guide to Mexico*, which is downloadable for free from [www.baja-haha.com](http://www.baja-haha.com). Meanwhile, here is a list from Shroyer of what's needed. Necessary Documents:

- 1) Passports for the entire crew.
- 2) FMM Visitor Cards or other immigration document for Non Mexicans.
- 3) Original vessel documentation.
- 4) Original Temporary Import Permit (TIP).
- 5) Proof of liability insurance. Required by law and marinas.
- 6) Fishing Permits: If you're carrying fishing gear get one for at least one person.
- 7) Original Mexico International Clear in Document or Crew List document.
- 8) Letter of Authorization if a captain is to be left in charge of the boat.
- 9) Notarized permission letter for children who are minors if they are not accompanied by both their parents.

- Passports — Rules now require foreigners traveling to Mexico, including U.S. citizens, to show a passport to enter Mexico. (Land crossing to-from Mexico may be exempt.) If going to Mexico on a vessel get your passport.

- Tourist Cards — Foreigners traveling to Mexico must obtain a Mexican "Tourist Card" now called a FMM Visitor card (Forma Migratoria Multiple de Visitante sin permiso para realizar actividades remuneradas). The cost is \$306 pesos in 2014 (about \$27 USD). Or a visa, if you are from a country from which Mexico requires you to have a visa. (See Mexican consular website). The FMM Visitor card can be obtained upon arrival at your first official port of entry, and paid for at a bank after visiting the local immigration office.

You may also prepay the FMM Visitor card online prior to your departure to Mexico, or before visiting the local immigration office at the first port of entry. This can be done by going to [www.banjercito.com.mx/registroEmbarques/](http://www.banjercito.com.mx/registroEmbarques/). It is a good idea to do this before you

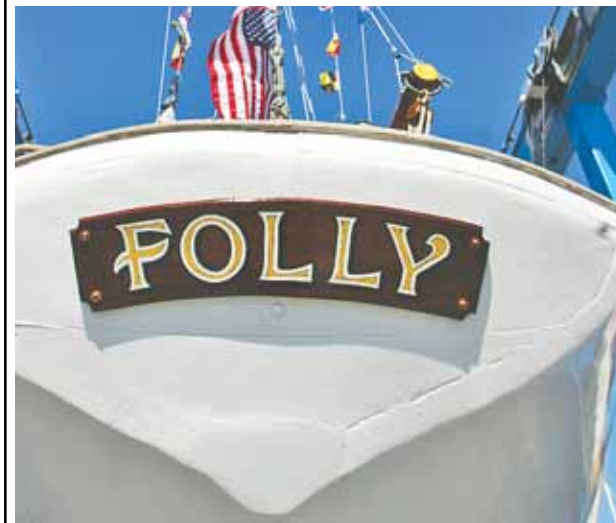
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## one man's

To say that Allen Gross was thrilled to finally relaunch his vintage, 32-ft sloop *Folly*, would be a colossal understatement. After completing an exhaustive eight-year refit, he was practically ecstatic to see his 'mistress' of 38 years gently drop into the Bay at San Francisco Boatworks last month.

Built in North Beach to an Edward Burgess design in 1889 — just four years after the famous sloop *Freda*, her ballasted, full-keel design represented a 'radical' departure from the beamy centerboard sloops of the era.

As you might imagine, during her 125 years she's had a very colorful history.



ALL PHOTOS STEVE PEREIRA



## love affair

Gross can easily quote the highlights of her racing victories and notable former owners extemporaneously without hardly taking a breath. He really ought to write a book about her — although there's already been at least one volume dedicated to her: Anitra Marsland's 1953 classic: *I Married a Boat*.

Gross' almost singlehanded effort drew praise from many vintage boat buffs. John Muir of San Francisco Maritime said, "Saving *Folly*, with her unique hull lines, is a great gift to San Francisco Bay yachting history." So cheers to *Folly*!

— andy

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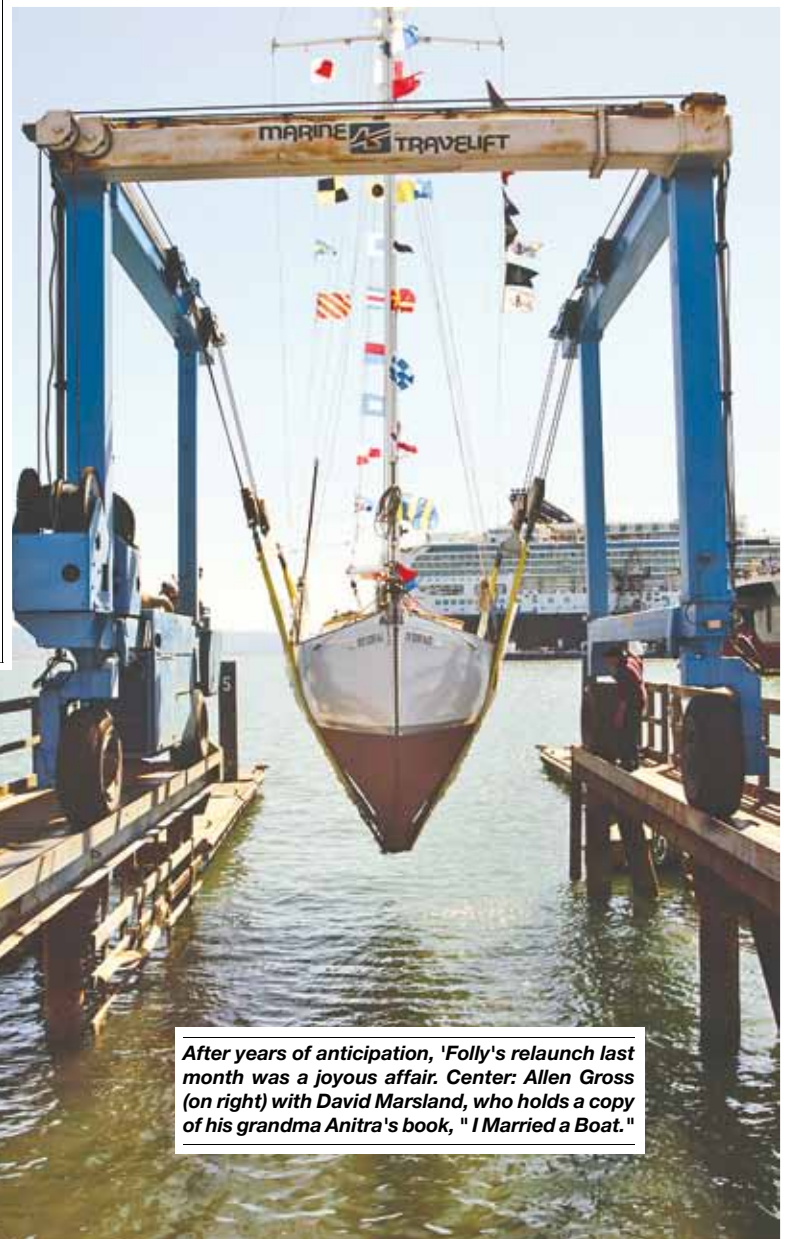
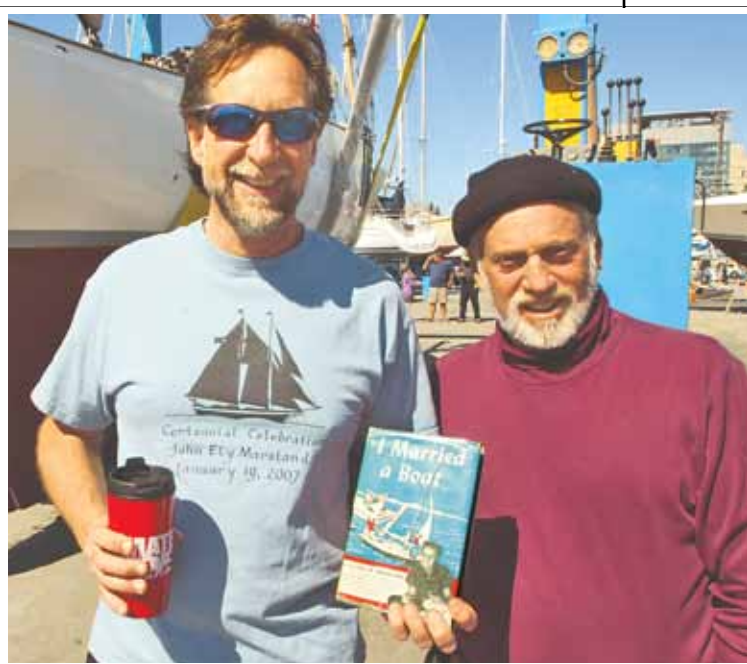
## mexico — continued

depart for Mexico, since you will have proof of payment of the FMM Visitor card form even if you do not have the FMM Visitor card itself. At the first official port of entry you present the payment receipt and they will proceed to fill out, stamp and give you the card valid for up to 180 days.

- We recommend that when you fill out the information requested on the web page, do so individually, one person at a time, so you will get one receipt for each person in that person's name. To do this you state that there is only one person on board the vessel in "Step 2" of the process. If you say two people you will be billed for two people, but get one receipt in the name of the person filling out the form. It will be valid for two people. The payment online is the only payment required for the FMM Visitor card; you will not be charged again when they issue the document at the port of entry immigration office.

Please note: the FMM Visitor Card can no longer be renewed inside

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After years of anticipation, 'Folly's relaunch last month was a joyous affair. Center: Allen Gross (on right) with David Marsland, who holds a copy of his grandma Anitra's book, "I Married a Boat."



# SIGHTINGS

## mexico — continued

Mexico beyond the original 180 days. If the original FMM Visitor Card is for less than 180 days you can get it extended for up to 180 days.

- Boat Documents — Every boat must carry current vessel documentation that proves ownership and registry. Proof of ownership of the vessel (and trailer, if this is the case) may be shown by means of any of the following documents: invoice, rental contract, title, and in all cases Certificate of Documentation or Registry issued by the country or state of registration.

- Temporary Import Permit — All vessels are required to have a Temporary Import Permit when in Mexico. A TIP can be obtained either on line before you depart for Mexico or at the first official port of entry. Apply on line for a Temporary Import Permit 12 to 60 days before you depart at [www.banjercito.com.mx/registroVehiculos/](http://www.banjercito.com.mx/registroVehiculos/) or get it at a Banjercito CIITEV office at one of the following Mexican ports of entry: Ensenada, La Paz, Guaymas, Mazatlan, Puerto Vallarta and possibly others. However, Cabo San Lucas does not have a Banjercito

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## airfare discount

Signups for October's Baja Ha-Ha rally are going strong, with 60 boats signed up that range in size from Sara and Peter Gebhard's Massachusetts-based Kadey Krogen 55 trawler *Choisi* (yes, we allow motorboats) to Danne Faber's Sausalito-based Rhodes Annapolis 30 *Petrel*.

This year's event will have more official sponsors than ever, so participants can expect lots of special offers including deep discounts at marinas in San Diego and along the coast.

One offering that's new this year is airfare discounts of 7% on Alaska Airlines for all crew flying from one of the firm's departure cities to San Diego, and home from Cabo. The offer includes family and



LJUBO GAMULIN



ALL PHOTOS JIM BENDER EXCEPT AS NOTED



## for ha-ha'ers

friends who will fly to Cabo and back to join in the end-of-rally participants.

True, 7% isn't an enormous discount, but it will leave you some extra margarita money, and Alaska Air is definitely one of the best carriers serving Cabo. They have so many flights that they have their own terminal.

All officially registered boat owners will be sent an explanatory flyer about the Alaska deal in their entry packets, which will be mailed out early this month. (Basically, you just enter a special code when booking flights to get the discount.) All sorts of other sponsor offers will be included, along with an official burgee.

— andy



"Anybody up for a cool, juicy watermelon?" Combining entrepreneurship, maritime history, philanthropy and more, the Great Watermelon Voyage is a winner all the way around.

## mexico — continued

office, so a TIP cannot be obtained there. (We recommend Ensenada, for vessels entering Mexico on the Pacific side.)

- The vessel may be considered illegally in Mexico if it does not have a TIP and subject to fines and/or confiscation. Temporarily Imported Vessels cannot be sold in Mexico and chartering requires Mexican permits.

- Insurance — All vessels in Mexican waters are required to have liability insurance.

- Fishing Licenses — Only individual fishermen need fishing licenses, not the vessel. Licenses can be acquired for a day, week, month or a year. In San Diego they can be obtained from: Mexican Dept. of Fisheries, 2550 Fifth Ave., Ste. 15 (corner of 4th and Laurel) (619) 233-4324. They can also be purchased online: <http://apps.bcs.gob.mx/finanzas/finaweb/foramar/> This page is in Spanish but is fairly simple. It is a Baja California Sur State page, but the fishing licenses issued are federal and for all Mexican waters.

- Clearing Into and Out of Mexico — You must clear in internationally at the first official port of entry. (Special arrangements may be made for the Baja Ha-Ha.) The clear-in process involves filling out the Crew List Document, going to immigration to get it stamped and have the FMM Visitor Cards issued for all passengers, then going to the port captain's office with the form to pay the Clear-In Fee and have the document stamped. In some ports you may be required to pay a Port Use Fee with the API (Port Administrator).

- Clearing Into and Out of Domestic Ports "Cabotage." If you are going from one port to another within Mexico, all that's required is that you inform the port captain or marina of your arrival or departure by means of an "Aviso" or "notification." Depending on the port captain, some require the notification be in writing, while others allow for verbal notification via VHF radio channel 16. In some ports you must pay the port use fee with API when arriving and anchoring.

— richard

## the great watermelon voyage

We've reported on all sorts of sailing projects linked to worthwhile causes, but the Great Watermelon Voyage is definitely unique. As Bay Area sailor Jim Bender explains, the second GWV will take place this summer in the Dalmation Islands of Croatia.

It introduces students and young adults to the region's rich maritime history by sailing interisland aboard 18th-century replica cargo vessels rigged for rowing and sailing. "These boats traditionally are sailed with large lateen-rigged sails," explains Jim, "or rowed in the Venetian style, standing with oars that extend across the deck."

Where do the watermelons come in? The crews will load their boats — called *braceras* — to the gunwales with melons and sell them at a substantial profit to European cruisers and charterers out in the sun-baked Dalmation anchorages. The proceeds will go to the Maestral Home for Children near Split.

"The students will learn the arts of seamanship, the natural and social history of the islands, and help their community," says Jim. To learn more about this juicy entrepreneurial project, email Jim at [james.s.bender@gmail.com](mailto:james.s.bender@gmail.com) or visit [adriatic-maritime.org](http://adriatic-maritime.org), an NGO dedicated to using traditional boats as a platform for youth development and maritime preservation in the Adriatic.



Jim Bender and his daughter.

— andy

# SIGHTINGS

## airbnb on the water?

We're going to assume that all readers have heard of Airbnb (Air Bed & Breakfast), the wildly successful website that allows people to rent out lodging. The still privately-owned San Francisco-based company has over half a million listings in 33,000 cities in 192 countries.



Comfy V-berth.

We also presume that everyone knows how controversial the concept is. For those with lodgings — even if they are just renting — it has become a sudden way to offset expenses or in some cases even make a profit from something they might not even own. Opponents of the service say that it results in unknown strangers suddenly showing up with keys to the entrances of condominiums and apartment buildings. Cities, of course, are furious because they often aren't getting their cut of the action.

Until recently, we weren't aware that those with boats are also using Airbnb to rent out lodging space. We got the news thanks to Roy Wessbecher of Harbor, Oregon, a member of *Latitude's* Frugal Cruising Hall of Fame.

"I'm still — sort of — at the helm of *Breta*, the Columbia 34 Mk II that I circumnavigated on many years ago," writes Wessbecher. "Here's part of the notice I'm running in Airbnb:"

"Folks biking the Oregon Coast st Bike Route or hiking the Oregon Coast Trail, take an overnight berth on a boat that sailed around the world. No worries, she's now a 'land-yacht' — safe, calm, quiet, and on a trailer. Add an adventure to your adventure by coming aboard. What makes the space unique? Everything. It's not a hotel, not a campsite, somewhat like a youth hostel, but not really. She's much roomier than the photos show, and she has hard-knocks character! Advertised originally as "The 7-sleeper for 7-footers," but one to four guests is ideal."

Prices start at \$26 per night per person. Most of the other Airbnb boat listings we've seen are for vessels in places like Hong Kong, Amsterdam, and Paris, and often start at \$400 a night.

Before anybody gets any ideas about Airbnb-ing their own boat, they might want to look into liability issues, specifically whether their



'Breta's fully-equipped galley.

insurance remains in effect if the boat is used for commercial purposes. There is also the issue of non-mariners having no idea how to keep from accidentally destroying very expensive stuff on a boat — or perhaps worse, clogging up the heads. And last but not least, Airbnb-ing may violate

your berthing agreement and have the city you're in coming around looking for money. Be that as it may, we suspect the whole gamut of Airbnb and 'ride-sharing' services won't go away anytime soon.

How did Wessbacher, originally from Santa Clara, make the *Latitude* Frugal Cruiser Hall of Fame? We'll let his quote from a 2000 edition of *Latitude* tell the story: "Having now covered 31,700 ocean miles and visited 35 countries with my Columbia 34 Mk II *Breta*, my boat and I are back in the United States. I finished the trip as I began it, singlehanded. But while enroute I had a total of 17 crewmembers, all of them vegetarians — and all of them female. Cynthia, a Dutch girl,

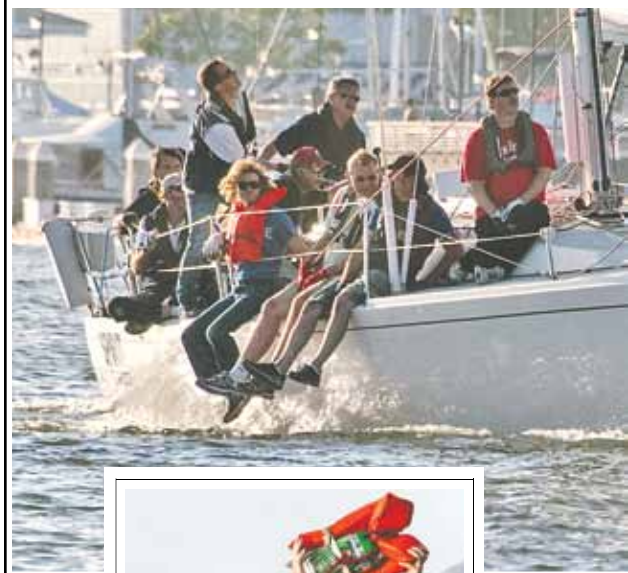
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## don't miss the reggae

A reminder that signups for the SoCal Ta-Ta II — aka 'Reggae 'Pon da Ocean' — began in mid-May, and already the entry roster has swollen to half of the 50-boat limit. So if the idea of zig-zagging down the SoCal coast with a fleet of fun-loving cruisers sounds like your sort of summer getaway, make tracks to [www.socaltata.com](http://www.socaltata.com) and lock in your spot.

Dates for the Santa Barbara-to-Catalina event are September 7-13, and it's open to boats over 27 feet that were designed, built and have been maintained for open ocean sailing.

There will be stops along the way at Santa Cruz Island (two nights), Paradise



ERIK SIMONSON / WWW.PRESSURE-DROF.US



## party 'pon da ocean

Cove, and Redondo Beach's King Harbor. The longest leg is 30 miles and the course requires no overnight sailing. If winds are anything like normal, there will be little if any upwind sailing.

Our Kick-Off party this year will be at the Santa Barbara YC, and the fleet will have reserved space in Santa Barbara Yacht Harbor. Check out the full schedule on the website.

While you're sure to enjoy some fine sailing and make some new friends, the rally will also serve as great practice for future cruising. So grab some phony Rasta locks and join the fun.

— andy

## airbnb — continued

even lasted through the whole ugly Red Sea leg from Sri Lanka up to Israel. That 4,400 miles took 147 days. Susanne, a Swedish girl, did the Atlantic and the Caribbean with me, which was 3,400 miles and 109 days. Maus, my cat, accompanied me all the way around.

I kept an exact record of all my expenses during my circumnavigation. In the four years, nine months and nine days it took me to sail from Puerto Vallarta to Puerto Vallarta, I spent an average of \$14.66 a day. That's \$445 a month, \$5,350 a year, or a grand total of \$25,300. I had budgeted \$20 per day, so I completed the trip way under budget. Those numbers include every single expenditure. I did two bottom jobs, one in New Zealand and one in Thailand. I had no major breakdowns, and didn't fly home."

Wessbacher purchased the Columbia 34 for \$10,000. He later bought a LaFitte 44, but has asked us not to inquire what's happened to that boat.

— richard



*Beer Can racing in the Oakland-Alameda Estuary — what better way to spend a late spring evening? Warm enough for shorts and T-shirts, breezy enough to fly big chutes. Sweet!*





# THE GREAT VALLEJO RACE



The 115th Great Vallejo Race attracted 144 boats within 22 fleets — and their enthusiastic crews — to the heart of the Olympic Circle on Saturday, April 26. Facing cool temperatures, mid-level cloud cover and no wind, the race committee waited for some semblance of breeze to fill in. A gun eventually fired at 11 a.m., the 'Cat in the Hat' flag dropped, and the first two fleets were on their way to Vallejo in under five knots of breeze. But the breeze stuttered and it took those fleets approximately 35 minutes to reach the first turning mark. Further postponements occurred periodically, but by 1:35 all the racers were heading to Vallejo.

As the tail end of the fleet started, a healthy breeze was filling in from the Gate, reaching 18 knots at the southern mouth of Raccoon Strait. Eventually, it came through to the Vallejo racers, and many who'd hoisted spinnakers quickly doused them to take advantage of the new westerly between the starting area and San Pablo Strait.

The uncharacteristic beat to San

Pablo Bay may have had some worried that this would be a 'reverse year' where there would be no run to Vallejo. And although the gennaker boats could fly kites pretty early on — if they were tucked in the lee of Angel Island — the boats with symmetrical chutes had to wait a bit longer. Rob Theis skippered his J/111 *Aoleus* toward Angel to take advantage of the situation. "Passing by Angel Island is always a challenge," says Rob. "If you get too close, then you get into the shadow hole. The other option is to stay close to the eastern shores of Point Richmond and catch a draft there. We decided to stay close to Angel Island and catch the early build-up from the south and it eventually shifted to strong gusts from the west/northwest after Raccoon Strait."

Strategically, getting through this section of the Bay can be a make-or-break situation, and often determines who will lead and who will follow. Eventually, as boats reached Pt. San Pablo, the wind came around enough for the remaining spinnaker boats to set — and they prepared themselves for what turned out to

be a blast through San Pablo Bay.

Inside San Pablo Bay, racers saw up to 25 knots of wind, which many found to be ideal for their particular boats. PRO Jeff Zarwell reports that Larry Levit's Express 27 *Strega* saw 17.5 knots of boat speed coming off a wave. The challenging breeze spread little overall havoc — although an unidentified female crewmember sailing on a keelboat needed to be taken to the hospital for stitches after a head injury.

No hospital visit was required for Nick Grebe and crew Alan Engbrecht. But they took a bit of a beating on Nick's 5.5-meter Hobie Tiger *Evil Octopus*, which capsized numerous times and eventually had to be towed to Vallejo YC. (Thank you Jeff Zarwell). "We were in the San Pablo Bay just south of the Brothers when we had our first big spill, which was kind of fun except I wrenched my knee," says Nick. "We really ran into problems trying to get around Point Pinole. That's where we capsized about five or six times in the space of less than 30 minutes. Every time we tried to turn



# A FRENZY OF FUN



**A late morning westerly filled-in from Raccoon Strait after numerous delays due to light and flucky winds on the Olympic Circle. The new breeze brought significant pressure to San Pablo Bay en route to Vallejo.**  
— photo latitude/ross

down there was a 50/50 chance that we would flip. Since we couldn't seem to get high enough to run dead downwind — the only downwind heading we could survive in those conditions — we had to keep working back and forth between the channel marks and the point making very little headway and rolling the dice with each flip."

Also in the Multihull Division were two Marstrom 32s, Randy Miller's *Gradient Vee* and Malcolm Geffer's *Lift Off*. From the very beginning these two were in a hard-fought battle to see who could beat the other to Vallejo. "Saturday, after the long postponement, the wind came in fast and our entire race was sailed in breezy conditions," says Milller. "*Lift Off* made a last-minute call to reef before the start. We probably would have gone for the reef too, but we didn't think we had enough time before the start to tie a reef in. We were a bit nervous about this, but figured what the hell, let's go." It turns

out that was a pretty good idea, "as it looked like *Lift Off* was under-powered on the fetch from the windward mark to Pt. San Pablo. In the San Pablo Bay it was windy and very choppy. We couldn't hold our kite around Pt. San Pablo, so the boat got a bit nosy while reaching with a full main in a solid breeze with no kite and a steep and relentless chop. We stuffed it a few times, but not too badly. In the strait we got hit repeatedly by sharp gusts that kept us all on our feet until we got across the line and got the sail down. Saturday conditions were challenging, but fun." *Gradient Vee* beat *Lift Off* by about three minutes on elapsed time.

Strategy, course awareness and boat control are all key components of the Great Vallejo Race. Another aspect that cannot be ignored is the unadulterated fun factor. For the majority of skippers in the race, this is an annual "must do" event. Not only does it signal the opening

of the summer racing season in the Bay Area, but it's probably the most popular fully crewed regatta on the Bay.

The race presents many challenges and gratifying elements along the route to Vallejo. "Invariably there's both an ebb and a flood on the same long stretch, so it keeps your mind engaged more than other short-distance races," says Bruce Stone, who owns the *J/105 Arbitrage*. "Plus, people are able to rotate positions on the boat so it's more fun for everyone as well as a good crew-development opportunity," he continues. Ironically, Bruce invited his now-wife Nicole to sail with him on one of their first dates together. These days she calls tactics — and she's pretty good at it too, considering they got first in their division.

For many, the race is the perfect opportunity to enjoy their boat's downwind performance. "On the Vallejo Race we face the challenge between the current and the wind," says Andy Macfie who, with his wife Annette, owns the Olson 30 *HOOT*. "But it's mostly the thrill of sailing in a large fleet, the fact that Saturday



# THE GREAT VALLEJO RACE



CHERIE SOGSTI



CHERIE SOGSTI



**Clockwise from top left — Breaking-in the new crewmates on Doug Bailey's J/105 'Akula', Nick Grebe's 'Angry Octopus' takes a beating on San Pablo Bay, Happy crew on 'Sea Star', Fabio Maino's Flying Tiger 10 'Centomiglia,' Rufus Sjoberg's Melges 32 Odr 'Rufless' heading under the Richmond Bridge, a full harbor at the Vallejo YC, Simon James' happy crew aboard 'Lightwave,' A crewmember on Bob Harford's Express 37 'Stewball' already dipping into the red Solo Cups and Damien Campbell and crew find something very amusing or else they are just having a blast because they are on the Great Vallejo Race!**

is the 'right' direction for an Olson 30 (sometimes), and seeing all the 'usual suspects' for the first time in a summer season," he continues.

"A big part of the excitement of the Great Vallejo Race is the sailing," says Cherie Sogsti, who trimmed main on Bob Walden's Cal 39 *Sea Star*. "You almost

want to pinch yourself when you are surfing down ebb-current waves in San Pablo Bay surrounded by hundreds of boats being pulled along by their colorful spinnakers. As a sailor, you can't dream this stuff up," Cherie continues.

After a hard-fought battle to Vallejo, Daniel Thielman's R/P 44 *Tai Kuai* won

line honors on Saturday, followed closely by Gary Redelberger's Farr 36, *Racer X* and Randy Miller's Marstrom 32 *Gradient Vee*.

Once across the finish line, it was a matter of filing into the harbor at Vallejo YC for the annual raft-up and after-party inside the club. This year though, Vallejo



# A FRENZY OF FUN



YC's harbor wasn't dredged in time for the race. This left a good number of racers worried about damaging their boats' keels. The J/111s decided en masse to return to their home ports, while others, like Stone, decided to head an hour farther upriver to the Benicia Municipal Harbor.

Those who stuck around with the hundreds of sailors at Vallejo YC were naturally in for a good time. "The other part of the Great Vallejo Race is the

great party at the end," adds Cherie. "Boats snug up next to each other, flags are flying, beers popping, crews high-fiving each other, and toasts being made in honor of another epic day on the water. This year the band was pumping and kept us sailors dancing until the wee hours of the morning. Old friends bonded, new friends were made, food trucks kept our bellies full, and the bar never ran out of beer. The Regatta days were full of sun, wind, and waves and

Saturday night was loaded with music and laughter. Vallejo Yacht Club knows how to throw a party with great vibes and just a splash of rum."

"Sunday's conditions brought milder wind, 15-17 knots, and flat seas, making the race home pleasurable, but uneventful," says Zarwell. All in all it was another successful Great Vallejo Race that is certain to inspire many racers to come back for more next year.

— **latitude/ross**



# MAKING IT PERSONAL —

During the two years since five *Low Speed Chase* crew members perished tragically in a Farallon Islands race, West Coast sailors have taken great strides to make offshore sailing — as well as cruising and daysailing — as safe as possible.

Nevertheless we're hit with constant reminders that even though there is nothing inherently dangerous about the sport of sailing, bad things can happen out on the water: In late February a crewman fell overboard during the Berkeley YC Midwinters and only one of the several boats that responded had the proper safety gear to retrieve him. In late March a crewman in the Clipper Round the World Race fell overboard in the mid-Pacific while en route to San Francisco, and it took an hour and 40 minutes for his boatmates to locate and retrieve him. In early April, a combination of boat problems and the frightening illness of a one-year-old child aboard *Rebel Heart* triggered a dramatic rescue 900 miles offshore that quickly became international news. Two weeks later, during a Sequoia YC race, a crewman was killed when the boat's rigging snagged a day marker, causing the mast to topple into the cockpit. A week after that a female crew fell overboard in San Pablo Bay during the Great Vallejo Race, but she was quickly retrieved.

Of course, while all these incidents were taking place, thousands of sailors were happily racing and pleasure sailing both inshore and offshore without getting so much as a bruised thigh or

a skinned knuckle. And there's no way you'll ever convince us that going 6, 7, or even 15 knots in a sailboat on the wide-open expanses of the Bay or Pacific is anywhere near as dangerous as hurtling down a freeway at 80 miles an hour, where mere inches separate you from a teen driver who is texting, a soccer mom who's painting her fingernails, or a truck driver who's checking baseball stats on his smartphone.

*Even though there is nothing inherently dangerous about the sport of sailing, bad things can happen out on the water.*

Nevertheless, the message of this article is that if you're a conscientious sailor, you'll insure that both your personal gear and the boats you sail on are as safe as possible. In this article we'll highlight gear and techniques that help make all forms of sailing — including ocean crossings such as the Singlehanded TransPac and the Pacific Cup — substantially safer than they once were.

Many Bay Area sailors spend decades recreating within the waters of San Francisco Bay, San Pablo Bay

and the Delta and never venture beyond the Golden Gate. But as every local knows, the strong winds and currents of the Bay — especially during the summer months — make our inshore waters as challenging as sailing offshore almost anywhere else. With that in mind, we've included two sidebars: The box below spotlights some of the many new personal safety devices now on the market that offer remarkable functionality at affordable prices. The sidebar on page 92 lists safety gear that every boater should scrutinize. It is taken from a larger document created by the specially formed NorCal Offshore Racing Council in the aftermath of the *Low Speed Chase* incident. We think you'll find that its tenets are hard to argue with.

For an expert's perspective on the subject of personal safety, we asked Chuck Hawley, chairman of the US Sailing Safety at Sea Committee, to give us his thoughts on the most important safety devices for both offshore and Bay Area sailors.



## POCKET-SIZED SAFETY INNOVATIONS

In the past few years there's been a dramatic increase in the number of new and affordable tracking devices intended for personal use. As we perused the Strictly Sail Pacific boat show in April, we kept an eye out for products worth considering, such as

water-activated personal strobe lights, personal location beacons (PLBs) and more. Here are several items that made a strong impression on us. (Editorial note: These product highlights are not meant to be endorsements, but are simply offered to educate readers and inspire them to do further research on their own.)

### See-Me Select Water-Activated LED Rescue Light & Strobe

In the strobe-only category, the See-Me Select is a water- or manually activated rescue light with a microprocessor. When the wearer hits the water, the light automatically goes into a strobing mode to attract rescue. As rescue gets closer, the switch

can be manually adjusted to alter the light from a strobe to a steady light. After rescue, a press of the button will switch off the device; the light will automatically reset back to water-activation mode.

Each unit has two LED lights that burn at up to 28 candelas — more than 35 times brighter than required by the Coast Guard. On one set of batteries, the lights burn for 27 hours in strobing mode or 24 hours in steady-light mode. The device is USCG-approved, SOLAS (Safety of Life at Sea) compliant, and waterproof to 200 feet. (\$50-\$80)

### Firefly PRO Waterbug Emergency Distress Strobe Light

The Firefly PRO Waterbug also has automatic water activation triggering, but offers four modes: armed for automatic water activation, ultra-bright strobe light display, SOS strobe display and steady-on. The LEDs produce a 360-degree beam of light that is more than 41

candelas bright for visibility up to 3.5 miles away. Firefly PRO can operate continuously for more than 56 hours. It is USCG-approved and factory tested to be waterproof up to 33 feet. (\$45-\$100)

A step-up in the realm of PLB devices are those with an emergency button that, when activated, send a distress signal with GPS coordinates. This feature is a huge aid for getting help when you're in or on the water, but out of communications range.

### AquaLink PLB & AquaLink View PLB

Both AquaLink devices are buoyant GPS-enabled rescue beacons with three levels of integrated signal technology: GPS positioning, a powerful 406-MHz signal and 121.5-MHz homing capability. Each can quickly and accurately relay your position to a worldwide network of Search and Rescue satellites, broadcasting a unique registered distress signal that tells rescuers not only where you are, but who you are. At 9.2 ounces and less than 6 inches in length, the AquaLink can be carried in a pocket or clipped to a harness. A step up is the AquaLink View with digital display that shows



ALL PHOTOS MARTHA BLANCHFIELD EXCEPT AS NOTED



ACR



# SAFETY ON THE WATER



*After falling overboard in raging weather conditions hundreds of miles offshore, Clipper Race crewman Andrew Taylor, 46, might never have been found if he hadn't had with him a personal locator device.*

CLIPPER VENTURES LLC

"Somewhere around 700 West Coast sailors will be sailing to Hawaii

its operational activities including GPS LAT/LON, operating instructions, usage tips, transmission bursts and battery power. (\$340-\$500)

### SafeLink R10

Kannad Marine offers a personal AIS (Automatic Identification System) device that's designed to be fitted to a lifejacket and assist in MOB recovery. It features a flashing LED indicator light. The SafeLink R10 transmits target survivor information, including structured alert messages, GPS position information and a unique serialized identity number back to an onboard plotter, which automatically contacts the crew member's vessel. The device will transmit continuously for a minimum of 24 hours and has a 7-year battery storage life. Manual triggering is required; the R10 can be made to auto-activate if paired and fitted to a list of approved lifejackets. (\$280-\$320)



KANNAD MARINE

### SPOT Gen3 & SPOT Connect

SPOT technology has been around for several years. Intended for personal communication and

this summer, and a similar number will be sailing down the coast from San Francisco in a variety of coastal races — not to mention the 500 to 600 who will sail

tracking, it's important to note that SPOT devices *do not* have strobe lights and are not intended to remain in the water. For use on sailboats, devices are generally placed in a safe location on the vessel, as opposed to on a person. Of note, the newest SPOT Gen3 features a motion-activation sensor that only sends tracks when in motion; this conserves battery power. (\$150-\$175)

For travel in a region without cell coverage, a SPOT Connect (\$125-\$135) paired with a smartphone allows you to tap into a global satellite network for sending messages and GPS coordinates. In the case of a critical emergency—it can transmit an SOS message, relaying GPS location to the GEOS International Emergency Response Coordination Center (IERCC). For non-emergencies, SPOT is often used for route tracking and check-in, waypoint archive and connection to Spot Assist Maritime. Activation and service plans are available at additional cost.



SPOT

Another innovative safety item that caught our

south in October with the Baja Ha-Ha rally. While offshore safety depends on having a well-found sailboat, a seasoned crew, and the right gear, I'll focus here on personal safety gear.

"The place to start is arguably the most important: high buoyancy inflatable life jackets. Life jackets provide two primary benefits to swimming sailors: they get you to the surface quickly after immersion, thus giving you the best chance of surviving the gasp reflex that accompanies rapid cold water immersion, and they make it easier to avoid "swim failure" in the time that it takes to be rescued. To achieve these goals, sailors need buoyancy, if not prior to going in the water, then shortly thereafter, which is why a water-activated 35-lb buoyancy inflatable is recommended.

"Prevention from going into the water in the first place is the role of the safety harness, tether and jacklines. Safety harnesses need to be worn a few inches below the armpits to keep from damaging your back when you fall (on-board or overboard). Ideally — or almost universally — they are combined into a single wearable item with an inflatable life jacket. Tethers generally have different 'snaps' at each end: a quick-release shackle at the chest, and a double-action snap at the deck end. International Sailing Federation (ISAF) requirements state that 30% of a racing crew needs to have double tethers, which generally consist of both a 3-foot and a 6-foot piece of webbing, each with a competent snap.

attention is the **SOS Dan Buoy Man-Overboard Marker**. It's a compact self-contained device that aids rescue and recovery. No need to set or activate it. Just toss it into the water toward the person overboard. Within seven seconds of submersion, the buoy will inflate as a 6-foot-tall fluorescent green cylinder. For night rescue, an automatic SOLAS light is mounted at the top for night rescue, above high-visibility reflective tape. Also up top is an eight-foot-long streamer that waves back and forth with the water's motion, and is visible up to a mile away.

The inflatable includes a large drogue to slow wind drift, plus webbing loops that permit the MOB to place his or her arms around the marker. Reusable and repackable, the SOS Dan Buoy requires a 33-gram replacement cylinder and activation cartridge. Meets ISAF Offshore Special Regulations. (\$295-\$325)



— martha blanchfield

# MAKING IT PERSONAL —

Wichard, Kong, Gibb, and other companies make secure snaps that resist unintentional disconnection, yet can be unsnapped when moving from jackline to padeye to belowdecks.

"Fanny-pack items don't actually have to be in a fanny pack, but you need to have them readily accessible, and preferably in one package, when you go on watch. Ideally, you'll carry a number of items to increase your 'findability', including a signaling mirror, an LED

strobe light (now less than \$15), a small flashlight, and a three-pack of Skyblazer flares. Of course, you'll want to carry a rigging knife as well.

"For personal electronics, there are two ways to go: a small waterproof VHF radio, preferably with a built-in GPS and Digital Selective Calling (DSC) — arguably the most cost-effective safety item for a coastal race boat — or a Kannad S10 AIS beacon. It was the Kannad

beacon that proved to be invaluable in locating Clipper Round the World Race crewman Andrew Taylor, who fell overboard in March while working the foredeck (not clipped in). With huge seas and gusts up to 70 knots, it was impossible for his crew to keep him in sight.

"What about PLBs or Personal Locator Beacons? These have applications for those who get lost on land, for a fisherman who's likely to be wearing a survival suit, or for singlehanded sailors. But they are less appropriate for offshore sailing with crew, primarily because if you go overboard you want to be able to alert your boat and the rest of the fleet, none of whom will have the gear to find a PLB. By contrast, your boat, and others in a race or rally fleet are very likely to have an AIS receiver or a DSC-capable VHF.

"This final recommendation seems obvious, but it's a personal safety item that's frequently overlooked: Treat yourself to some modern, breathable foul weather gear and a suit of insulating synthetic mid-layer garments. Getting cold because you don't have the right protective clothing on makes you a less effective and less safe crewmember. Plus, sailing with funky gear makes you look like you sail on Team Grunge.

"In addition to being breathable, and therefore less likely to trap perspiration on the inside of the fabric, new foul weather gear is made from much lighter fabric and is cut better to allow freedom of movement. Plus, the cushioning effect of the bulky midlayer has the added benefit of keeping your knees, elbows, butt and hips from suffering from the inevitable impacts of active sailing."

"One bit of seamanship that needs to be practiced by every crew is rescuing a crew member who's fallen overboard. The Lifesling device and Quickstop maneuver have been the standard for the last 20 years, but modern boats that fly downwind may need to rethink their sailhandling and maneuvering techniques, especially if they have fragile rigs, halyard locks, and other modern kit. On boats that can exceed 15 or 20 knots downwind, it's essential to have MOB transmitters on the sailors because you simply won't be able to find them without some refreshable position from the swimmer. The Lifesling is still the preferred way to make contact with the victim, once he or she is located, and to get him or her back aboard."

## THE NEW STANDARDS FOR SAFETY AFLOAT

### Safety Gear Required by NorCal Offshore Racing Council Offshore (but also applicable for cruisers and recreational sailors)

The complete document also contains requirements for crew education and structural elements. See: [www.norcalorc.org](http://www.norcalorc.org)

- Lifejackets which provide at least 33.7lbs (150N) of buoyancy, intended to be worn over the shoulders (no belt packs), meeting either Coast Guard or ISO specifications shall be worn by all crew at all times while on deck. Alternatively, a Coast Guard approved Type 1 may be substituted. Leg or crotch straps are required.

- Each crewmember shall have a safety harness and compatible safety tether not more than 7 feet (2.13m) long with a minimum tensile strength of 4500 lb. (20kN). The tether shall have a snap hook at its far end and a means to quickly disconnect the tether at the chest end.

- A boat shall carry jacklines with a breaking strength of at least 4500 lb. (20kN) which allow the crew to reach all points on deck, connected to similarly strong attachment points, in place while racing. In addition, multihulls must have jacklines or attachment points that are accessible when the vessel is inverted.

- A boat shall have navigation lights that meet U. S. Coast Guard requirements.

- A boat shall carry fire extinguisher(s) that meets U.S. Coast Guard requirements.

- A boat shall carry a sound-making device that meets U.S. Coast Guard requirements.

- A boat shall carry one SOLAS orange smoke flare not older than the expiration date.

- A boat shall carry two SOLAS red parachute flares not older than the expiration date.

- A boat shall carry two SOLAS red hand flares not older than the expiration date.

- A boat shall carry a Lifesling or equivalent man overboard rescue device stored on deck and ready for immediate use.

- A boat shall have a throwable flotation device that meets Coast Guard requirements (type 4) with whistle and self igniting light. A Man Overboard Module meets this requirement.

- A boat shall have a throwing sock-type heaving line of 50' (15m) or greater of floating polypropylene line readily accessible to the cockpit. 3.8.1 A boat shall have a permanently installed 25-watt VHF radio with a masthead mounted antenna of at least 15" in length. The radio must be VHF with GPS and Digital Selective Calling (DSC) capability, connected to or with an internal GPS, with an MMSI number registered to the vessel.

- A boat shall have a watertight handheld VHF radio or a handheld VHF radio with waterproof cover. This radio shall have DSC/GPS capability with an MMSI number properly registered to the vessel or owner.

- A boat shall carry a GPS receiver which is capable of recording the position of a man overboard within ten seconds.

- A boat shall carry either a 406MHz EPIRB which is properly registered to the boat, or a floating 406 MHz Personal Locator Beacon, registered to the owner with a notation in the registration that it is aboard the boat. After 01/01/2016, this device shall be equipped with an internal GPS.

- A boat shall have a fixed mount electronic depth sounder.

- A boat shall have a permanently mounted magnetic compass independent of the boat's electrical system, suitable for steering at sea.

- A boat shall have non-electronic charts that are appropriate for the race area.

- A boat shall carry soft wooden plugs to close all through-hull openings, attached to their respective through-hull fittings by a short cord.

- A boat shall carry one anchor, meeting the anchor manufacturer's recommendations based on the yacht's size, with a suitable combination of chain and line.

- A boat shall carry a watertight, high-powered searchlight, suitable for searching for a person overboard at night or for collision avoidance.

- A boat shall carry a waterproof flashlight in addition to above.

- A boat shall carry a first aid kit and first aid manual suitable for the likely conditions of the passage and the number of crew aboard.

- A boat shall carry an 11.5" (292mm) diameter or greater octahedral radar reflector or one of equivalent performance.

- A boat shall carry 2 sturdy buckets of at least two gallons (8 liters) capacity with lanyards attached.

**Footnotes:** DSC units send pre-defined digital messages, with a clearer signal and longer range than voice VHF. DSC units are programmed with the vessel's Maritime Mobile Service Identity (MMSI), a series of nine digits sent in digital form to uniquely identify a vessel.

**T**he most cherished safety device



# SAFETY ON THE WATER

of cruising sailors who make solitary voyages across vast oceans is probably their EPIRB (Emergency Position Indicating Radio Beacon). According to a recent report by the Boat US Foundation, EPIRBs — and their smaller cousins,

*"One bit of seamanship that needs to be practiced by every crew is rescuing a crew member who's fallen overboard."*

PLBs — have played a role in saving roughly 35,000 lives since such devices first came into use in the early 1980s.

Once activated, either manually or automatically (i.e. during a sinking) they transmit a unique 406-MHz signal to US Coast Guard Rescue Coordination Centers via two different satellite systems. Once the mayday is verified by shoreside personnel to be legit, appropriate rescue resources are dispatched. Late-model units transmit GPS coordi-

nates for a quicker location fix.

High frequency SSB or Ham radios can also play a key role in rescues, as the ability to describe the exact nature of the emergency lets SAR (Search and Rescue) centers send appropriate resources without delay.

But radio gear sometimes becomes useless if batteries die, the cabin gets flooded or the mast (and antenna) comes down. So more and more cruisers are opting for sat phones as both a communications backup and a portable emergency device that can be taken into a liferaft, if necessary.

Needless to say, being thoroughly prepared for emergencies is a big task,



GREG YARMAN

*After capsizing offshore in 2010, the PDQ 35 'Catalyst' eventually drifted into a doghole off the Mendocino coast. There's ongoing debate over which type of life jacket is best: 'Catalyst's three crew had to ditch their lifejackets to get clear of the wreckage. A year later, when two sailors were trapped beneath the Chicago-Mac Race boat 'WingNuts', some sailors moved away from auto-inflate vests. But in 2012 at least one survivor of the 'Low Speed Chase' incident said he may not have survived if he'd had to find and pull a manual activation cord in the roiling surf.*

and acquiring a full complement of safety devices can run up quite a bill. The worst thing you can do, though, is have no emergency plan at all.

— **latitude**/andy

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# THREE MONTHS OF FUN IN THE SUN —

The brutally active active racing season in the Northeast Caribbean — which we take to mean the 150 miles between the British Virgins and Antigua — ended in early May. Thank god for that, because we were exhausted. And we only did a few of the events.

We counted nine major regattas and



*Every sailor who has ever frozen their buns off sailing in the Gulf of the Farallones deserves to, at least once in their life, 'die and go to the heaven' of sailing in tropical Gulf of Farallones conditions.*

one major race in an 80-mile radius of St. Barth between the last week in February and the first week in May. No matter if you had a Melges 24, a Beneteau 40 charter boat, a Carriacou work boat, or a \$100 million luxury megayacht, there was more racing than you could probably stand. And if you were an out-of-the-area weekend racer without a boat in the Caribbean, you could get a spot on a boat in many of the regattas.

Since this season is over, it's already time to plan for the 2015 season. So we've prepared this list of events for you, with next year's dates. Keep in mind that

*The Gunboat 62 'Elvis' hit 28 knots in the Heinie, and came as close as possible to flipping — without actually flipping — in the Voiles.*



LATITUDE / RICHARD

these are just the bigger events at islands where most people speak English. There are scores of smaller regattas, and some big events on islands where English isn't the common language. Here's our list:

**Feb 23 — The Caribbean 600** open-ocean, middle-distance race for hardcore sailors on top racing boats. Sixty yachts and 680 skilled sailors sailed their brains out for 48 to 80 hours in every kind of tradewind conditions known to man this year. Matt Brooks of Fremont took Division D with *Dorado*, his S&S 52 from 1929 that won last year's TransPac. Brooks is a member of the St. Francis YC, but was recently named 'Yachtsman of the Year' by his other club — the New York YC. "The 600 was much tougher than we expected," said Brooks. Nine of the 60 starters didn't finish.

**March 5-8, The St. Maarten Heineken Regatta.** The 'Heinie' is truly a 'people's regatta', which in this year's 34th running attracted over 200 entries. One hundred of them were charter boats. It took approximately 2,500 sailors to get the boats around the courses in the three days of racing — and to guzzle the shiploads of Heinekens. Except for the charter boats, the racing is as serious as the partying at the Heineken. Former San Francisco YC member Rick Wesslund sailed his J/122 *El Ocaso* to 'Most Worthy Boat of the Regatta' honors. It wasn't the first time that Wesslund, now a resident of Florida, had done this.

**March 11-14, The Loro Piana Caribbean Superyacht Regatta.** The newest of the significant regattas in the Caribbean, this one was for superyachts, and was based out of the luxurious Costa Smeralda YC at North Sound in the British Virgins. It attracted a decent fleet of 20 boats, most of which quickly took off afterward for the St. Barth Bucket, which is twice as big and prestigious an event.



**March 19-22, St. Barth Bucket.** The original and still-reigning daddy of megayacht regattas in the world, the Bucket attracted a spectacular fleet of 38 boats for three days of racing in mostly breezy conditions. How breezy? Bjorn of West Indies Sails told us they had to work through most nights, at \$200/hour, to repair 28 sails, almost all of them very expensive spinnakers. "Superyacht racing is the fastest growing segment of the yacht racing market," said Kenny Keefe of KKMI, who sailed aboard the 190-ft *Adele*. Immediately after the regatta, he had to fly to the Med to meet a client in pursuit of another megayacht. Paul Cayard called tactics aboard the 218-ft *Hetairos*. "I really like this island," he told *Latitude*, "maybe I should move here." Our tip: Mid-February to early May is the best time in the Caribbean, both for the weather and sailing activities. It's hot and humid in the summer, and many businesses shut down.

**March 30 - April 5, The BVI Spring Regatta and Sailing Festival.** This is



# CARIBBEAN RACING PRIMER



LATITUDE / RICHARD

another mostly 'regular sailors regatta', one that features more flat-water sailing than most. This year the event attracted 81 boats of every type and size, including many charter boats, several of which were charter cats owned by Californians.

**April 13-18, The Voiles de St. Barth** is yet another 'people's regatta', albeit one that this year attracted everything from a one-design class of Melges 24s to the Swan 118 *Highland Fling*. If we had to pick one regatta to recommend, this would be it, as it's first-class and French-festive — meaning dancing on tables and being 'naughty' in the way the young were in the less uptight 1960s and 1970s. If you can find a place to sleep, there's a good chance you can get on a boat. The four days of competition often feature vigorous sailing. After two days of light wind this year, including one that featured a spell of torrential rain, it blew in the 20s with big seas the last two days. But it was warm. Wonderfully warm. Ten-foot seas are what drove for-

***Thanks to ideal conditions in the third race of the Voiles, 'Hotel California, Too', an old boat with a short mast and Dacron sails, still hit 22 knots.***

mer South Bay resident Steve Schmidt's SC70 *Hotel California, Too* to hit 22 knots — despite having a stumpy mast and flying just white sails. San Franciscan Peter Aschenbrenner's Irens 60 trimaran *Paradox* was even faster, although we're not sure they hit 30+ knots, which Gavin Brady reported doing with the TP 52 *Vesper* the year before. Two Gunboat

***Although the Voiles is French as French can be, Alex, on the left, and two friends from San Francisco rocked the quay one night as 'The Crocs'.***



LATITUDE / RICHARD

62s raced, including *Elvis*. Her skipper told *Latitude* that the cat went over 45 degrees. "We were standing on top of the vertical saloon windows," he said. "All of us thought she was going to flip." But she came back down. The multihull division was won by the crew of the 1,800 pound Sea Cart 26. Brave lads. Fritz Bus, a superb Melges 24 sailor from St. Martin, lost his mast again this year, the second time in three Voiles.

**April 16-21, the 37th annual Panerai Antigua Classic Regatta** is perhaps the best classic regatta in the world, and this year drew 60 great Classic and Spirit of Tradition yachts. Ira Epstein of Bolinas, the owner of the Clark 65 *Lone Fox* that has twice taken overall honors in the event, reports that it blew in the high 20s and low 30s. That makes two years in a row of very breezy conditions. This was just fine for great yachts such as Carlo Falcone's Milne 79 ketch *Mariella*, the 65-ft Nathanael Herreshoff schooner *Mary Rose*, the 100-ft Bruce King-designed ketch *Winterhawk*; and the Soros family's 65-ft Gannon & Ben-

# THREE MONTHS OF FUN IN THE SUN



CHRISTOPHE JOUNAY

*The breezy Voiles was the last hurrah for the 12-year old 92-ft R/P 'Rambler'. She's being replaced this fall by a new 88-footer.*

jamin schooner *Juno*, all of which won their divisions. A team of women dinghy sailors raced Brooks' *Dorade*, but didn't do quite as well as hoped. This is another regatta we'd highly recommend, as it's a spectacular classic boat show in itself, and you could almost certainly get a berth on one of the boats for racing.

**April 25 - May 1, Antigua Sailing Week.** This year over 100 boats, including many charter boats, competed in this oldest of big Caribbean regattas. Although Sailing Week no longer draws the 200+ boats it did when it was the

only really big regatta in the Caribbean, it still offers great sailing out of historic English Harbour. No matter if you have a charter boat or a Farr 100 such as *Leopard of London*, it's worth doing.

**April 30 - May 3, St. Barth West Indies Regatta.** The Northeast Caribbean season concludes relatively quietly with a regatta for about a dozen mostly rough-hewn boats that were built on beaches of Caribbean Islands for commercial use. What the boats lack in polish and expensive gear, the crews make up for in spirit.

If you're a young person passionate about sailing, and you've got a few starter bucks tucked away for a half-gap year, there are worse things you could do then head down to the Caribbean in early February. By the end of May you'd almost certainly have the opportunity to set sail for Palma or Antibes on a pretty fine yacht. If you're a West Coast racer, you could charter a boat for one or two

of these events. Everything from grand prix to charter cats is available. If you're a cruiser making your way to the Caribbean, you can drop in for as many of these events as you wish. When you've had as much racing and partying as you can take, you can just slip around the corner to a quiet anchorage and not even know an event is happening.



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— latitude 38/richard

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# 2014 SINGLEHANDED

The 19th biennial Singlehanded TransPac is set to start this coming June 28. The race features 21 sailors from all walks of life who have decided to sail across just over 3,100 miles of open ocean — alone. In boats that range in size from 21 to 49-feet in length, these solitary individualists will brave the elements and sail as fast as their boats will carry them, arriving in Hanalei Bay, Hawaii over 18 days later.

This year there are six return competitors from 2012. On the following pages we've compiled a bit of information on each of the participants and we hope this gives you a better sense of why they are subjecting themselves and their (mostly) little boats to this challenge.

**Joe Baderrama**  
**Archimedes — Express 27**  
**Alameda, CA**

**Previous SHTPs: none**

While many singlehanders seek out the challenge of racing against their fellow individualists, Joe simply wants to do this race while he still can. "Sometimes dreams need to happen early," he says. Why not? He's got his wife's full support. Inspired to do the race by his mother, he's looking forward to the adventure — save for those he'll not see for a little while. "I will miss my daughter and Big Josie, our Aussie Cattle Dog who will wait faithfully by the window each night."

Joe also sends out a bunch of thanks to, "George Lythcott and John Simpson for helping me get to the start line."

**Barry Bristol**  
**Fastlane — Catalina Capri 30**  
**San Diego, CA**

**Previous SHTPs: 3**

Barry, like some others, has a penchant for spending a lot of time alone on his boat — this is his fourth race. "It takes a certain type of person to want to do this," he says. "A few odd ones want to do it over and over. I like the independence of sailing by myself. There are no excuses for what happens. Good or bad it's all on me."

Sounds like Barry will be enjoying the food he brings along, too. "I take only food I like," he says. "None of 'this is good for me stuff' — cans and dry goods, one-pot hot dishes and pancakes/eggs for breakfast."

**Karima Cherif**  
**Las Brisas — Islander 30**  
**Alameda, CA**

**Previous SHTPs: none**

Since the young age of 15 Karima has dreamed of sailing solo across an ocean. This year that dream is to come true with her first solo crossing. She's prepared thoroughly for this event with a personal fitness program that includes swimming, and other exercise, coupled with a very serious refurbishment of her sailboat. She's raised money through unique fundraising methods via her blog.

As a professional photographer she specializes in capturing subjects underwater. This speaks to her broader passion for all things aquatic. "I know that this trip is the gateway to continuing a lifelong commitment to ocean conservation," says Karima. If her enthusiasm is any indication of her skill, she'll certainly be competitive.

**Gary Burton**  
**Elizabeth Ann — Westsail 32**  
**Brookings, OR**

**Previous SHTPs: none**

Sailing to Hawaii singlehanded takes a lot of friendly support. "Charlotte, Chris, Ezra and Faith," were particularly helpful according to Gary. "Dave who has put up with endless questions with patience, kindness and practical help. Lee with the most miserable of jobs. John, Bernie, Timmy, Steve and many others. You know who you are. Thank you!"

Only with help like this can Dave take on this personal and competitive challenge that will likely have him sailing home from the beautiful Hawaiian Islands on his own as well.

**Brian Cline**  
**Maris — Dana 24**  
**Berkeley, CA**

**Previous SHTPs: none**

Brian has wanted to participate in this race since he learned to sail — only about five years ago. Then, after doing the LongPac he wanted more.

"I find race deadlines and race rules serve as



**Ken Roper at the start of his 12th SSS TransPac race in 2012.**

both great motivators and guidelines to get the boat and myself up to seaworthy condition," he says. "I was also inspired by the many talented solo sailors before me, some of whom I am lucky to count as friends today." Taking his preparation a few steps further, Brian is also making all his own sails.

**Nathalie Criou**  
**Elise — Express 27**  
**San Francisco, CA**

**Previous SHTPs: none**

Nathalie was first introduced to ocean racing during the 2008 doublehanded PacCup — and had a blast. "This seems to be the next big step for me," she says. "This is mostly a downwind race and the Express 27 has fantastic surfing characteristics so should be a great boat for the event."

"I approach the event with a healthy mix of impatience, delight and fear." Rest assured, Nathalie will also have a healthy diet. Her mostly snack-based meals will include fresh oranges, smoked fish, cof-





# TRANSPAC PREVIEW



LATITUDE / LADONNA

fee, tea, pasta and a bit of wine for her halfway party.

**Rick Elkins**  
**Lightspeed — Custom Wylie 39**  
**Richmond, CA**  
**Previous SHTPs: none**

Although Rick was both in the Navy and a member of the Sea Bees, he says, "I did not start sailing until 20 years later." And, when he did start sailing, he lived two hours north of the Bay, "which made sailing sporadic." But, having the opportunity to sail Olson 30s and Wylie 43s certainly helped move him in the right direction. After his daughters grew up and went on their own, he says "I got serious and moved up to *Lightspeed* to try my hand at ocean sailing."



Watching the sailing documentary of the 94-95 BOC race really hooked Rick on solo racing. "This SSS TransPac for *Lightspeed* is the next best thing." Fellow racers should keep an eye on Rick; he's done well crossing the Pacific. Back in

2012 *Lightspeed* placed first in her division in the PacCup.

**Al Germain**  
**Bandicoot — Wyliecat 30**  
**Point Richmond, CA**  
**Previous SHTPs: 1**

Al has taken on this year's Singlehanded TransPac more as a personal challenge than anything. "I'm sailing this race again because I like the unique challenge and want to improve from previous races," he says. But it's not as if Al is really trying to beat anyone — he sees it all in the larger context of being able to prepare well for the event and then sail it enjoyably. "I want to enjoy the race itself. In this context, enjoyment could be defined as knowing the preparations are thorough and proceeding with the confidence that problems will be overcome." He continues, "It helps to know that we will all be out there together sharing this special experience, old friends and new."



**Michael Jefferson**  
**Mouton Noir — Garcia Freres 42**  
**Alameda**

**Previous SHTPs: 4**

This will be Michael's fifth singlehanded race to Hawaii and the second trip on board *Mouton Noir*. "I think many of the participants would admit that the true value of doing the race is in the mind and the soul, and the memories of an experience that only a lucky few have had," he says. "Being alone at sea is a very intense and personal experience... Although it can be very tiring and scary at times, there is great satisfaction and pleasure in overcoming the various obstacles that come my way." Ultimately, Michael has found that, "interactions with my fellow competitors have a depth and warmth rare in normal life." These experiences and accomplishments provide him good feelings that will last his lifetime.



**Peter Heiberg**  
**Scaramouche V —**  
**Palmer Johnson 49**  
**Vancouver, B.C.**  
**Previous SHTPs: 1**

After Peter's last singlehanded race to Hawaii in 2012, he wrote a book, *Lee Shore Blues*. The title may allude to the disappointment he felt in his performance that year. "It wasn't my finishing position so much but just that I sailed poorly and didn't make a good effort," he says. "Since this will be my last race (at least with *Scaramouche*) I thought I would take the opportunity to make the humiliation complete," he quips. Certainly it isn't going to be that bad. We can only hope his next book doesn't have the word 'blues' in it.



**David Herrigel**  
**Domino — Wilderness 30**  
**Alameda, CA**

**Previous SHTPs: none**

"My desire to do this race started back in the 80's, when I read about it as a sailing obsessed kid growing up in Seattle," says David. Aside from the TransPac representing a personal physical challenge, it's also about something more. "Ultimately it is about proving I can make a 30-year goal a reality."



David is also sailing in memory of the

# 2014 SINGLEHANDED

man who taught him how to sail — his father.

**Steve Hodges**  
**Frolic — Islander 36**  
**Alameda, CA**

**Previous SHTPs: 1**



Having raced back in 2012, one of Steve's biggest upgrades was a new autohelm. "Frolic's non-human steering will be primarily an electric belowdeck motor (I destroyed two tiller pilots in 2012) with an antique Atoms vane as a backup." This should add to the fun factor for Steve who had a "blast" during the last race. Also helping along the way are his many supporters including, "my super-supportive wife, Susan, friends, and notably other sailors who have shared their vast experience freely."

**Kevin Jones**  
**Back Beat — Capri 25**  
**Port Townsend, WA**  
**Previous SHTPs: none**

Before the TransPac even begins, Kevin has plans to sail *Back Beat* from Port Townsend to Alameda, some 875 miles down the coast. We think this should be a pretty good tune-up for the race. But he's really not in it to outperform other racers. "The Singlehanded Transpac is one of my sailing bucket list races," says to Kevin. "I've wanted to do it since I first became aware of it in the late '80s, but the time hasn't been right for me until now. I'm not a super-competitive racer, but I do hope my boat and I give a good account of ourselves."



He's got a fair amount of navigation equipment on board too. "There are a few handheld GPSs on board, and the main VHF has AIS and GPS. I don't have a chartplotter, but I do have paper charts and electronic charts on a laptop." And, in case he gets bored, he's bringing along a sextant, which he's learned to use. "I plan to play with it along the way, comparing my GPS fixes with fixes plotted from my noon sights."

**Przemyslaw Karwasiecki**  
**Libra — Mini 6.5M**  
**San Francisco**  
**Previous SHTPs: none**

We aren't certain why Przemyslaw is sailing to Hawaii alone. It's likely because of his love of the sea. But he might be in search of something more ethereal too. "Isn't it normal to look for mermaids



during a midlife crisis?" he asks.

Regardless of why he is going, he's certain to be safe. "I'm wearing lucky rainbow loom necklaces made by my sons, Stefan and Olaf." Safety aside though, we do worry a little about his diet — "I'll be eating Mountain House freeze dried food two-three times daily and Corzonas Oatmeal Squares as snacks."

**Jak Mang**  
**Maitreya — Ingrid 38**  
**Port Townsend, WA**  
**Previous SHTPs: none**

This will be my second solo trip, but my first race. "The crossing has always been a big challenge for me," says Jak. "But then I met a couple of solo circum-navigators and it completely changed my perspective."

Like those in the small group of SSS TransPac alumni, Jak knows well the friendship and bond that develops after finishing one or many of these races.



"Having been around a couple of previous races, I see the faces change but the camaraderie stays the same. Getting to know the bug-lighters is a big draw for me."

Unlike others we've heard from, Jak plans on a bit of fresh seafood along the way adding, "I hope to catch some tuna and dorado this time across." Otherwise he'll dine mostly on snacks — "dried fruit, nuts, jerky, and oatmeal. I'll have an occasional larger dinner now and then."

**Doug Paine**  
**Jack — Capri 25**  
**San Diego, CA**

**Previous SHTPs: none**

Growing up on the East Coast, Doug admired his father's adventurous sea-borne spirit which landed him a spot on Admiral Byrd's second expedition to the Antarctic. "During the time I should have been paying attention in school I was reading books on boats and voyages,"



says Doug. "I was poring through the designs and words of Herreshoff and Stephens. I was awed by the J Boats, by tales of the clipper ships, Robin Lee Graham, Slocum, Sir Robin Knox-Johnston, Blondie Hasler, Sir Francis Chichester and others." Today, Jack

is intent on fulfilling his dream of experiencing adventure on the high seas while he still can.

**Ken Roper**  
**Harrier — Finn Flyer 31**  
**San Pedro, CA**  
**Previous SHTPs: 12**

Ken retired from the military long ago in '77, but it trained him well for the rigors of singlehanded racing. He's gotten quite good at it too, despite threatening



once that 2010 was the last time he'd participate. But here he is at the spry age of 85 ready to cross the Pacific one more time. He and *Harrier* certainly get along well. He's sailed her long past 100,000 miles and owned her for

close to 30 years.

**Steve Saul**  
**Grace — Wauquiez Pretorian 35**  
**Sausalito, CA**  
**Previous SHTPs: 1**

We couldn't express it any better than Steve himself. "We sail alone over the blue horizon to find a perfect mirror that reveals our true nature. We are improbable, magnificent, flawed and humbled.

Deeper in the ocean, there is a clock. Its rhythms are the ocean swells and the arc of the galaxy over the horizon. For the sea, time is passing so slowly. For us, time is passing so fast.



Our solitude joins us to a community of rascals and heroes — past, present and future. They inspire us to sail onward. We

discover for the first time the place in which we live."

**John Simpson**  
**Crazy Rhythms — Santa Cruz 27**  
**Alameda, CA**

**Previous SHTPs: none**

John, like many other singlehanders, has been busy getting his boat ready for the race. This might be taking longer than anticipated as



he sounds like someone who wants to do things on his own. "I like the self-reliance inherent in singlehanded," he says. But he also wants to do the race because of the challenge it represents.

But, there's another possibility, "maybe I'm just a weirdo with a boat..."



# TRANSPAC PREVIEW

**Lilya Vorobey  
Widmat — Olson 30  
Emerald Hills**

**Previous SHTPs: 1**

The restoration of her Olson 30 *Widmat* is just a culmination of Lilya's interest in all things "floaty," as she



says. Although she's traveled the world and each of its continents, she's now focused on traveling the planet's oceans. This shouldn't be too difficult for her; she's been building boats for most of her life. Hopefully her elec-

tronic instruments won't fail her, as she doesn't pay much respect to her sextant. "Well, I have one. Nice box. Dazzling instrument. I might use it as a foot rest."

**Daniel Wiley  
Galaxsea — Nauticat 44  
Richmond, CA**

**Previous SHTPs: 1**

If you've ever seen *Galaxsea* on the Bay, you know that Daniel enjoys sailing a well-appointed boat. "I've set up



*Galaxsea* to singlehand to and from Hawaii, with all the comforts of home."

AHydrovane self steering system, a Simrad AC 42 auto pilot, Garmin chartplotters,

AIS, and HD radar do most of the work so that he can enjoy the more spiritual side of the adventure. "The race is adrenaline, rhythm, harmony, and peace all in one big vacation package."

**Frank Wooten  
PneumAddict —  
Farr 30  
San Francisco, CA  
Previous SHTPs: none**

Compelled by the teaching of his parents and the support of his loving partner, Rachel Tegano, Frank brings to the TransPac a hope to fulfill his vision of spirituality. "I am racing to challenge myself physically, mentally, spiritually," Frank says. "The physical experience will inherently be a lot of work performing the tasks of 4+ individuals for 10+ days. Mentally my challenge is to pay close


attention to macro and micro details in a situation where my mental acuity is dampened by sleep deprivation."



Ultimately, he hopes all the hard work will bring a sense of internal satisfaction. "Spiritually, I hope all the background noise slowly fades to silence and I get a chance to re-calibrate my internal compass."

We certainly hope everyone has a comfortable, safe journey to Hanalei Bay. It will be quite an experience for each and every one of these competitors. Preparing a boat, taking time off work, and spending time on the ocean practicing all take a lot of time and no small expense. That's not to mention all the support they've gotten along the way from friends and family. One of the amazing elements of this race must be sailing into Hanalei Bay and finishing the race. After an intense and hopefully fulfilling time at sea, who could ask for more — save for a refreshing Mai Tai? Sail fast, everyone.

— latitude/ross




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It was good to see that someone had finally read my instructions about how to prepare their boat for an inspection. The storm jib hoisted, the trysail bent on, jacklines rigged, and emergency steering system set up and ready to demonstrate. Even the anchor rodes were run out along the dock, ready to measure. This inspection would go quickly, and I might even have time to go sailing later in the afternoon.

By the time I went below to find the skipper, I had checked off most of the deck items: Toerail around the foredeck, lifeline stanchions secured in place, pad-eyes for harness tethers. Things were just as well organized downstairs, with

age plan.

"Looks like they might have gone a little too far north in the last race," I said. "Is that to remind the crew not to take that route again?"

"That's just the 'passenger chart,' like what they post on a cruise ship," said Lee. "And, like, it's not as far north as it looks on that projection."

"Right," I said. "I understand that the track chart is on a Mercator projection, so the great circle course is a curve to the north of a straight line. I guess when you have a spherical earth and make it into a flat map, it's impossible to show

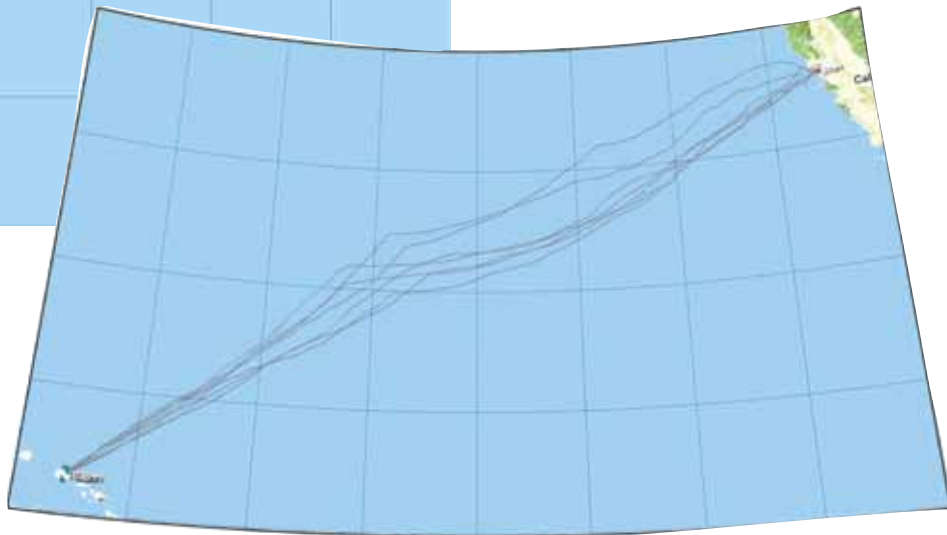
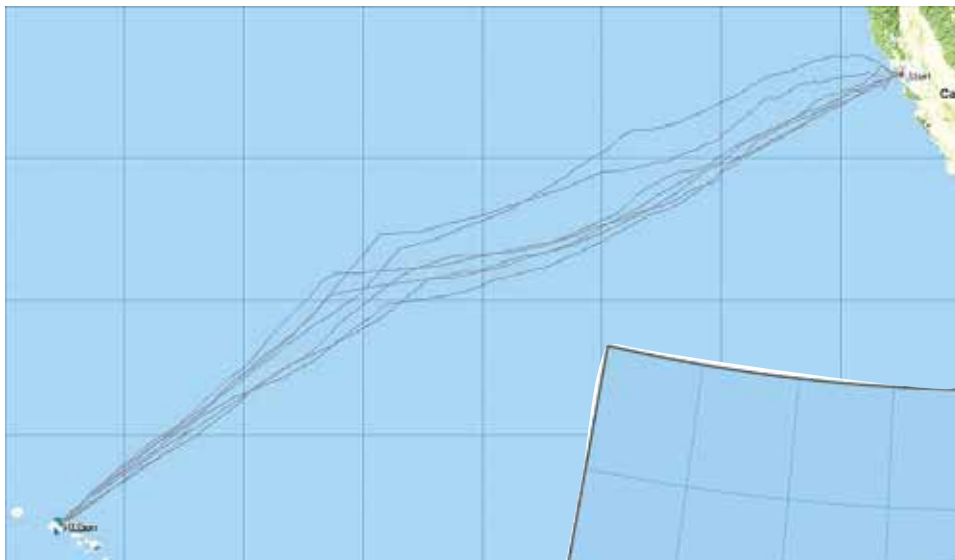
"For most applications the Mercator projection is more practical because it's, like, conformal and loxodromic."

Against my better judgment, I asked what those words meant.

"Conformal," Lee explained, "just means that shapes and angles are preserved, as long as their extents are small compared to the size of the earth. That is, a circle will always look like a circle, and a right angle will always be a right angle. Now, the scale may change a lot. We have the 'Greenland syndrome,' whereby Greenland looks bigger than South America, even though it's really much smaller. But the shape of any reasonably small feature is preserved accurately. Like, a bay in Alaska will appear five times the size of a bay in Brazil, but it will still have the right proportions."

"That's because the meridians all converge at the poles, but the Mercator projection keeps them at the same distance on the chart," I volunteered. "So the scale becomes infinitely large at the pole."

"And the chart would become infinitely large at the pole too," added Lee.



all the required PFDs, harnesses, tethers, flares, and other emergency items on display. Still no sign of the owner or skipper, but there was a file folder on the chart table marked "For Inspector" that contained copies of the raft certification and other required documents.

The inspection checklist was almost complete before the owner — or in this case, the owner's rep — came aboard.

"Max!" cried Lee Helm as she jumped down the companionway ladder. "I didn't expect you to be our inspector!"

"Well," I countered, "I didn't expect you to be on the crew. Did they leave you in charge of inspection prep? And are you on this boat for the Hawaii race?"

"For sure," she said. "Nice ride, huh?"

"It looks fast," I agreed.

I checked off some more basic items in the cabin — bilge pump handles, floor boards secured, ditch bag within easy reach — when I noticed a track chart taped to the bulkhead next to the stow-

**The track chart at the top shows division winners of the 2012 Pacific Cup, in Mercator and tangential projections. When you see the great circle as a straight line, it doesn't look as if the winners went all that far north.**

the shortest distance as a straight line."

"That's not true at all," Lee informed me. "There are lots of ways to represent a sphere on a plane, and some of them show all great circle paths as straight lines."

"Well then why don't we use them for navigation?" I asked. "Seems like it would be much more intuitive."

"That's why a Mercator projection — at least one aligned with the equator — never reaches the pole. But shapes and angles are preserved intact, so the projection is conformal."

"What was that other property?"

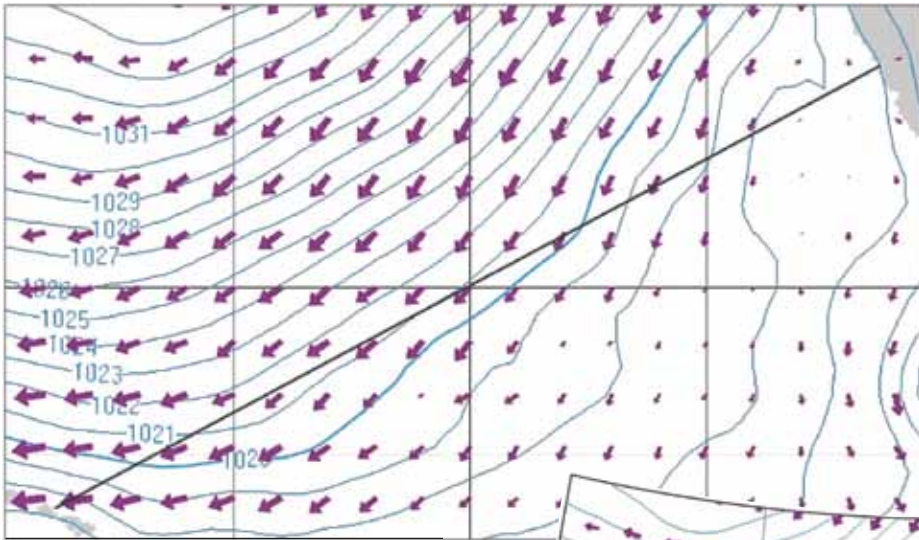
"Loxodromic," Lee continued. "That just means that a straight line from point A to point B will have the same heading over its entire length."

"In other words, a rhumbline course," I said.

"But, like, in this case 'rhumbline' is not the shortest distance from A to B.



# PROJECTING



**GRIB file showing the surface wind field and pressure, as it might be downloaded at sea. The gnomonic projection makes it a little easier to choose an optimal route, especially if you are second-guessing your routing software.**

It gets confusing in longer races where there's a difference, and a lot of people say rhumbline but really mean great circle."

"Keeping all this straight is just part of the navigator's art," I suggested. "We all know that when you look at a Mercator chart from here to Hawaii, you have to imagine that the shortest distance is an arc to the north."

"For sure, Max. But, like, we have computers now. For my charts, I like to re-project in a gnomonic projection that shows all great circles as straight lines. There's a little bit of distortion because it's non-conformal, but I think it shows a more accurate picture of the race course, especially in relation to weather systems and wind forecasts."

"I still don't see how you can project a sphere to a plane so that all the lines are straight," I said.

"Lots o' ways," Lee repeated. "For example, consider a tangential projection."

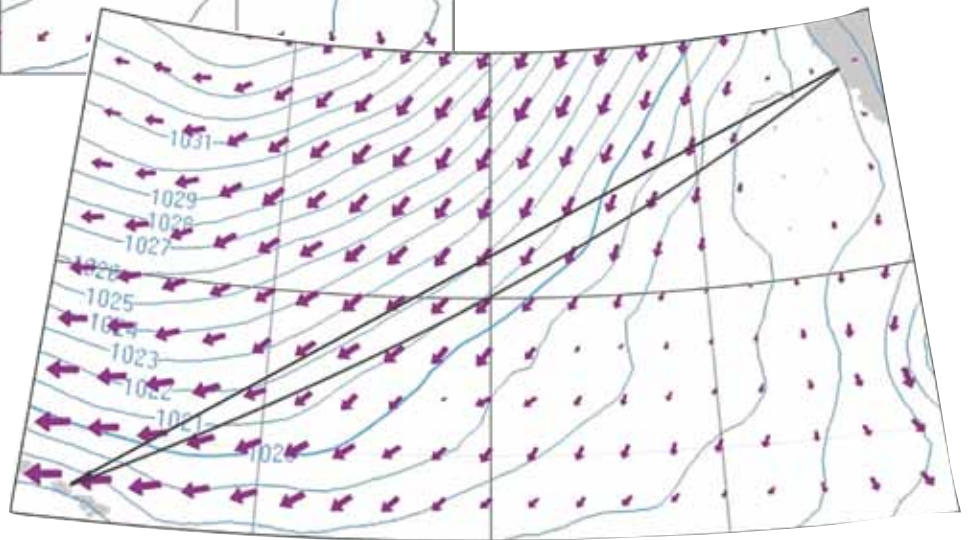
"Tangential projection?" I asked.

"Imagine a plane tangent to the earth's surface. Make the point of tangency near the middle of the race, like 30° degrees north by 140° west. Now imagine a light bulb at the center of the earth, and the map is drawn by literally projecting the shadows of the earth's coastlines, and the shadows of the meridians and parallels, onto that flat plane."

"Okay, that's not hard to imagine."

"Now it gets fun. Consider a great circle course from San Francisco to Hawaii. The radius of a great circle in three dimensions is the same as the radius of the earth, so the plane that contains the great circle is a plane that passes through the center of the earth."

"I'll buy that," I said after a little



thought.

"And because that imaginary light bulb is at the center of the earth, the line representing the great circle on the earth's surface will also project along that plane that contains the earth's center. The intersection of two planes is always a straight line, so the great circle maps to a straight line on the tangential projection. And, like, any great circle will map to a straight line, for the same reason, even if it's distant from the point of tangency. Because it's in a plane that passes through the center of the earth."

"Darn it, you're right!" I said after several more minutes of pondering and a few repetitions of the logic by Lee. "But this projection method can't ever map a point 90° away from the point of tangency, and I imagine the distortion is pretty severe as you get close to that."

"True," said Lee. "But, like, for a few thousand miles of ocean, I like seeing non-distorted great circle tracks. I can live without the conformal shapes. So, like, I re-project all my GRIB file views to an azimuthal gnomonic projection."

"Azimuthal gnomonic?"

"That just means that directions to any object on the map, from the point

of tangency, accurately represents the great circle direction from that point. It's another property of the tangential projection. I'll demonstrate."

Lee pushed me over to the nav station and had me sit down at the chart table. Moving the race paperwork out of the way, she opened a little hatch in the chart table lid that revealed a laptop computer. While we waited for it to boot up she explained that "GRIB" stands for "gridded binary," and is the form in

which some of the most useful weather maps are transmitted in low-bandwidth email via single-sideband radio or satellite connections.

A few seconds later we had a GRIB file viewer on the screen, showing the predicted wind field as an array of arrows of various sizes, and surface pressure contours over the race course.

"Like, this really should be a feature built into the GRIB file viewer," Lee complained. "But it was written by volunteers, so, like, I can't complain. I have to use a separate program to change from Mercator to a gnomonic view."

"Lee, I'm surprised that the viewer shows arrows instead of wind barbs. Aren't wind barbs the meteorological standard notation?"

"It's a setting on the viewer; wind barbs distort the visual analog," Lee claimed. "The feathers on the barb make the angle seem a little different. Also they only vary in increments of five knots, and we're concerned with way smaller differences for route optimization. And, like, the best part of using arrows is that when you set the viewer to scale the length of the arrow to the wind speed, the area of the arrow — and like, the amount of ink

# MAX EBB

on the page — scales according to the area of the arrow."

She could see that this did not impress me.

"Get it? The amount of ink is proportional to the length of the arrow squared, so it's also proportional to wind speed squared, so it's proportional to dynamic wind pressure. It's like, a direct representation of the real force of the wind."

"Still, to a meteorologist it might look

domain that does this?" I asked.

"USGS has a program called MapIMG, but I like Geocart a lot better. Much better manual, too, with a really good tutorial on what all the different projections can and can't do for you. Like, did you know that there's a difference between azimuthal, a map that shows the direction to any other point on earth, and retroazimuthal, a map that shows the direction to you from any other point on earth?"

"Those two maps should be identical," I asserted.

"BZZZT! Wrong! Remember that the grid of parallels and meridians is not rectilinear in an azimuthal projection. The heading changes during the trip, so the initial course for the reverse trip is not the reciprocal of the initial course

of a map, figure out for itself what the projection was, then re-project in just one step according to my settings. Right now I can overlay the track chart, the GRIB viewer output, and the weatherfax charts all on the same projection and same scale — but there's a fair amount of legwork to do that. Like, it should all be built into the GRIB viewer or something."

"You really think a program could deduce the projection of an image file all on its own?" I asked.

"Okay, maybe help it out by clicking on some points and keying in their lat-long," Lee conceded. "But, like, 'til then you just have to practice a little with Geocart."

Lee demonstrated a few more map conversions, and since the chart table had a good Internet connection, I bought the program from *mapmathematics* right then and there. Our play was only interrupted by the footsteps of a horde of race crew climbing aboard the boat.

"It's the rest of the crew!" Lee exclaimed, looking up at the clock on the bulkhead. "We have a practice scheduled for this afternoon. I thought the inspection would be over by now."

"Well, it would have been," I said. "Quick, show me that the bilge pumps both work, and let me take a better look at the emergency rudder. We're supposed to do a test under power..."

The pumps worked fine, the mast step was secure, the fuel tank had its shut-off valve, and the batteries in the EPIRBs and strobes were all within spec.

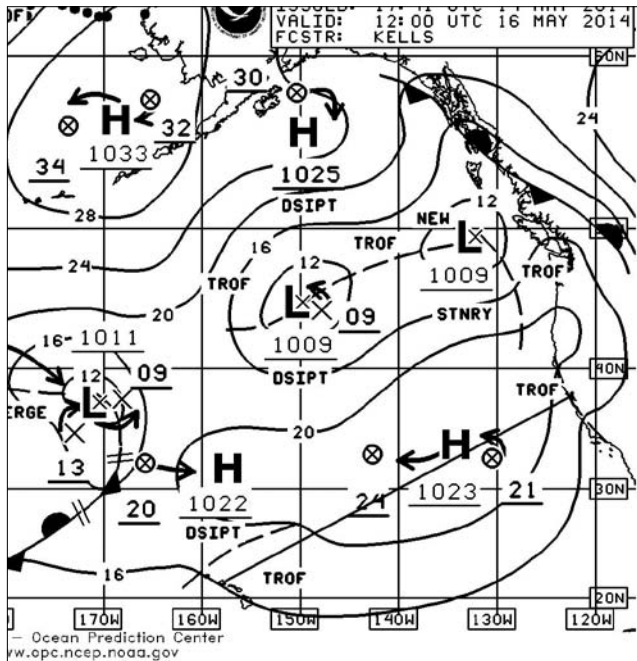
"Just do a doughnut or two with your emergency rudder on your way out of the harbor," I said. "I'll watch from the yacht club."

"Deal!" said Lee.

And the inspection, one of the longest ever, was finally over.

— max ebb

Readers — check out these resources: *Geocart* website: <http://www.mapmathematics.com> (free demo version, \$240 for non-commercial license). *MapIMG* website: [http://cegis.usgs.gov/projection/acc\\_proj\\_data.html](http://cegis.usgs.gov/projection/acc_proj_data.html) (free, open-source)



Above and right: Weatherfax surface program, in Mercator and tangential projections. The tangential projection brings Alaska back down to its actual size, along with the high-latitude weather systems.

amateurish."

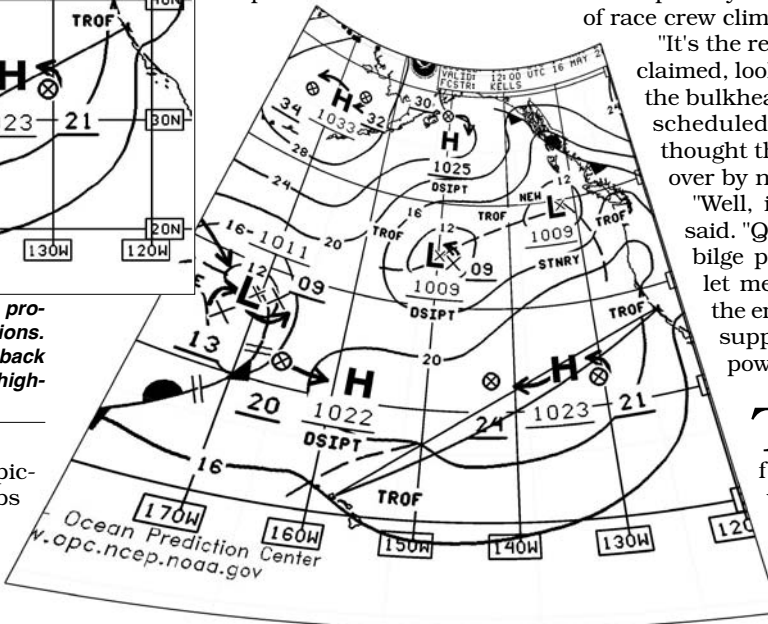
"Heck with that, it gives a better picture of the wind than those silly barbs with feathers every five knots."

As Lee was arguing for arrows over barbs, she was also bringing up a program called Geocart. She opened a GRIB viewer image in JPEG format, did some manipulations with parallels of latitude and meridians of longitude in a Mercator projection to get it to match the GRIB image, then saved it, opened it again, and we had a new weather map with none of the great-circle distortion.

"Nice!" I said. "Where can I get this program?"

"The demo is a free download from *Mapmathematics.com*. Full featured, if you don't mind a big watermark 'demo' on all your output. Not all that expensive to buy, in the scheme of things."

"Isn't there anything in the public



for the outbound trip."

"Well, maybe," I allowed. "I remember when I had what must have been an azimuthal map, back when I had a Ham radio set. It was important to know the direction to any other point on earth for aiming the antenna. But why would anyone want a retroazimuthal map?"

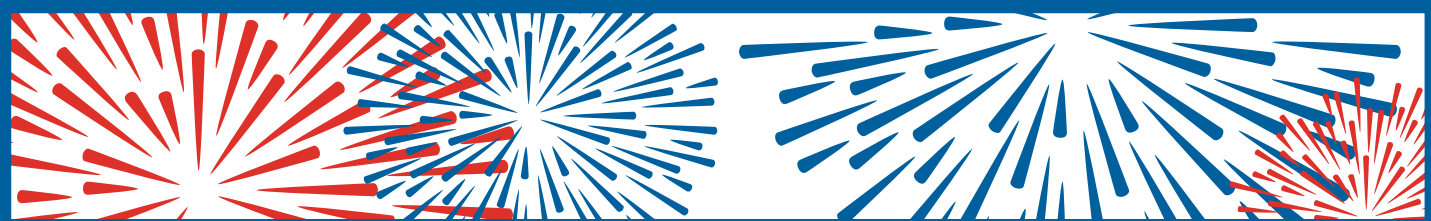
"It's a classic problem," said Lee.

"Which way is Mecca?"

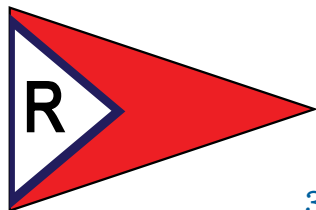
"Ah, of course."

"Actually," Lee said as she brought up another chart to re-project, this one from a weatherfax broadcast that included a lot of high-latitude distortion, "the app I really want would take any graphic image





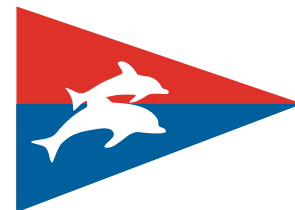
# PACIFIC CUP VILLAGE



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# THE RACING

To begin this month's racing news we start with April's **Newport to Ensenada Race**, which was remarkable for its wind and the number of trimarans vying to break the speed record. Closer to home, San Francisco Bay racing is in full swing this season. The Singlehanded Sailing Society was busy running the **Round the Rocks, Duxship** and **Singlehanded Farallones** races. Berkeley YC ran the **WBRA's Race #2**, and midway through May there were the SFYC's **Elite Keel**, StFYC's **Phyllis Kleinman Swiftsure**, and SYC's **Women's Skipper** regattas.

## Newport to Ensenada Race (4/25-4/27)

The big story in this year's Newport to Ensenada Race wasn't that big at all. A significant storm system had many thinking that records were going to be broken for the 125-mile race. All eyes were on the big trimarans: last year's winner, William Gibbs on his 52-foot catamaran *Afterburner*, Tom Siebel's MOD 70 *Orion* — the 2014 San Diego to Puerto Vallarta record-breaker — and H.E. Erloe's ORMA 60 *Mighty Merloe*. But seemingly out of the blue, Pete Melvin (of the well-known yacht design firm Morelli & Melvin) surprised many by winning best overall corrected time in his 28-foot catamaran *Mama Tried*. Tom Siebel won best elapsed time, skippering *Orion*. Despite wind speeds reaching 38 knots, no records were set.

Pete Melvin's done this race six times, but not since 2009. "I bought *Mama Tried* in New Zealand and we sailed the boat there for one season," says Melvin. Prior to leaving for San Francisco for the America's Cup he'd "modified *Mama's* daggerboards and built new floats. Just before the race we shipped the boat to Newport inside a container."

did not see too many other boats before dark but were pleasantly surprised as we converged with the finish line and were finishing near other boats that we consider to be much faster."

Melvin sailed with his 19-year-old son, James, and Peter Wells. "James and I have sailed in a lot of regattas together in the F18 catamaran class and on our trimaran in New Zealand. He and I have won several national championships together," says Melvin. "This was the first time we sailed with Peter Wells and he was a fantastic addition to our team. He was the 2004 Olympic team representative in windsurfing for the United States and has done a lot of other sailing as well. This was Peter's first multihull regatta and he said, 'First race on a multihull and I am hooked.'"

*Mama Tried* won three trophies — best corrected time, best corrected time/trimaran, and best corrected time for all boats.

Complete results at  
[www.newporttoensenada.com](http://www.newporttoensenada.com)  
— latitude / ross

## Round the Rocks

On Saturday May 3, the Singlehanded Sailing Society's Round the Rocks race



ers. Heading back past Red Rock, they finished in front of Richmond YC.

Although conditions warranted some reefing at the start, racers eventually fell into far calmer waters when they reached Raccoon Strait. After that, the fleets experienced an easterly as they headed toward the Brothers. "There was a little bit of a fiasco around the Brothers," according to Jib Martens, who doublehanded his Worth 40 *Freedom* with his son Will. "The wind went light and changed direction, and the current is wicked there. Some boats ran into trouble getting too close to the island and had to turn on their engines. Others got flushed a little wide making the turn to the SE." Jib and Will avoided the mess and sailed on toward a healthy 20+ knot breeze at the finish.

— latitude / ross

## SSS ROUND THE ROCKS REGATTA (5/3)

SINGLEHANDED MONOHULL — 1) **Hot Ice**, C&C 110, Mike Haddock; 2) **Green Dragon**, Cal 20, Marcus Choy; 3) **Whirlwind**, Wyliecat 30, Dan Benjamin. (26 boats)

DOUBLEHANDED MONOHULL — 1) **Can O' Whoopass**, Cal 20 Odr, Richard VonEhrenrook; 2) **Outsider**, Azzura 310, Greg Nelsen; 3) **Nemesis**, Pearson Commander, Jeff Sullivan. (44 boats)

SINGLEHANDED MULTIHULL — 1) **Tri N Fly**,



PHOTO KEN BROWN

Michael Radcliffe's Synergy 1000 'Kilo' during the May 10 Duxship race — held inshore this year.

Melvin is pretty discreet about his race preparation, what there was of it. "We had not raced the boat here so had no gauge against how we compare with the local fleet," he says. "In the race we

got off to a roaring start on the Olympic Circle, with breeze well into the low 20s by the first start at 10:30 a.m. Single- and doublehanded participants in 13 classes headed south to round Alcatraz, then past Harding Rock, through Raccoon Strait, and on to round the Broth-





'Orion' (1) and 'Mama Tried' at the start of the Newport to Ensenada Race.

LESLIE RICHTER / WWW.ROCKSKIPPER.COM

Corsair F-27, David Morris; 2) **Tri Chi**, Corsair F-27 Charles Jeremias. (2 boats)

**DOUBLEHANDED MULTIHULL** — 1) **Roshambo**, Corsair 31r, Darren Doud; 2) **Peregrine Falcon**, Corsair F-27, Bill Gardner; 3) **Ma's Rover**, Corsair 31, Mark Eastham. (6 boats)

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

### OYRA Duxship

The Duxship race was held inshore this past May 10 because of concerns related to high-wind forecasts and thus safety. Race organizers followed weather forecasts for 24-hours prior to the regatta to ensure their ultimate decision would be the right one. This decision created a fair amount of debate amongst racers, frustrated by the restriction of not being allowed out the Gate due to weather. Many but not all skippers signed up for the OYRA series are planning to do the PacCup and saw this as an opportunity for some good heavy-weather training. Organizers saw things differently.

"The current OYRA board has been having ongoing discussions about wind limits for a couple of years now," says Andy Newell, President of the OYRA. "We have even discussed non-race-day forecasts in the past to prepare ourselves for making a recommendation to the PRO about whether to send the fleet out the Gate. We have adopted the policy of the

Berkeley YC midwinters that we won't race in a gale."

They arrived at their decision on May 10 to hold an inshore race after much study and deliberation. "The discussion specific to the Duxship started in earnest on Friday morning and involved all the members of the OYRA board and the PRO who was running the race for us. Dozens of emails went back and forth and we studied every forecast we could get our hands on," says Andy. "As we got closer to Saturday the forecasts all started to agree that we would see sustained winds in the high 20s with gusts in the mid-to upper 30s. We all got up early on Saturday and checked the various forecasts. We checked NOAA, Sailflow, and PredictWind and I even had a phone conversation with Mike Dvorak from *Sailtactics.com* who does a high-resolution forecast the morning of the race specific for the race area. All sources agreed that we would see sustained winds in the high 20s with gusts from mid-30s to 40. We had one final email huddle Saturday morning and I spoke to the PRO by phone and all agreed that the in-the-Bay course was appropriate based on what the forecasts said would be happening by mid-afternoon."

But even if forecasts were for high winds and a potentially large sea state, some asked why they decided not to let

racers go anyway.

"We feel that the organizing authority along with the race committee has a responsibility to determine if conditions pose a safety hazard to the fleet. Some members of our fleet are seasoned offshore veterans who have done multiple Pacific crossings in very stable boats," says Andy. "Some members of our fleet are weekend warriors who are expanding their horizons by trying ocean racing for potentially the first time. We understand that a few of the boats signed up for the race on Saturday are prepping for the Pacific Cup or other longer races and wanted to test their boat and crew in the nastiest conditions possible. To them I apologize and suggest that they watch the forecast and find a nasty day when there is not a race for practice. Most of our fleet does this for fun, and conditions Saturday were forecast to be somewhere between no fun and dangerous."

— *latitude / ross*

### SSS DUXSHIP RACE (5/10)

PHRO 1 — 1) **Red Cloud**, Farr 36, Don Aherns; 2) **Dare Dare**, Jeanneau Sun Fast, Nicholas Popp; 3) **Cruzsea Baby**, Beneteau 10R, Brian Turner. (11 boats)

PHRO 2 — 1) **Whirlwind**, Wyliecat 30, Dan Benjamin; 2) **Green Buffalo**, Cal 40, Jim Quanci; 3) **Sea Star**, Cal 39, Bob Walden. (8 boats)

SHORTHANDED 1 — 1) **Racer X**, J/105, Mary Mcgrath; 2) **Javelin**, J/105, Sergei Podshivalov; 3) **Void Star**, Santa Cruz 40, James Murphy. (4 boats)

SHORTHANDED 2 — 1) **Nancy**, Wyliecat 30, Pat Broderick; 2) **Mesmerize**, C&C 35 Mk III, Rune Storesund; 3) **Moonshine**, DP 26, Dylan Benjamin. (4 boats)

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

### WBRA #2

Berkeley YC was on station at the Olympic Circle to welcome the WBRA fleet on Saturday, May 10. Frustratingly, conditions never quite settled down as the wind direction moved through over 100°.

Regardless, the Bears, Birds, Folkboats and Knarrs encountered a light 5- to 10-knot northerly at the beginning

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

May's racing stories included:

J/Fest • Doublehanded Farallones Race • Resin Regatta • Rollo Wheeler Regatta • MEXORC Copa Corum Regatta Previews and much more!

# THE RACING



Wind gusts into the low 30s were reported during StFYCs Phyllis Kleinman Swiftsure Regatta May 17-18, keeping racers on their toes. Clockwise from top left: 'Mr. Magoo' battles the heavy flood rounding a leeward mark; 'Gradient Vee' almost pitchpoles; 'Swiftsure' looking solid coming up the Cityfront; A fleet of J/105s heads downwind in heavy air and heavy flood; 'Encore' prepares for a leeward mark rounding; 'Chance' enjoying a downwind sprint; Gradient Vee' dismasts during the second race; 'Orion' flying in strong breeze.

of the first race coming from 305°. This had the unfortunate effect of creating a reach in both directions of the one-lap race, as the wind began shifting to the right. Bobbi Tosse and her race committee soon saw a wind direction of 235° and sent the Knarrs and the Birds on a newly oriented two-lap course just before the wind began to shift again.

After a brief pause, the Folkboats and Bears were sent on a short one-lapper and the breeze appeared to almost die completely. Again, the shifty conditions required skippers and crew to pay close attention to the wind direction, which forced almost all to sail reach-to-reach with hardly any upwind or downwind legs.

— latitude / ross

## WBRA #2 (5/10 first race)

BEARS — 1) **Smokey**, Stephen Robertson; 2) **Magic**, Tim Maloney; 3) **Huck Finn**, Margie Siegal. (3 boats)

BIRDS — 1) **Cuckoo**, Bill Claussen; 2) **Oriole**, Hugh Harris & Jock Maclea; 3) **Curlew**, John Gilmour. (6 boats)

FOLKBOATS — 1) **Polperro**, Peter Jeal; 2) **Thea**, Chris Herrmann; 3) **Nordic Star**, Richard Keldsen. (3 boats)

KNARR — 1) **Snaps III**, Knud Wibroe; 2) **Flyer**, Chris Kelly; 3) **Gannet**, Bob Thalman. (5 boats)

## WBRA #2 (5/10 second race)

BEARS — 1) **Magic**, Tim Maloney; 2) **Smokey**, Stephen Robertson; 3) **Huck Finn**, Margie Siegal. (3 boats)

BIRDS — 1) **Oriole**, Hugh Harris & Jock Maclea; 2) **Kookaburra**, Sue Koffel; 3) **Widgeon**, Charles Rixford. (6 boats)

FOLKBOATS — 1) **Polperro**, Peter Jeal; 2) **Thea**, Chris Herrmann; 3) **Freja**, Tom Reed. (8 boats)

KNARR — 1) **Flyer**, Chris Kelly; 2) **Gjendin**, Graham Green; 3) **Snaps III**, Knud Wibroe. (8 boats)

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

## StFYC Phyllis Kleinman Swiftsure Regatta

The third running of the Phyllis Kleinman Swiftsure Regatta saw plenty of wind to push the boats around the course. A hefty flood and limited over-

night blow made for pretty flat water most of the day, so the racing was generally manageable, but exhilarating. RC set up close to the Cityfront, off Fort Mason, both days to allow tactical use of the current relief as well as try to stay clear of shipping lanes.

Eighteen J/105s, three multihulls, and seven boats racing under PHRF/ORR dual scoring participated in the series, with the eponymous *Swiftsure* taking line and corrected honors to win the overall event. Wayne Koide on *Encore* got the ORR prize. Only *Orion*, Tom Siebel's big multihull, was able to come to the line for each race, and flew away with the trophy for that division. Ryan Simmons skippering *Blackhawk* took the J/105 prize in close competition.

Race day one called for starboard-rounding Cityfront courses, with the first set running from the South Tower to Blossom. Many racers eschewed the current relief of the Cityfront, diving for the Alcatraz cone instead. A good tactical call, but one that led to many paths





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crossing where the 270° rounding was unexpected by the next guy. Contact between *Arbitrage* and another boat in the J/105 class led to her missing race two, with average points awarded as redress.

Building winds and obviously exhausted crews, multi *Gradient Vee* dismasting at the weather mark, and some pretty spectacular roundups, led to an abandonment call before the third race, to the satisfaction of virtually all.

On day two we learned from the racers and set port roundings (if you want the cone, you get the cone). The two scheduled races got off on time, running on the Cityfront again. Though the day started off more calmly, forecast and observed winds at midday were somewhat stronger. A series of truly horrendous drops by the J/105 fleet at the leeward gate almost distracted the RC from finishing *Orion*, speeding alone like a freight train from midbay. "Um, you gonna finish that boat there?" inquired new StFYC Race Manager Lynn Lynch. We got them and nobody will ever know we almost dropped that ball.

Quite a few position changes among the J/105 fleet surely made for some exciting competition. Both *Blackhawk* and

PHRF racer *Whiplash* were forced to give up several places at the leeward gate, sailing deeply past it while recovering gear, while others had their challenges elsewhere on the course. Generally our racers were observed to treat the sporty conditions with the respect and seamanship due, while maintaining a competitive and safe race. Results are posted with congratulations to all competitors and thanks to our race committee.

— Michael Morazadah

#### StFYC PHYLLIS KLEINMAN SWIFTSURE

##### REGATTA (5/17-18; 4r, 0t)

J/105 — 1) **Blackhawk**, Ryan Simmons, 15 points; 2) **Mojo**, Jeff Littfin, 15; 3) **Risk**, Jason Woodley / Scott Whitney, 18. (18 boats)

ORR — 1) **Encore**, Sydney 36 CR, Wayne Koide, 6 points; 2) **Whiplash**, McConaghy 38, Donald Payan, 6; 3) **Deception**, Santa Cruz 50, William Helvestine, 12. (3 boats)

MULTIHULL — 1) **Orion**, MOD70, Tom Siebel, 4 points; 2) **Smart Recruiters**, Extreme 40, Jerome Ternynck, 17; 3) **Gradient Vee**, Marstrom 32, Randy Miller, 20. (4 boats)

PHRF — 1) **Swiftsure**, Schumacher 54, Sy Kleinman, 9 points; 2) **Mr. Magoo**, J/120 Custom, Stephen Madera, 9; 3) **Chance**, J/120, Barry Lewis, 13. (7 boats)

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

#### **SYC Women's Skipper Regatta**

Sausalito Yacht Club's annual Women's Skipper Regatta on May 17 created a new division this year. They invited *Freda B*, an 80-foot (LOA) gaff-rigged schooner to participate in the Exhibition Class. Sausalito YC race rules required only the skipper to be female, but *Freda B*'s co-owner Marina O'Neill chose to grace her beautiful schooner with a varied and talented team of 12 ladies, ranging in age from early twenties to late 60s. Skipper Abby Mohan, 34, handled the helm and ordered tacks and jibes with the calm authority of an old salt, yet this was the first time she had raced *Freda B*. The race committee staggered *Freda B*'s start time so she would be behind the fleet of smaller boats, and the course became challenging for a 32-ton schooner at times, but these fun-loving gals celebrated the calm sea in the lee of Angel Island with an impromptu dance party, prior to spending two hours tacking up Raccoon Strait against 20-25 knots of wind during a flood current.

Sausalito YC regatta chairwoman Deana Maggard would like to see more exhibition class boats next year.

For the rest of the fleet, conditions



# THE RACING



PHOTOS LATITUDE / ROSS

*The Singlehanded Sailing Society's Round the Rocks race got off to a blustery start (clockwise from left) — 'Roshambo' already reefed, leads the tri's; 'Starbuck' went on to win her division; 'Racer X' poised and ready for action; The JS 9000 'Jetstream' takes Alcatraz close.*

soon turned boisterous after the start. Many of the smaller boats that normally have dry cockpits were getting slammed with wave after wave breaking over the bow and ending up soaking the cockpit as the course entered the central Bay. This didn't stop young Ava Richard from having a blast at being skipper for her first regatta. At the tender age of 10, she was at the helm for most of the race. Her mom Heather Richard, a professional captain, was proud to see Ava gain confidence. "It was fun for me to crew for her and help her figure out what to do. It was also fun to really push the boat together. I have a feeling she will want to do more races now," says Heather.

The awards ceremony on Sausalito YC's deck celebrated the spirit of women challenging themselves, creating teamwork and enjoying being on the water. Marina O'Neill donated tickets for daysails on *Freda B.* to the winners of each division. For details on *Freda B.*'s charter offerings, including a trip south this August to participate in San Pedro's Tall Ship Challenge, see the schooner's website.

— Lynn Ringseis

45f5, Marika Edler; 2) **Cattitude**, Tartan Ten, Deana Maggard; 3) **Escapade**, Sabre 402, Renee Linde. (7 boats)

NON-SPINNAKER C — 1) **Pip**, Santana 22, Pip Johnson; 2) **Meliki**, Santana 22, Deborah Fehr; 3) **Just Em**, Santana 22, Sally Clapper. (6 boats)

EXHIBITION CLASS — 1) **Freda B**, Schooner, Abby Mohan. (1 boat)

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

## SFYC Elite Keel (5/17-18)

San Francisco YC held their annual Elite Keel Regatta with 58 boats racing in eight divisions on two courses. Saturday morning's absence of wind quickly evolved into breeze well into the 20s. After two races, the third race on the northernmost course, with the Melges 24s, Audi Melges 20s, J/70s and Open 5.70s, was abandoned due to the high winds. On Sunday, the Express 27s, Etchells, Knarrs and IODs swapped courses with the smaller boats in hopes that the lee of Angel Island would offer more relief. It turned out that the breeze was downright fickle, just the opposite from Saturday. Although it blew into the 20s, light air and exceptionally shifty wind were the order of the day.

— latitude / ross

## SFYC ELITE KEEL (5/17-18, 5r, 0t)

MELGES 24 — 1) **Personal Puff**, Dan Hauserman, 6 points; 2) **Nothing Ventured**, Duane Yoslov, 9; 3) **Posse**, Sallie Lang, 10. (4 boats)

AUDI MELGES 20 — 1) **Kuai**, Daniel Thielman, 4 points; 2) **Problem Child**, Elliott James, 16; 3) **Funner**, Sid Gorham, 17. (8 boats)

ETCHELLS — 1) **Magic**, Laurence Pulgram, 10 points; 2) **Moneyball**, Blaine Pedlow, 11; 3) **Imp**, Dale Hoffman, 13. (5 boats)

J/70 — 1) **Bliss**, John Fuller, 8 points; 2) **Cake**, Scott Dearnorff, 13; 3) **1FA**, Scott Sellers, 15. (11 boats)

EXPRESS 27 — 1) **Get Happy!!**, Brendan Busch, 11 points; 2) **Wile E Coyote**, Daniel Pruzan, 12; 3) **Peaches**, John Rivlin, 14. (11 boats)

IOD — 1) **One Hundred**, Paul Zupan, 9 points; 2) **Fjaer**, Richard/Mark Pearce, 10; 3) **Xarifa**, Paul Manning, 11. (6 boats)

KNARR — 1) **50/50**, Jon Perkins, 16 points; 2) **Benino**, Terry Anderlini, 18; 3) **Adelante**, Don Nazzal, 20. (15 boats)

OPEN 5.70 — 1) **Boaty**, Ben and CJ Anderson, 6 points; 2) **Frisky**, Dale Scoggin, 8; 3) **Petit Bateau**, Jean-Philippe Prefot, 19. (5 boats)

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

## SSS Farallones Race

On Saturday the Singlehanded Farallones Race brought far fewer starters than expected to the morning's first gun. Of the 34 registered racers, 13 didn't show up at the start — probably because of the weather forecast. Of the 21 that did start, only nine finished. From all indications, conditions were very challenging.

Jib Martens, who won the spinnaker

## SYC WOMEN'S SKIPPER REGATTA (5/17)

NON-SPINNAKER A — 1) **Ohana**, Beneteau



ker division aboard his Worth 40 *Freedom*, was thanking his lucky stars as he came through the Gate in one piece. "The trip in after the Lightbucket was really gnarly for me," he said. "I had the spinnaker up from the Farallones with some really nice sailing. As I came in just north of the shipping channel, the wind went from 15-20 or so (which it had been from the Farallones) to 20-30, and the seas got bigger too due to shoal/channel. Well, I had the boat in control and I was flying — surfing at over 10 knots, which is fast for *Freedom*...then the fun started." as he came through the Gate.

Jib's spinnaker pole shackle then blew, sending the pole skyward and

making *Freedom* less controllable. Jib attempted to engage his autopilot but that turned out incapable under such windy conditions. "For the next 15 minutes, I must have rounded up or done

with a bit luck and a lot of newly gained knowledge about singlehanding in the ocean.

— ross



'Freda B' at the finish line of Sausalito YC's Women's Skipper Regatta, May 17.

flying jibes about 5-10 times while I tried to get the boat steady and then go fix the downhaul on the pole.

Eventually Jib managed to get everything under control and he finished

## SSS FARALLONES RACE (5/17)

### SPORTBOAT

- 1) **The Bar-Ba-Loot**, Moore 24, Andrew Hamilton;
- 2) **Warpath**, Olson 30, Andrew Zimmerman;
- 3) **Verve**, Express 27, Ron Snetsinger. (4 boats)

### SPINNAKER

- PHRF <108 — 1) **Freedom**, Worth 40, Jib Martens;
- 2) **Racer X**, J/105, Richard Pipkin;
- 3) **TIJD**, Beneteau First 35, Dirk Husselman. (4 boats)

### SPINNAKER

- PHRF 111-150 — 1) **Friday Harbor**, Beneteau 323, Ryle Radke;
- 2) **Whirlwind**, Wyliecat 30, Dan Benjamin;
- 3) **Wind Speed**,

J/30, Tony Castruccio. (4 boats)

SPINNAKER PHRF 153+ — 1) **Galaxea**, Nautica, Daniel Willey. (4 boats)

NON-SPINNAKER — 1) **Krissy**, Passport 40, Allen Cooper. (4 boats)

PHOTO LATITUDE / ROSS

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With reports this month on the **Pristine Cruising Grounds of Southeast Alaska**, our **Strategies for Recruiting Ideal Crew**, and a charter addict's report on **Cruising the Leeward Antilles**.

## **Bears, Whales & Bald Eagles: Sailing Alaska's Watery Wilderness**

Wanna get away from the rat race and do some blissful sailing within unspoiled natural surroundings? Consider exploring the verdant, maze-like waters of Alaska's Inside Passage under sail this summer or next.

You won't find vast fleets of bareboats in those latitudes, but there are a few well-run charter operations such as Sound Sailing. Established more than two decades ago by Rick and Jen Fleischman, the operation was bought in 2012 by young outdoor adventurers, Blain and Monique Anderson. They've both spent the past 15 years exploring the waterways and inland wilderness areas of the Alaska panhandle, and now specialize in running 'adventure sailing' trips out of Sitka aboard the company flagship, S/V *Bob*, a comfy and well-maintained Catalina/Morgan 50.

Blain, who was educated as a marine biologist, loves to share his knowledge of Alaska's prolific marine life and shoreline wildlife — he also loves to fish, and is said to be a great cook. Monique, too, loves exploring wilderness areas, both on foot and by kayak. Her greatest skills in the galley reportedly involve baking — especially desserts and wholesome breads.

"Alaskans love showing off Alaska," they write. "We think the spectacular Inside Passage is the best of Alaska, and we're proud to provide trips in Glacier Bay National Park, Admiralty Island National Monument, and the Tongass National Forest.

***Needless to say, one of the primary attractions of sailing in Alaskan waters is getting close to all sorts of marine life and shoreline wildlife.***

"The wildlife and scenery are remarkable, and it seems like something incredible happens every day. Whether your goal is photographing brown bears feeding, seeing humpback whales, kayaking through icebergs, hooking onto a big fish, or adding new birds to your 'life-list', we look forward to sharing this majestic area with you!"

Sounds pretty terrific to us — even though we normally charter in the tropics.

The boat is laid out with three guest cabins, each with a large double bunk and its own head and shower. So six guests is the max.

A tentative point-to-point cruising plan is designed at the beginning of every season. Prospective charters can book the whole boat, or just a cabin or two. No sailing experience is necessary. All you need is a good attitude and a thirst for discovering Alaska's wild beauty.

As of this writing there are still some openings for this summer. (See the trip plans on the website: [www.soundsailing.com](http://www.soundsailing.com).) Or give yourself plenty of lead time and block out dates for next season. Write: [capt.blain@soundsailing.com](mailto:capt.blain@soundsailing.com), or call (907) 887-9446.

## **Whom Should You Invite & How Do You Get Them to Commit?**

We may not be the ultimate experts on yacht chartering, but we've been taking sailing vacations in prime destinations for three decades, and reporting on this vibrant industry for just as long.

That's probably why we get so many calls and emails from would-be charterers asking for our advice. Interestingly enough, one of the most often-asked questions is, "Once you've invited potential boatmates, how do you get them to fully commit?" We know from experience, this is a very important issue, so allow us to offer some advice.

First, though, let's back up a minute



to the question of whom you should invite along. As we've noted many times before in these pages, it's wise to pick your charter partners very carefully, rather than accepting the first people who show a casual interest. Spending a week or more in the relatively confined space of a charter boat — even a big beautiful one that has four private cabins, each with its own head and shower — is a pretty intimate experience. So the better you know your shipmates, the higher the probability that you'll have a wonderful trip. One whiner or obnoxious drunk can sour an otherwise glorious cruise.

So ideally you'll want to invite folks that you not only know well socially, but have spent time with in adventurous situations; people who will not blow a gasket if a head gets clogged, the outboard gets finicky, or the provisioning company forgets to include the Camembert. They don't all have to be super-sailors, or have any sailing experience at all, for that matter. But they should have an upbeat,





# OF CHARTERING



ALL PHOTOS COURTESY SOUND SAILING

**There are loads of stunning images in Sound Sailing's photo albums, all typical of what's seen on Inside Passage charters.**

roll-with-the-punches attitude, be willing to pitch in to help with everything from swabbing the decks to galley duty, and be generally fun to hang out with.

Once you've identified a potentially cohesive group, pitch them your fully formed game plan: destination, rough itinerary, boat type and potential dates.

That brings us back to the 'c' word: getting firm commitments, so you can lock in the boat and set the plan in motion. Having been burned a few times — even by good friends who backed out at the 11th hour — we've come up with a very simple solution to this dilemma: Insist on getting a deposit check from every crew member. Once they have skin in the game, they will simply build their lives around the charter dates, and your chances of having someone bail out on you will be minimal.

— latitude/andy

## **A One-directional Cruise Through the Leeward Antilles**

Five of us recently chartered the Sunsail 444 'Premier' catamaran *Speculation* for a one-way trip from Antigua to St. Martin. My crew consisted of Marco Salvalaggio and 18-year-old son Matteo from London, Donna Williamson from San Francisco and Teresa Rogerson from Berkeley.

We pre-boarded the yacht at about 6 p.m. on a Friday in Antigua's historic English Harbour. All of the Sunsail staff were cool. But before that a couple of us stayed at historic

Admiral's Inn next door, rented a car, and drove around the island a bit. There are some nice places on the west side, including Turners Beach and Darkwood — really good beaches. Biggs Car Rental met us with a car at the airport and we dropped it off at the Admiral's Inn when we boarded the boat (\$50 USD per day).

Those who know the Admiral's Inn but haven't been to Antigua in a while might be interested to know that the hotel now has a new development on property across the bay: a restaurant, museum and pool that's only 3 minutes away by a (free) water taxi from the Admiral's Inn dock. They have new chaise cabanas, and a good view of the harbor. The food is good too.

Another place we can highly recommend is the Mad Mongoose, a fun restaurant on the Falmouth Side with very good food. Some of our crew ate three dinners in a row there! And most of us had a shot of Mount Gay, in exchange for a promotional lanyard and scarf. The place has really fun bartenders and wait staff.

On Saturday, we shoved off for Non-such Bay in the southeast section of the island, and took a ball off Green Island. It's now a favorite spot for kiteboarders. The balls were free, and there were lots of them. We snorkeled on the reef, which was unremarkable, but fun.

The next morning we departed for Antigua's sleepy sister island, Barbuda, which, like Antigua, is a former British colony. The crossing was about a 65 mile sail. Our boat was a bit of a beast, but could do 8 – 9 knots on an upwind sail.

We saw a lot of wildlife on the crossing

**Few bareboaters venture out to Barbuda. But put it on your wish list if you like serenity and great snorkeling in clean, clear water.**



ART HARTINGER

# WORLD

and throughout the charter: thousands of flying fish, turtles every single day, a pair of whales (we think orcas), and a fantastic frigate bird colony in Barbuda.

We anchored in Low Bay, Barbuda for two days. I last sailed there in 1996, and a hurricane had created an opening to the inner lagoon. This is no longer the case, although some folks just haul their dinghy over a short sand berm. I am sorry to say that a really expensive resort has been built on Low Bay. It is relatively small, but noticeable. We had anchored several miles down the beach, even though we saw nine masts way up the beach — which is fantastic. Every crew member debated whether it was wise to leave when we did. Perhaps we should have stayed longer?

Pat Richardson was our frigate bird guide. We arranged for him to meet us on the lagoon side, across from *Speculation*. For \$60 USD he took several of us up to see the frigate bird colony. This is a *must* if you visit Barbuda. We loved it. It was amazing to see these large birds clustered, and nesting, baby birds with white coloring, and all of them making



ART HARTINGER

***This 44-ft cat from Sunsail's Premier line was a comfy ride for Art's ambitious itinerary, which included lots of open-water sailing.***

lots of noise among the mangroves.

We still question our decision to leave this beautiful, sparsely inhabited island for St. Barts on Tuesday. But we did, setting sail at about 6:30 a.m. Most of our wind during this trip was 18-20 knots from the east, and this day was no exception. We arrived in Gustavia at 4ish, and ventured into the inner harbor,

only to be shooed away by a port official.

It was too crowded, so we anchored outside the harbor among lots of other boats, then dinghied in and walked to the famous Le Select bar — our hangout. Le Select has the cheapest beer, cocktails and food in St. Barts! We loved Le Select, and it became our rendezvous point for the crew.

We asked about the best pizza, and were directed to a place very close by: L'Isoleta sells fantastic pizza by the meter. We also rented motor scooters from an outfit up the street. A few of us scootered around St. Barts and thought it was the perfect way to see the tiny island — better than by car. Donna did get a 'brush up', but gamely cruised on. We visited beaches at Baie St. Jean, Saline, and Flamands, which was great fun. After a long day of exploring, we splurged on a great dinner at Bonito.

Clearing in and out with immigration, customs and the port authority was easy at St. Barts — and really throughout the cruise, every customs and immigration officer was really nice. This was unusual



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# OF CHARTERING

in my experience, but I hope it's the new reality in the islands. The computer in St. Barts had loaded our information from Antigua, and we just cleared in and out in one setting. The French Port Authority guys were cool. Really, very helpful.

We have to give a shout out to the folks at the swanky Pink Parrot over at Baie St. Jean. It has beach tables, good food and drinks right at the foot of the airport where you can see bare-breasted sunbathers, and planes flying right overhead, all at one time.

On Thursday we left for formerly-British Anguilla, which lies just north of St. Martin — about 18 miles from Gustavia. I had anchored off the south side of Anguilla before, but never officially checked in at Road Bay. This is a nice harbor: sandy beach, lots of charter yachts, and many low-key, low-rise restaurants fringing the beach. We ate dinner at Roy's, which had really good food. Matteo had earlier scouted the beach, and radioed in that we needed to hang at Elvis. Matteo even met Elvis, the owner. We checked it out, and also found live music

at the Pumphouse. Lots of fun people dancing!

On Friday, we needed to travel back close to the charter base at Oyster Pond on the east side of St. Martin. Our plan was to snorkel early at Prickly Pear Cays, then head over to St. Martin. Unfortunately, we lost our starboard engine, and after snorkeling at Prickly Pear, we ended up rounding St. Martin and anchoring at Simpson Bay, on the Dutch side. We — well actually, Marco — talked Sunsail into picking up the cat from Simpson Bay, which is quite close to the airport.

It was a great cruise. But like all charter trips it seemed to end too soon. Next year we vow to cruise more of Anguilla.

— art hartinger



ART HARTINGER

***On a sleepy island with minimal development like Barbuda, this frigate rookery is a must-see attraction, and it's easy to get a front-row seat.***

*Editor's note — If we awarded a special prize for the most dedicated yacht chartering addict within our readership, it would have to go to Art. For at least a dozen years he has made pilgrimages to idyllic sailing venues all over the world — and reported on them for us. So thanks again, Art. Yet another Latitude T-shirt is on the way to you.*

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# CHANGES

With reports this month from **Skabenga** on battling a marlin in the middle of the Pacific; from **Eleutheria** on a Puddle Jump; from **Curare** on the east coast of South America; from **Amelie** on the Oyster Around the World Rally; from **Zephyrus** on 10 years of slow cruising in the Eastern Pacific and Western Caribbean; from **Esprit** in the Southern Caribbean, and **Cruise Notes**.

## Skabenga — St. Francis 44 Cat Jennifer Martindale, Crew Not Your Average Puddle Jump (Big Sky, Montana)

I met Bruce Harbour, the skipper of *Skabenga*, during the last Ha-Ha, and

I starting sailing aboard his cat during December's Banderas Bay Blast. Having loved doing a previous *Latitude* Puddle Jump aboard a MacGregor 65, I was happy to get the opportunity to do another.

Early on in the trip, I learned that this one would be a little different. "The

spinnaker stays up to the ITCZ," announced Bruce.

"Uh-hhhhh-roger," says me.

"And we're taking a detour to Socorro Island to look for fish," he added.

"Uh-hhhh-roger," I say again. Yes, this was going to be different.

One day we had a 'full spread' out. For those of you who don't know what that means — I didn't before this trip — it's five big rig lines off the stern of the boat. Four rods were in holders, and the other was at the fighting station on the transom. The outer two lines were held out by long outriggers. Big marlin and dorado were the captain's prey.

*For a moment the roles of hunter and hunted were reversed. Then the marlin shook the hook and swam away to fight another day.*

I was used to sailboats that fished for food offshore, but this was fishing at a whole different level — a professionally rigged fishing boat that was also a sailboat. Yes, sportfishing across the Pacific.

Bruce is a fishing fanatic. He is in the business of making lures with names such as *The Vigilante*, *The Plunderer*, *The Minion*, and *The Blackbeard*.

Anyway, we were doing 10 knots under spinnaker in 18 knots of wind — we'd hit 16 knots the day before — when one reel went WHHHRRRRRR! Something big was on a line, so everyone jumped on deck. Bruce ran to the line that had the fish, set the drag, and began issuing commands.

"Finn and Jen, reel in the other lines!" He then ran to the bow to drop the chute. After we reeled in the lines, it was time to drop the main. All this had to be done as quickly as possible so we wouldn't lose the fish.

Once the main was down, everyone returned to the stern. Finn was at the helm getting orders from the captain to start an engine to direct the boat to the best speed and angle to land the fish.

"Twenty degrees to port. Twenty more to port. More throttle. Now neutral!!!"

I was on the transom taking care of two jobs. First, holding onto the rod with the fish so Bruce could go down the transom steps to bring the fish in by hand. Second, capturing the action with a GoPro camera. It was then I got my first glimpse of the fish — a beautiful blue marlin. Bruce later estimated its weight to be between 350 and 400 pounds.

After a big fight, with Bruce hand-over-handing the line, he got the marlin close to the bottom step. But it was such a man-versus-fish battle that I

quickly reviewed the man-overboard drills in my head. Bruce and the fish kept duking it out on the swim step, as Bruce tried to land it before releasing it.

Suddenly the marlin disappeared under the starboard rudder and started circling beneath the cat. We all looked to see where he would surface next. Bruce was facing outboard, looking



off the side of the back steps. Suddenly I saw the marlin come around the other side of the steps and try to stab Bruce in the back!

"Behind you!" I shouted, as the marlin slapped the swim step inches from Bruce. Just then I felt the line go slack, and knew the marlin had gotten away. Now all we had to do was put the main and spinnaker back up.

It was a lot of excitement for me, as I'd been on night watch earlier and was sleep-deprived. But what a beautiful fish, and what an exciting bit of adventure.

— jennifer 04/28/2014

## Eleutheria — Tartan 37 Lewis Allen, Alyssa Alexopolous Our Pacific Crossing (Redwood City)

*Latitude* readers may remember us as the young couple who met when I stopped by Alyssa's parents' boat to

SKABENGA



*Jennifer, Puddle Jumping for the second time, takes in one of the lines.*

SKABENGA





# IN LATITUDES



ALL PHOTOS COURTESY ELEUTHERIA



**Scenes from a young couple's adventure in the Pacific. Clockwise from above: Alyssa and 'Eleutheria' in the Marquesas. Filet time in the galley. One of the many stunning sunsets. Trying to catch up on sleep. A retired investment banker confronts real-world problems. The view from above.**

measure their watermaker. We pretty much fell in love right away. As a result, I postponed my trip one year so she could finish school and join me. We've now completed our Puddle Jump, and would like to share some of the facts on our crossing to perhaps help those who follow in our wake. We'll start with perhaps the most important one:

*Number of Arguments between Captain and First Mate* — 0. Not bad for a 26-day passage on an often very hot and humid 37-ft boat.

*Boat Speeds* — We left from Zihua and made landfall 2,970 miles later at Hiva Oa. We averaged 115 miles per day or 4.8 knots over the ground. Our top speed was 7.5 knots.

*Fuel Consumption* — We started with 100 gallons of fuel and arrived with 60

gallons, having burned 40 gallons while using the engine for 110 hours. That's .36 gallons/hour. We mostly used the engine to generate electricity to do things like make 350 gallons of water.

*Equator Crossing* — We crossed the equator at 129° 29' W.

*Diversions* — We read a total of five books between us, and watched 17 movies and 20 television episodes.

*Number of ships seen when more than 100 miles offshore* — 4.

*Fish caught* — 1. Lures lost — 3.

*Number of flying fish found on deck* — 20. The number Alyssa didn't accidentally step on — 4.

*The number of U.S. dollars*

*we spent for our first very slow Internet connection in the Marquesas* — 40.

*Breakages* — Alternator, Sunbrella UV strip on jib, snap shackle on Code Zero, and the windlass.

Certainly our most frustrating failure occurred 2,969 miles into our 2,970-mile crossing. Just a mile from dropping the hook at Baie Tahauku, the breaker popped when Alyssa tested the windlass. After we reset the breaker, there was still no response from the windlass. Sh\*! We were closing on a very crowded bay without a freaking windlass!

We did a 180° turn and started beating out to sea so I could troubleshoot the problem. After pulling out the jib to beat into 6-8 foot swells, I got to work. I checked the breaker, but it wasn't lighting up when I turned the switch on. So I traced the wires. Everything seemed fine. I checked fuse boxes, which also seemed fine. Talk about frustration!

I decided to try to unlock the windlass drum so we could at least drop the chain and troubleshoot while at anchor. Alas, the lock on the windlass was jammed, and I couldn't get the clutch to release. The boat's previous owner had told me not to torque the lock on the windlass because he'd once broken it that way. Well, I'm a man, and we men don't have complete control when it comes to tools. So yeah, I broke the f-ing thing trying to unlock it. Snapped the metal clean off!

Did I mention that we'd been only a mile from getting settled in, and we were exhausted from the cumulative effects of a month at sea without having gotten an uninterrupted night's sleep?

We weren't spending another night at sea, I can tell you that, so I asked Alyssa to get out the spare anchor rode while I went to work on the bow removing the anchor from the chain. Visualize

**After 26 days of doublehanding, the rugged Marquesas were a welcome sight. Almost as welcome as a full night's sleep.**



ELEUTHERIA



# CHANGES

me on the bow, flying over waves about 12 feet in the air, then crashing into the troughs. All the while I was taking salt spray in my face as I worked furiously to release the shackle from the anchor.

Meanwhile, Alyssa struggled to remove the spare rode from the lazarette, and bring the bitter end to the bow. After I reattached the anchor to the spare rode, we headed back toward Baie Tahauku.

After motoring into the bay and weaving through all the anchored boats, we decided to drop the hook beside the commercial pier —

something you're not supposed to do. There we would wait for someone to leave or some official to yell at us. We dropped two hooks so we wouldn't swing into the pier or other boats.

I was still incredibly frustrated by the windlass situation, so I immediately went back to work, poking and probing with my multi-meter. After a long investigation, I concluded that everything should be working fine. So I threw the breaker to try the windlass one last time — and it worked! What? It turned out that the only thing wrong was that the stupid little LED light on the breaker was bad. I'd overthought everything!

We re-anchored at Baie Tahauku, getting a great spot behind the breakwater next to the dinghy dock. There were 14 boats when we arrived, so we had to

**Alyssa paddling ashore in the Marquesas. If one were looking for marinas and convenient dinghy docks, this would be the wrong place.**

wedge ourselves in. Luckily, a cat left right before sunset, so we snagged their spot. We finally got a chance to sleep, and were out like rocks for 14 hours.

The scenery was magnificent — rugged, towering cliffs covered with dense jungle foliage. The edge of the bay was black volcanic rock and steep-to. Above the bay were palm trees and some other vibrant green trees. Having rested up, we felt a great sense of achievement in having crossed the biggest ocean on the planet.

On a roll with the multi-meter, I went to work trying to figure out our other big problem — the alternator not putting out. After consulting the troubleshooting section in the owner's manual, I was able to trace the issue to the field current lead. There is a blue wire that goes from the voltage regulator to the back of the alternator. The wire had voltage, but there was no voltage at the post on the alternator — meaning a complete loss of continuity. I cut the connector off and crimped on another. After reconnecting the wire to the post on the alternator, we were back in business!

Despite our few problems, we are in great spirits and it's beginning to sink in that we're actually in the Marquesas. We are excited to go exploring tomorrow after we check in. We've heard the largest *tiki* in French Polynesia can be found in the valley outside town. We'll have to find that!

— lewis and alyssa 04/25/2014

## **Curare — Bowman 36 Geoff and Linda Goodall The East Coast of South America (Vancouver, B.C.)**

Now in the Caribbean, we recently completed almost two years cruising in South America. The year's adventure started in March from Ushuaia, Argentina, which is about as far south as you can get in Tierra del Fuego. Our destination was the Falkland Islands. We enjoyed several pleasant but windy weeks stopping at anchorages. The anchorages tended to be tricky, and the constant strong wind kept us alert. But it was worth it to be among all the

ELEUTHERIA



ELEUTHERIA



pinguins, whales and other sea life.

From the Falklands, we managed to pick a good weather window to run 1,400 miles up to Piriapolis, Uruguay. This small, unassuming place turned out to be very pleasant. In general, we found Uruguay to be a laid-back and well organized country. There were few anchorages along the coast, but the government-run marinas were close enough together to meet our needs.

After some relaxation and cleaning up, we crossed the Rio de la Plata and moored *Curare* at the posh Argentina YC in the heart of Buenos Aires. This gave us easy access to the well-run bus and metro system, which we used to explore the city. There were lots of great street cafes and tango shows. When using the 'blue' peso, there were great bargains to be found everywhere.

By late May we found ourselves heading up the long — 3,200 miles — coast of Brazil. Our strategy was to wait for cold



# IN LATITUDES

ALL PHOTOS COURTESY CURARE



**Photos from the Goodalls' trip up the east coast of South America. Spread; Big wind, big seas and fog near Cape Horn. Insets, clockwise from above: There were plenty of penguins at the Falkland Islands. A great offering of fresh fruits and veggies at Buenos Aires. The posh Argentina YC.**

fronts to come up from the south, which would bring favorable winds. Unfortunately, the fronts usually brought lots of rain, too. Nonetheless, we hopped up the coast in 300- to 500-mile legs, with a brief stop in Paranaqua to clear into Brazil and take a trip to see the Iguacu Falls, which is at the border of Brazil, Argentina and Paraguay.

Farther north, we spent some time exploring the islands near Isla Grande and Paraty, which are some of the finest cruising grounds in Brazil. There are thousands of private boats in this area, but they are mainly powerboats, and they are mostly kept in storage sheds until the weekends. That's when the entire area comes alive. Fortunately, nearly every one has a professional crew, because the owners down a lot of *caipirinhas* each day. The odd thing was that

nearly all the boats would return to the marinas at night, leaving the anchorages empty and peaceful.

Anchoring beneath Rio's Corcovado was amazing, and the members of Rio YC in Niteroi were friendly and accommodating. They allowed us free access to the clubhouse, restaurant and showers.

We had additional stops at Salvador and the area around Itaparica. Salvador is a rough place, so we had to watch our backs.

By October we had travelled 2,500 miles along the Brazilian coast, and were at the northeast edge of the continent. We stopped at Cabadelo, where the coast was much flatter than the mountainous regions to the south. The only anchorages

in this area were up river deltas.

We visited the small village of Jacare, which is up the Rio Paraiba from Cabadelo, and found that it had two marinas. It was here that our beloved dog Jessie fell ill. Within a week she had passed. It was heartbreaking to have our best friend of 13 years no longer with us.

We needed a break from the boat after that unfortunate event, so we left *Curare* at the marina and flew back to Vancouver to have Christmas with family and friends. It was the first time we'd done that in eight years.

Returning in January, we prepared *Curare* for the 1,600-mile passage to Suriname. A friend of ours had recently moved there, so we made plans to meet up. The winds were light crossing the ITCZ at 3°S, but filled in as we neared the equator. We then got onto the Guyana Current, which runs westward at up to two knots. It gave us a comfortable ride up to Paramaribo.

Eight miles up the Suriname River is the small town of Domburg. A Dutch businessman set up a marina there with 14 mooring balls. The place was so new that the paint hadn't dried yet. Nonetheless, all of the moorings were already taken, mostly by boats from the Netherlands. As our time there coincided with the Olympics, we watched our fellow Canadians win two golds in hockey.

After tours through the countryside with our local friend, we made for Bar-**Geoff and Linda found urban Buenos Aires to be a big change from the more remote parts of southern South America.**



**Jessie, beloved crew.**



CURARE

# CHANGES

bados. Although this started out as a beat, it was only 15 degrees closer to the wind than going to Trinidad, and about the same distance. We persevered, and a few days out got to ease the sheets for a pleasant reach to Bridgetown.



**Carlisle Bay, Barbados**

The clear blue waters of the anchorage off Carlisle Bay were a pleasant change from the muddy rivers we'd been in, and it was marvelous to be able to go swimming again. The competing beach bars kept everyone thoroughly entertained, whether they wanted it or not, until 3 a.m. We had expected to see more cruising boats in Barbados, but only three or four came through in the two weeks that we were there. It was so pleasant walking along the mile-long sandy beach.

Martinique was a quick 120-mile reach to the northwest in light airs. We only stayed long enough to stock up on wine and cheese. We are now travelling south in the Windward Islands, thoroughly enjoying our time in the Eastern Caribbean. Our latest plans are to make our way toward Trinidad to haul *Curare* out for some much-deserved rest and repairs.

We'll share our opinions on cruising South America in next month's *Latitude*. We hope we're not giving too much away when we say we're thinking about returning.

— geoff and linda 03/15/2014

## Amelie — Oyster 53

**Stephen and Debbie Gratton**  
**Oysters Around The World**  
**(Exeter and London, England)**

"The Galapagos Islands!"

That was the surprising answer that recent circumnavigators Stephen and Debbie Gratton gave us when we asked

**Experienced sailors going in, Stephen and Debbie thought that the Oyster Around the World Rally was great fun and a great value..**

them to name their *least* favorite stop. While money wasn't a big issue for them, they disliked feeling they were being ripped off by the shoreside tourist hustlers. They were further disturbed to note that the large amount of funds collected for the Darwin Center obviously weren't being used for the stated purpose.

"To be fair," Debbie laughed, "the Galapagos had a fabulous vegetable market.

The Grattons went around as part of the recently completed 14-month Oyster World Rally from Antigua to Antigua, which was held to celebrate 40 years of the brand's success. Twenty-eight boats participated in at least part of it, and 23 went all the way around. The boats ranged in size from two 47-footers to hull #1 of the new 882s, which is owned by Eddy Jordan of Formula 1 fame. The average size entry was about 57 feet.

Fifteen of the participants were from the United Kingdom, two each were from Switzerland and South Africa, and one each from the U.S., Ireland, Germany and the Netherlands. "Almost all of the owners were between 55 and 65 years of age," noted Stephen.

The Grattons had purchased their 53 — which like all Oyster 53s and 54s was built in New Zealand and shipped to England for the mast and commissioning — new six years before. Both were experienced sailors at the time. Stephen had done an OSTAR — upwind across the Atlantic — aboard a Contessa 32. And the couple sailed across the Atlantic for the start of the rally.

The rally entry fee was based on boat size and number of crew. The Grattons, who were among the minority in not having at least one crewmember, paid a total of \$22,000. "We found it to be an excellent value," said Stephen.

"The best part is that we met a number of really wonderful people who will be our dear friends for life," said Debbie.

The event was managed by Debbie Johnson, who had been a Project Manager for Oyster for six years. She had also done a circumnavigation aboard an Oyster 55, and had years of skippering Oysters and other superyachts. Johnson went around with Eddie Scougall, who had been the head of Oyster Customer Care for 11 years, and who had been sailing the world for 40 years.

"All the captains loved the fact that Eddie was along," said Stephen, "because he knew absolutely everything about the boats and all the gear on them. The fact that the boats were all the same brand was also advantageous, because



owners had pretty much the same gear and issues, and could give each other tips on repairs. Not that our *Amelie* or any of the other boats had any serious problems."

The Grattons also appreciated the twice-a-day SSB net. "The net gave the event a real sense of community," says Debbie. "We had the same excellent net controller for the entire event, and he did a fabulous job."

He was in contrast to "one particularly wicked woman, who tried to push everyone around," says Debbie. "But only one bad one in 100 isn't bad."

In order to prepare for the event, Oyster had sent two advance people around the world — via the Canal and South Africa — for two years to make arrangements. Participants still had to check themselves in to each country, but officials were expecting them, so things went more smoothly than they otherwise might have. In addition, the





# IN LATITUDES



ALL PHOTOS COURTESY OYSTER YACHTS



***Around the world with Oyster. Clockwise from above: Green Vanuatu was one of the more beautiful stops. Nothing but Oysters at Nelson's Dockyard in Antigua. Oyster put together an extremely detailed guide for the rally. The rally fleet transits the Canal en masse. The start off Antigua.***

local tourism authorities often treated them to unexpectedly grand welcome parties — even at relatively small places such as La Reunion.

The worst weather the Grattons experienced was 40 knots on the nose for 12 hours when approaching Durban, South Africa. This was balanced out by the fact they didn't have to take shelter anywhere between Durban and Cape Town, which they were told was a rarity. Their most pleasant leg was from Cape Town to Brazil, a 23-day, 3,600-mile passage during which the duo flew the spinnaker for 21 days without taking it down. Rally participants were not required to stop at each suggested stop. Since the sailing was so sweet to Brazil, the Grattons decided to simply sail right by St. Helena.

There were no specific starting dates

for any of the legs. Participants were just told where the next gathering would be.

The Grattons are the first to admit that 14 months is a very quick trip around. This is why they intend to cruise for many more years. They'll summer in the southern Caribbean, winter in Cartagena, and take off for the Pacific in the spring. While the Grattons enjoyed all the stops, the Pacific was easily their favorite region.

"I totally fell in love with the Lau Group of Fiji," said Debbie. "It was a shame we only had a week to spend in the whole country," added Stephen.

What did they learn they needed? "Solar panels," said Stephen. "We don't want to run the genset all the time during future cruising. We

also learned that a clothes washer/dryer is indispensable."

As always, there are dangers in any circumnavigation. Stephen and Debbie's biggest danger, oddly enough, had to do with a bungling supplier named Marcello in Salvador, Brazil. Among the many things they ordered from him was distilled water for their batteries. When a watermaker problem left them running shy of water, they decided to use some 'distilled water' for coffee. It was actually battery acid.

"It could have killed us if we hadn't noticed the 'distilled water' bubbling in the bottom of our cups," said Stephen.

How did they stay in touch with the 'real world' during the longer passages? Despite having five children from previous marriages, they didn't. And they were delighted to be out of touch. "World War III could have started and we wouldn't have known," laughed Stephen.

If the Galapagos was their least favorite stop, which was their favorite? "Cocos-Keeling," the couple agreed. It's a low-lying 16-sq-mile territory of Australia located between the west coast of Oz and Sri Lanka. It has a population of just 500. Stephen and Debbie thought it was extremely beautiful.

World Rally Economics 101. Oyster told rally participants that it cost them one million pounds — about \$1.5 million U.S. — to put the event on. Of that, just under half was recaptured in entry fees. Part of the loss was offset by the fact that six Oysters were believed to have been purchased specifically to participate in the rally. Still, it was a big enough loss that a proposed second Oyster Around the World Rally is on hold.

The Grattons report that one entry did the Oyster rally as far as Australia, then switched over to the World Cruising's Around the World Rally for the second

***Of all the places where the Oyster Rally stopped, the Grattons — somewhat surprisingly — liked tiny and remote Cocos-Keeling the best of all.***



AUSTRALIA PHOTO



# CHANGES

half. "He actually liked the World Cruising Rally better," says Stephen, "saying he liked the greater diversity of entrants." That's a bit surprising considering the entry fee for both events is about the same.

Be that as it may, the Grattons had absolutely no complaints with the Oyster Rally.

— *latitude/rs* 04/27/2014

## **Zephyrus — Cheoy Lee Pedrick 38 Dan and Lorraine Olsen Slow Cruising (San Diego)**

Nobody can accuse Dan and Lorraine of cruising too quickly. In a time when some around-the-world cruising rallies circle the globe in just 14 months, after nearly 10 years the couple have only made it as far south as Ecuador, up to Florida, and just recently down to the Eastern Caribbean.

In more ways than one, their cruising started with the Ha-Ha. Dan did the 1997 Ha-Ha aboard the Freeport 36 *Party Animal*, and the 2002 Ha-Ha aboard the Maple Leaf 48 *Sabbatical*. Then, after spending four years converting the couple's Pedrick 38 *Zephyrus* from a multi-purpose boat to a cruising boat, they did the 2004 Ha-Ha with her.

"We owe *Latitude* a lot of thanks," said Dan during a chat with the Wanderer at Le Select Bar in St. Barth, "because the Ha-Ha deadline gave us a date we had to be ready by. It was really helpful."

Their crew for the Ha-Ha were sons Scott, then 27, and Lance, then 24. Apparently the Ha-Ha wasn't too damaging to the sons, as they both now live in San Francisco, where Scott is the CEO of two high-tech businesses, and Lance is a programmer for one of them.

The Olsens spent three years in Mexico and a couple of years between

***What's the rush? It's taken Dan and Lorraine over nine years to get to the Eastern Caribbean via the Canal, but they're enjoying themselves.***

Central America and Ecuador, then passed through the Panama Canal in 2009. After spells at Cartagena, Isla San Andreas, Isla Providencia, and the east coast of Nicaragua, they stumbled upon what they believe is "the most cruiser-friendly area on the planet."

"We totally fell in love with Guatemala's Rio Dulce and the Bay Islands of Honduras," says Dan. "We intended to spend one year at those two places, but they were so great that we ended up spending three. The bar to get into the Rio Dulce is only six feet at the extreme tide of a new or full moon, which is too shallow for the cruise ships that ruin so many places. Then you travel 17 miles up a freshwater river. Once you approach the bridge at Frontera, there are 15 to 20 marinas that cater to *gringo* boatowners. There is a great morning net, which allows everyone to stay in touch with each other, and for local businesses to tout their offerings. Restaurants, for example, would announce their lunch specials. You could get a good lunch for \$3 to \$4."

The primary attraction of Honduras was the diving out at the islands. "Honduras has the best diving that we've experienced," said Dan, "and it was very inexpensive. We could either go on a dive boat for not much money, or we could take our own boat out of French Harbor and just pick up a mooring."

Dan was also pleased with the price and quality of work getting the Cheoy Lee's original Kubota diesel replaced with a Yanmar 4JH.

"Even though our \$12,000 Yanmar had to come from Miami, it was less expensive to buy it delivered to the Rio Dulce than to have bought it in Miami. That's because the duty in Guatemala and shipping were less costly than the sales tax would have been in the Sunshine State. It didn't hurt that the boatyard made a 7-hour trip to get the engine for free because they were "going that way anyway".

The engine installation was a little tricky because various modifications had to be made in order to switch from a small Kubota to a big Yanmar. Nonetheless, Dan found the \$2,000 installation price to be very reasonable. "A friend at the Oakland YC paid five times as much to have the same engine installed in his boat," says Dan, who added, "Everybody loves their Yanmar."

Both Guatemala and mainland Honduras are notorious for gang



violence, but the Olsens and other cruisers seem to be unaffected. "We never had an issue with personal safety in three years on the Rio Dulce and out at the Bay Islands," said Dan. "Maybe there are problems between gangs elsewhere in Guatemala and on the mainland of Honduras, but it wasn't a problem for cruisers."

Two Christmases ago, the couple moved on to Isla Mujeres, Mexico, then Key West, then Marathon Key. "Marathon's Boot Key is really a hotbed of cruisers," notes Dan.

With the approach of hurricane season, the Olsens looked for a secure place to keep their boat. They checked out St. Petersburg, Florida, and were surprised to find they fell in love with it. "It's a very beautiful place that's gotten overlooked," says Dan. "It's a sweet town with a great vibe, and in a complete turnabout from years before, is becoming known as a city for the young."



LATITUDE / RICHARD





MIKE RILEY

**For this month we promised a report on how Mike Riley, and family, have cruised for decades, including completing two circumnavigations, on \$500 a month. We ran out of space, but this photo of his small boat 'TOLA', beached for a bottom cleaning, will give you a hint. More next month.**

The trip from Florida to the Virgin Islands is dreaded by all mariners because it's 1,200 miles upwind and up-current. Given that reputation, the Olsens decided to wait until March 1, the end of this year's cold fronts — and big winds — to start the passage. It proved to be a great strategy, as they had one of the easiest trips we've heard of.

"Except for about eight hours after leaving Georgetown, we had less than 14 knots of wind and flat seas all the way," says Dan. "We were very fortunate. We started by following cruising guide author Bruce van Zant's 'Thornless Path'," says Dan. "But if we followed that, it would have taken us forever to get to the Virgins. So we skipped many of the little islands on the way to Georgetown by going outside the banks and making a run for it. And we were lucky."

Their luck turned only slightly at Luperon in the Dominican Republic. "The only four words of English the official knew were, "The Navy says *propina*," laughs Olsen. "By the way, the DR Navy doesn't have any boats.

After stops on the south side of Puerto Rico at Ponce and the terrific hurricane hole of Salinas, the couple continued on to the U.S. Virgins. "Once we reached the Virgins, all the good things we'd read about in *Latitude* started appearing," says Olsen. "You weren't lying about how great it is here in the Eastern Caribbean!"

The very late start from Florida meant that the onset of hurricane season was something the couple had to think about right away. So after a short time in the U.S. and British Virgins, and four days at

St. Barth, the couple continued south with uncharacteristic speed to St. Kitts, Montserrat, and other islands on the way to a hurricane refuge at either Grenada or Trinidad.

Like many other longtime cruisers, the Olsens keep a 'foot in both worlds'. "We have a house we rent out in San Diego," says Dan, "and we look after Lorraine's mother in San Jose. So we've come home each year for three to five months."

The couple spend most of their time in California at either Lorraine's mother's house or on their other sailboat. "We've owned a Chrysler 26 for 28 years," says Dan, "so she'll soon become a member of *Latitude's* 'Over 30 Club.'"

Chryslers don't have much of a reputation in the sailing world, but Dan insists that they are great boats. "They have six feet of headroom, and were designed by Halsey Herreshoff, grandson of the great Nathaniel Herreshoff. We keep ours on the hard at Alameda Marina when we're out cruising, and in the water at Marina Village when we're back and have her in the water. It's a shame that Alan Weaver is no longer the Harbormaster there, as we thought he did a really great job."

— *latitude/rs* 05/01/2014

**Esprit — Peterson 44  
Chay, Katie and Jamie McWilliam  
Down Island, Eastern Caribbean  
(Henderson, Nevada)**

After the long trip across the Atlantic, then a break to go home to Nevada, we returned to the island of Grenada to start a brief season of cruising.

We began with a day tour of Grenada by rental car. We had lunch at a chocolate factory and visited a rum distillery, but the best part was stopping for a two-hour hike to the Seven Sisters Waterfall.

Even though April 11 was a Friday, we left our southern Grenada marina for

***Having sailed most of the way around the world together since the 2003 Ha-Ha, the McWilliams climbed to the Seven Sisters Falls as a family.***



COURTESY ESPRIT

# CHANGES

the short passage to Dragon Bay, which is near the southwest part of the island. We picked up a mooring for the day so that we could snorkel at the underwater sculpture park, as well as start running the watermaker again.

There were two other boats on nearby moorings. The first was *Pelican*, which we had first met several years before in the Maldives. This was before we shipped *Esprit* to Turkey to bypass Somali pirates. *Pelican* had taken the other option to avoid the pirates, which was sailing around South Africa to Brazil, and then up to the Caribbean. The other boat was *Sol Surfin*, which had sailed down the Pacific Coast of the U.S., Mexico and Central America years ago, then gone through the Canal and across to the Eastern Caribbean. There are so many ways to explore the world by sailboat.

The next morning we departed the anchorage for Carriacou, the most northern island of Grenada. The wind was on the nose, and the current was so much against us that at one point we were pointing southeast but heading southwest! Plus the seas were short and square. We took lots of green water over the bow, so we were very glad to drop the hook in Tyrell Bay on the southwestern corner of Carriacou. It always seems as though the first longish passage of each season is always a rough one.

We got up at 3 a.m. to watch the lunar eclipse, aka 'blood moon'. While it was not quite a complete eclipse where we were, it was quite stunning.

The next morning we awoke to the realization that we were slowly dragging out of the bay. So we re-anchored and had Jamie dive the anchor. The anchor had hooked on a long pole, so we re-anchored once again, with Jamie hovering over a spot that was free of debris. It

**The 65 statues at the Molinere Underwater Park are dedicated to the slaves who were thrown overboard on the way over from Africa.**



MOLINERE SCULPTURE PARK

wasn't the prettiest anchoring dance, but we held for the two days we were there.

Before long two 'boat boys' — older men, actually — stopped by. One was selling wine and oysters, the other lobster. We purchased a bottle of wine at a reasonable price, and told the lobster man that we would like some lobster the next day. "How many?" he asked. "Three big ones," Chay responded, because we usually get very small lobster from locals. Well, he came back from the lobster traps with three huge — as in two-foot-long! — lobsters. They didn't even fit in our pot. Chay had to cook the head and then the tail. But they were yummy, and we got three meals from them.

We cleared out of Grenada for St. Vincent and the Grenadines on the afternoon of the 14th, and left the next day for a pleasant two-hour sail to Union Island. We anchored just behind the reef at Clifton Bay, and cleared into the country.

We would later return to Clifton, the only town on Union Island, on Easter. Wandering the streets was interesting, as all the restaurants on the main road were blasting music so loud you couldn't hear. And it seemed clear to us that many of the locals were high on something. This was the first place in a long time where we didn't feel safe, but nothing happened.

There are many reefs in the area, including the famous Tobago Cays, reputed to have the clearest water and best snorkeling in the Caribbean. We made it to the Tobago Cays the following day and did some snorkeling. We sure got our exercise, as there was quite the current running, making it hard to swim 'upstream'.

All the time the trades were blowing at 15 to 20 knots, which kept the bugs away and cooled us when on the hook. We noticed that the water seemed less choppy farther into the channel between the two islands, so we decided to re-anchor there. Unfortunately, our timing was bad, and we got caught in a current that was so powerful that we couldn't come head to head with it. We finally succeeded in maneuvering into a position where we could re-anchor. Once again, Jamie free-dove the



anchor to make sure it was set.

We did a shallow scuba dive that afternoon, and saw a variety of fish, sting rays — including a spotted eagle ray — some coral, and several sand dollars. We also discovered that the bottom of our keel and rudder were extremely dirty. Apparently the divers we'd hired to clean the bottom in Grenada didn't do a complete job.

The anchorage soon filled with charter boats, the majority of them catamarans. One was skippered by a young man who apparently had no boat handling skills. He eventually got his cat anchored, but not without some close calls with us and some other boats. We are amazed who the charter companies will give boats to. Shortly thereafter a squall came through the anchorage with rain and winds up to 27 knots. Fortunately, all the boats held.

One of the snorkeling highlights in the Tobago Cays is the Baradal Turtle Sanctuary, which was just a two-minute



# IN LATITUDES

INSETS COURTESY ESPRIT



*Spread; The Tobago Cays, which feature great diving, are one of the main draws of the Southern Caribbean. No wonder the anchorages get crowded. Insets left: The town of Clifton at Union Island. The McWilliams didn't feel so comfortable there. Jamie, who is about to head to college.*

dinghy ride from where we were anchored. This is a protected area where we were able to snorkel with the green and hawksbill turtles as they munched on the sea plants. It was so cool to swim alongside them! There were also many conchs, both large and small, as well as large orange and brown starfish.

Since we've started this segment of our trip, we've seen several beautiful boats, including *Eos*, at the marina in Grenada and later in the Tobago Cays. At 305 feet, Barry Diller's schooner is the largest privately-owned sailing yacht in the world. She's suitably elegant. Thaddeus, a local who did our varnish, told us that he'd done the varnish on *Eos*, too. He said it "went on forever" and wore him out. We were especially surprised to see the catamaran *Rafoly*, home to Jamie's friend Jonny Duncan, pull into the an-

chorage. We hadn't seen that family since Croatia!

If the wind and seas calm down a bit, we hope to go to Petit Tabac. This is the island where Captain Jack Sparrow was marooned on two different occasions!

— the mcwilliams 04/20/2014

## Cruise Notes:

It's June, which means it's officially **hurricane season in Mexico**. As we go to press, the first tropical depression of the season seemed about to form. June also means it's prime time for **local and regional cruising** on the West Coast, from Ensenada to Alaska. There are so many great destinations it would take pages to list them all. No matter

if you want to cruise alone in nature, or do some 'urban cruising', it's all waiting for you. Even if you only get two weeks off, there are still plenty of terrific places relatively close to home, no matter where you keep your boat. And remember, as Admiral Nelson said, "Men and ships rot in port."

If you'd like to take part in a Ha-Ha style rally off the coast of California, check out the **SoCal Ha-Ha II**, aka 'Reggae 'Pon Da Ocean' — from Santa Barbara to Catalina, with stops at Santa Cruz Island, Paradise Cove, Redondo Beach, and Two Harbors, Catalina. Visit [www.socaltata.com](http://www.socaltata.com) for details. Don't wait too long, as there is limited space.

There's one cruising destination, however, that has to be scratched off the list for this year — **San Miguel Island**. The former bombing range is owned by the Navy and managed by the National Park Service. To its credit, the Park Service sought greater public access to the island. In response, the Navy shut the whole dang place down because "of concerns about unexploded ordnance". We smell a rat, but that's the way it is.

Little **Santa Barbara Island** is also currently closed to public access, this because of recent storm damage to the pier. It's expected to open again shortly.

**Santa Catalina Island**, on the other hand, has the welcome mat rolled out. If you're freaked because you saw the photos of big waves crashing on the beach at **Avalon** in early May, fear not. Those were generated by Santa Ana winds, and Santa Ana season is over until about November. By the way, Santa Anas usually advertise themselves well in advance via abnormally clear and dry air, and moisture-free decks.

Twenty years in the making, the cruising dreams of Jack and Marcie Shultz of the Annapolis-based Manta

*When the wind blows the 'wrong way', as it did in early May, the shorebreak becomes pretty epic at Avalon. It will be calmer from now on.*



AVALON HARBOR PATROL

# CHANGES

40 catamaran **Escape Velocity** tumbled down four days into an intended passage from the Galapagos to the Marquesas in early May. "We were reaching in 20-22 knots of wind in somewhat lumpy seas, which was uncomfortable but safe and manageable," wrote Marcie, "when the mast came down."

It's not as though the Puddle Jumpers hadn't carefully prepared their cat. Previously named **Chocobo**, the Manta had finished a circumnavigation in 2012. Wanting to be safe, Jack and Marcie replaced all the standing rigging. But it didn't help, as they report the mast came down because of a failure of the T-ball fitting that attached the port shroud to the mast. "It was not poor tuning or metal fatigue," they wrote, "it was a defective part." All they were able to save was the camber spar for the jib and half the jib.

Once the couple got rid of the mast and boom that were endangering the hull, they took stock of the situation. They quickly realized that with a 1,000-mile range under power, there was no way they could motor to the 2,600-mile distant Marquesas. They had no choice



ESCAPE VELOCITY

**Our hearts go out to Jack and Marcie Schultz. They did all the right things to prepare their boat for a Pacific crossing, but the mast still fell.**

but to start powering 400 miles back to the Galapagos, where they would refuel, then have to continue motoring at least 1,000 more miles to get back to Panama.

"It's been 24 hours since our sudden and shocking dismasting," the couple posted on their blog via HF radio email. "We are in a daze of six-hour watches

as we slowly motor back to Santa Cruz Island. We both agree this is the most uncomfortable ride we've ever experienced on a boat. The seas are big and confused, causing rolling and lurching like we've never felt before."

In a later posting, Jack and Marcie reported the motoring conditions had improved somewhat, and they were looking forward to Puddle Jumping next season.

The first ones to alert us of the *Escape Velocity* dismasting were Ed and Sue Kelly of the Iowa-based Catalac 37 **Angel Louise**, who were "fighting battery exhaustion" in Cowes, England, at the time. Having spent two winters in London, and having already circumnavigated Europe via the canals and the Danube, the couple are now heading "south down the Bay of Biscay and along the coasts of Spain and Portugal in hopes of making it to the Cape Verdes by December." "We'll then cross the Atlantic a second time, and hopefully meet the Wanderer and Doña de Mallorca in the Caribbean." We'll be there. Have a safe trip down to the Cape Verdes and across.

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



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



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No cash, no credit cards, no out-of-state checks — no common sense, either. Here's another example of how **Hawaii** isn't very friendly to mariners:

"The Harbormaster's Office at Radio Bay, Hilo, is inside the secure port area, so I had to provide a photo ID just to get to the office. It was a good thing that I had my driver's license with me, because my passport had expired earlier in the month, and the one thing port security was interested in was the expiration date of my ID. Anyway, the lady in the harbormaster's office was friendly. In order to anchor out, we had to pay \$27.50 for the application fee, and \$9.24/day. The silly thing is that they don't take cash, credit cards or out-of-state checks. So I had to get a money order. We were headed to Wal-Mart to get a phone and Internet modem. Fortunately, Wal-Mart sells money orders, too."

We think it would be beneficial if Wal-Mart were given the concession for all the government marinas in Hawaii. Well, maybe not Wal-Mart, but certainly **Costco**.

Who sent us the email? We're mortified to say that we don't know, as we somehow separated the text from the email address. Regrets.

"My wife Debbie and I loved Guadeloupe's **Iles de Saintes**, as we found them to be more beautiful than St. Barth — and less expensive," writes Greg Dorland of the Tahoe-based Catana 52 cat **Escapade**. "We left St. Barth for Nevis, but there was so much south in the wind that we couldn't even lay Statia. So we flopped onto starboard after an hour and nearly laid Barbuda! It was sort of like heading out the Gate for Drake's Bay and ending up in Monterey. We then continued on to **Antigua**, where we closed Catherine's for the season along with Bear and Tony Brooks, the latter being Doña de Mallorca's old friend from years ago on yachts in the Med. Tony is now captain of the spectacular



*If you work in the yachting industry a long time, and you're really good, you might be like Tony Brooks and end up running a huge schooner.*

203-ft Hoek schooner **Athos**, the largest privately-owned two-masted schooner in the world.

"To show you what a small sailing world it is," continues Dorland, "this is the same Tony who delivered Art Lohrey's Swan 59 **Escapade** to Friday Harbor, and his brother David Lohrey's Swan 59 **Perseverance** from Belvedere to the Caribbean. And Bear once did some work on the Swan 46 **Midnight Rambler** for

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*The Cruiser's Home in Mexico*

# CHANGES

Nicky Evans. All three of the Swan owners were clients of mine at North Sails Tahoe back in the 1980s. I offered to trade my Catana 52 to Tony for his job, but he demurred."

It's worth nothing that Dorland and wife Debbie Maccrorie visited Iles de Saintes in mid May, after the end of high season. They report that those wonderful islands weren't crowded. The last time we were there, it was three years ago during the high season with the Olson 30 **La Gamelle**. It was more packed than Ayala Cove is on Opening Day.

The **Stolnitz Corollary** states: The greater the density and frequency of cruise ships, the less pleasant the attitude of locals. "Can you spell 'jaded'?" he asks. Scott is the owner of the Marina del Rey-based Switch 51 **Beach House**, and he's nearing the completion of a circumnavigation, the last half of which he's been doing with Nikki Woodrow. "We'd have to say that **French St. Martin / Dutch Sint Maarten**, which often get five or six cruise ships a day, are "must miss stops" for cruisers. We don't want to be negative, and maybe others have had



JEAN LA FAYETTE

*Guadeloupe's Iles de Saintes, another one of those places that suffers from its own high season popularity. Maybe go when it's 'low'.*

different experiences, but we wouldn't go back to St. Martin. Besides, St. Barth is just 15 miles away, and so far it's been the highlight of our season, what with seeing the Bucket and getting to see

Jimmy Buffet play for free in a tiny bar."

The Wanderer is not a huge fan of **St. Martin** either, which we agree suffers from both a cruise-ship economy and crime. But we would like to point out seven of the island's positive features:

- 1) It's home to the Heineken Regatta, one of the top two or three regattas in the Caribbean.
- 2) It has the great anchorage at Ile Pinel, and good restaurants on the beach at the Grand Case anchorage.
- 3) Standing directly beneath the KLM 747s just before they touch down at Queen Julianna, and a few hours later getting blown into Maho Bay by jet blasts at take-off, are unique thrills.
- 4) Lal's and other Indian restaurants offer some variety to the normal Caribbean fare.
- 5) Budget Marine and Island Water World are two of the finest chandleries we've ever seen, and the prices are much lower than in Antigua or the BVIs.
- 6) You always see or make sailing friends at the St. Martin YC.
- 7) Although it's sometimes hard to see through all the junk, St. Martin has a lot of inherent beauty.

While St. Martin does offer some



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unique thrills — see #3 in the previous paragraph — it also has a **unique danger** for sailors. One of the fun things to do on the island is watch megayachts try to squeeze through the 55-ft wide opening when the Simpson Bay Bridge, which connects Simpson Bay Lagoon with the Caribbean, is up. It's usually standing room only at the St. Martin YC in the afternoons to watch this. The real thrill, however, is reserved for those who decide to use the bridge opening at the French side at Sandy Ground. The deal is that if you want to go from Port Royal or the French side of Simpson Bay Lagoon around to Marigot Bay, you have to either make the 2+ hour trip via the new Causeway Bridge and the Simpson Bay Bridge openings, or you have to risk the bridge opening at Sandy Ground. The risk of the Sandy Ground route is that the bridge opening is just 30 feet.

Scott and Nikki were tempted to use it, but given **Beach House** has a beam of 25 feet, it would have only left a 2½-foot margin of error on each side. And there can be a pretty strong current in the cut.

But others are braver. Or perhaps more foolish.

A few days later, friends Ron and Kathleen told the two they had witnessed a Catana 47 charter cat, beam of 25 feet, lose her mast at the bridge. The helmsman, alone on the cat, either misjudged the opening or got knocked off course by the current. As a result, one side of the cat hit a bridge support, shearing off a chain plate. Apparently the skipper didn't realize how bad the damage was, because soon there was a cracking sound and the expensive carbon mast fell over.

Wait, there's more! When Scott and Nikki got to Culebrita in the Spanish Virgins, they heard a similar story from the owners of the US-based catamaran



**You can try to shoot the opening at the Sandy Ground lift bridge with a catamaran if you want. But some cat owners have come to regret it.**

**Muse.** The owners said they had the right-of-way coming through the Sandy Ground opening, but were pushed off center by a charter monohull. Like the other cat, *Muse* also lost her chainplate, followed shortly by her mast.

"We kept **Akka**, our Stevens 50 custom sloop at Marina Ixtapa for a few weeks while we returned home to Hampton, Virginia," report Rob and

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# CHANGES

Andi Overton. "It was very secure, if a bit expensive. Plus there were eight-foot crocodiles, so we didn't do any bottom cleaning in the marina. The marina was almost done repairing some pretty severe damage from a recent earthquake."

The Overtons report that the beaches and even the pier at nearby Zihua had to be closed for a few days because of a big surge, which they were told happens from time to time. "While the red flag was up, we anchored the dinghy near the pier and hitched rides from *pangas* passing by. It worked great and we stayed dry. They didn't charge us anything, but they appreciated a 10- to 20-peso tip. But have the money ready, as once they get to the pier and you're off, they're gone!"

**Bee attacks** are not uncommon in the Sea of Cortez in the summer. John and Debbie Rogers of the San Diego-based Deerfoot 62 **Moonshadow** know all about it, as their boat was attacked in early May.

"A few unwelcome bees turned into six, then 15, then 100 or more," they wrote. "Cowering down below looking



JOHN ROGERS

**Debbie Rogers has a big case of the Sea of Cortez blues — blue sky, blue sea, blue dress. And best of all, no bee stings.**

out through the bug screens, we could see they were determined to see what was down in the cockpit scuppers. We

sprayed DEET, Windex, and lit some of those smoking spiral backyard things. The bees just laughed at us. Finally John climbed out through the hatch in the forward head and armed himself with the saltwater washdown hose. He probably killed a hundred bees, but soon there were even more replacements. Keeping the saltwater hose handy for defense, he started the engine and raised the anchor so we could motor out of there. Before long, most of the bees were gone. We guess the bees were attracted to the fresh water left over from the morning freshwater washdown."

The bees are looking for water, and small holes in which to build nests. We were attacked once while aboard **Prof-ligate** in the Sea of Cortez. Somewhere we'd heard that bees hate being sprayed with fire extinguishers, so we tried that. It worked like a charm.

Going 'cruising' this summer? No matter if it's even locally, we'd love to hear from you. A few paragraphs with who, what, why, where and when, plus a few photos, and you're good.

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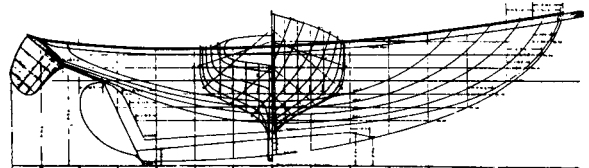
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**26-FT MACGREGOR 26X, 1996.** Alameda, CA. \$15,500. Trailerable power-sailboat with 50hp outboard. Equipped with all factory upgrades plus MANY more. New upgrades 2013! With trailer and extra sails. More at <http://sfbay.craigslst.org/eb/boa/4433258820.html>. Contact (907) 388-9104 or xmtbiker@gmail.com.

**25-FT CATALINA, 1985.** Ben Lomond. \$10,000. With trailer. 9.9hp Honda, swing keel, furling genoa, main, autopilot, marine radio, depthsounder, log, stereo, Porta-Potti, new anti-fouling paint. Contact (831) 336-8450 or (831) 212-0533 or ewttitus@gmail.com.

**27-FT DUFOR 2800, 1977.** Tiburon. \$7,500. Good condition with beautiful teak interior. Harken roller furler. All new standing rigging in 2011. New autopilot. Volvo MD6 diesel. Sleeps 5 (5'10" headroom) with lots of storage space. (415) 895-6233 or toni@hotelsuperior.com.



**25-FT LANCER SLOOP, 1980.** Ladd's Marina, 4911 Buckley Cove Way, Stockton. \$1,500. 3' shoal keel, new bottom paint. Mast down and newly painted. You re-rig. 50 hours on newly serviced Honda 9.9 long-shaft on stainless 3-position mount through-bolted to anodized aluminum transom plate. Anchor, compass, safety gear, power cord. Hauled out in Stockton. Contact (209) 694-6280 or chillingillen@hotmail.com.



**SCHUMACHER EXPRESS 27 ULDB.** 1981. Brickyard Cove Marina. \$13,000. *Desperado*, hull #8 with superb class and PHRF race record available now. Always dry sailed, this boat is clean, equipped and ready to get back on race course with some basic TLC. Two surveys pass this boat in every way. Priced so you can retrofit this well-known E27 into the boat you want to have. Contact owner for showing. (415) 250-4652 or campmkting@aol.com.



**27-FT COLUMBIA.** Repowered electric propulsion, 1977. Grand Marina. \$14,500. Turnkey condition. Completely repowered with an amazing all-electric 48v Advanced Marine Electric Propulsion, which is still under warranty. No "engine" maintenance ever. No fuel ever. No noise when motoring, no oil changes, and no smells. Zero pollution. It is all virtually maintenance free. Manual recommends service every 10,000 hours. Roller furling jib, spinnaker, Achilles dinghy, GPS/chartplotter, autopilot, alcohol/electric stove and more. Contact yourboatdoctor@yahoo.com or (415) 990-9230.



**27-FT CAL 27-3, 1985.** Coyote Point. \$8,000. Halsey Lidgard main, 3 jibs. Awesome Bay boat, good condition. Fin keel, fast and fun. Contact (650) 464-9797 or lkang@sbcglobal.net.

**26-FT PEARSON COMMANDER, 1965.** Richmond Yacht Club. \$16,000. Classic beauty, excellent condition, fiberglass hull, gleaming teak brightwork, new Pineapple main and jib, new Harken roller furler/forestay, some new shrouds, new bottom, RYC upwind slip. (415) 686-4686 or fabrizio.natale@gmail.com.

**25-FT CATALINA, 1978.** Sonora, CA. \$5,500. 2 headsails, spinnaker, has 8hp Honda 4-stroke. Swing keel, has nice trailer. Contact (209) 743-2638 or Zeropowerhouse@gmail.com.

**28-FT COLUMBIA WITH TRAILER.** 1970. Price \$15,000. Good sails and autohelm. Receiver. View details. Will deliver.



**27-FT CHEOY LEE OFFSHORE, 1965.** Alameda. \$11,500. Teak deck, cabin and interior, fiberglass hull, Yanmar diesel, 2+sets of sails, pressure and manual pump water, stove, head, boat cover, newly painted mast. (408) 267-9262 or cptjohn@pacbell.net.



**25-FT CAPE FOULWEATHER BAHAMA.** 1973. Alameda, CA. \$2,500/obo. Epoxy bottom, all lines led aft, electronic outboard. Custom interior needs completion. Good main, jib and genoa. Sails well. See [www.bastress.com/bahama25](http://www.bastress.com/bahama25). Contact woodshop@bastress.com or (510) 457-8982.

## 29 TO 31 FEET



**30-FT CATALINA, 1982.** Martinez Marina. \$9,800. Excellent shape. Tiller. Gas engine. Interior is in superb condition. Bottom paint 8 months new. Good main-sail and new genoa. Sailboat is in great condition. Bid now, B/O. (925) 708-5727 or kevin@baybuilders.net.



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**30-FT CATALINA, 1982.** Pt. Richmond. \$18,000/obo. Updated with Yanmar 20hp diesel, steering wheel, furling jib. 6'2 headroom. Sleeps 7. Comfortable family boat, also rigged for racing. No blisters. (510) 339-9369 or mzimmerman@sonomaconnections.com.



**30-FT COLUMBIA SY, 2005.** Port Townsend. \$55,000. Turnkey race-ready 2005 Columbia 30 sport yacht, beautifully built in the USA. Imagine a Melges with an interior. New North 3DL jib and asymmetric. Needs nothing! (360) 379-6611 or larryfisher1@mac.com.



**30-FT CAPO, 1984.** SFYC. \$31,000/obo. *Toy Box* is for sale! Designed by Carl Schumacher, and similar to the Olson 911S, the Capo 30 is a very fast, racer/cruiser with a 120 PHRF Rating. (415) 488-3317 or pjcampfield@yahoo.com.



**30-FT CATALINA, 1978.** Berkeley Marina O-Dock. \$18,500. Very clean Catalina 30. Please see details at: <http://sfbay.craigslist.org/eby/boa/4456337231.html>. Contact mcalistermichael@gmail.com or (415) 725-1868.

**30-FT PEARSON 303, 1985.** Alameda. \$25,500/obo. *Bay Dream* is well-kept and upgraded. Yanmar 2GMF diesel. Includes dinghy with outboard. Raymarine GPS, chart plotter, wheel pilot, radar. Perfect for Bay and coastal sailing. See <http://home.comcast.net/~jldoggett/site>. Contact sfbaydream@comcast.net or (925) 683-5901.

**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.



**30-FT NONSUCH CLASSIC, 1982.** Sitka, Alaska. \$47,500. Well-cared-for single-handed sailboat, all electronics, new Volvo D1-30, three-bladed folding prop in Sitka, Alaska, cruising paradise. More at <http://sail-a-nonsuch.blogspot.com>. Contact (907) 738-5958 or (907) 738-5396 or andremonjoin@yahoo.com.

**29-FT ERICSON, 1972.** Richmond Marina Bay. \$8,500. Beta Marine diesel, offshore dodger, JRC radar, chartplotter, Garmin GPS, DSC VHF. Roller furling, spinnaker with pole. Contact (925) 783-2744 or stephengreenwood4009@yahoo.com.



**29-FT HUNTER 29.5, 1995.** Alameda. \$34,000. Dodger, bimini, belowdeck A/P, MaxProp, PYI shaft seal, remote VHF mic, new stereo, microwave, spinnaker w/sock. New sails 2012. Set up for singlehanded. Nice interior. No diesel smell. Contact (650) 960-4078 or davecalhoun1@gmail.com.



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



**29-FT ERICSON, 1975.** Napa Valley. \$5,000. Finish recommission - not "project boat." Bruce King. Hull and deck good shape, LPU mast and boom; mast rewired 2013. Onre-season Pineapple main, 120, spinnaker, extra jib, genoa. Newer rig. Rebuilt Yanmar. Water, stove, custom joinery. Gear and extras. Needs batteries, interior cushions, minor electrical and mechanical. US doc, lying Napa Valley dry store. Motivated! Email [e29forsale@gmail.com](mailto:e29forsale@gmail.com).



**30-FT ERICSON 30+, 1983.** Emeryville. \$25,000. Great Bay boat, excellent condition. New sails, roller furling jib, new bottom paint, diesel, new stove, oven, pressure water. Inflatable dinghy with new outboard. Sleeps 6. Ready for summer. (510) 390-6581 or m.o.pulliam@ieee.org.

## 32 TO 35 FEET



**30-FT RHODES ANNAPOLIS, 1964.** San Diego. \$10,000/obo. A rare, full keel pocket world cruiser, stoutly built fiberglass throughout. This Phillip Rhodes design is an inexpensive cruiser perfect for Mexico and beyond. Well equipped with near-new autopilot, chartplotter, windlass, VHF, solar panels, near-new North sails. Four golf cart batts, separate starting batt (new 2014). Refrigeration, propane stove, stereo. Upgraded LED throughout. Roller furling, jiffy reefing, all lines led aft - great singlehanded. Upgraded standing rigging and well decorated interior. Marine head, holding tank, large V-berth forward, quarter berth portside aft. Amazing storage. Live the dream now with this inexpensive world cruiser that is ready to go today! Ready for Ha-Ha. (415) 710-3161 or (415) 331-1178 or lunasea2@yahoo.com.



**31-FT RUSTLER, 1967.** Napa. \$35,000. Total refit, ready to go cruising, well almost. Beta Marine 20hp, new mast, boom, sails. Dodger, Raymarine speed, depth, Lewmar self-tailers. Monitor wind-vane. For complete inventory email. (707) 292-2596 or mrckite@yahoo.com.



**31-FT PEARSON SLOOP, 1978.** Brisbane. \$18,500. Excellent Bay boat. Volvo diesel, new Hogin sails, new standing/running rigging. All manuals, most receipts, two surveys, more pics available. Brisbane berth. Contact Tom. (408) 316-3744 or tarlowt@gmail.com.



**35-FT YORKTOWN, 1976.** \$19,400. Factory finished in Wilmington, CA. Sloop rigged. Center cockpit, cabins and head fore and aft. 12 gal hot water heater. 70hp Chrysler/Nissan diesel. 60 gal diesel tank. 210 nautical mile range on fuel. Hydraulic steering. Roller furling. 6-person Avon liferaft. Davits on stern. Boat needs some TLC. Incredible value. Bluewater veteran. Been to Hawaii and back, no problems. Has been a liveaboard. Owner retiring, moving off boat. No reasonable offer refused. Call Heinc between 8:00 a.m. and 8:00 p.m. to set up an appointment to view or for questions. (650) 261-1822 or kenneth\_ivey@hotmail.com.

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**33-FT CAL, 1972.** Emery Cove Yacht Harbor. \$15,500. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. (626) 410-5918 or ngolifeart@gmail.com.

**32-FT BRISTOL, 1971.** Berkeley Marina. \$4,000/obo. 5 sails, full keel bluewater boat that crossed the Atlantic. Oven, Force 10 heater with lots of extras, sleeps 6, teak interior, Atomic 4 not running. (415) 317-0611 or techmediakid@mac.com.



**35-FT J/105, 1998.** Sausalito. \$80,000. Easy to handle, fun to sail, Yanmar diesel, main, jib, 135%, kite, new Raymarine i50/i60 instruments, autopilot, Fortress anchor, dodger, stereo, Full set of cushions, professionally maintained. (415) 637-4851 or walkaboutsaus@yahoo.com.



**33-FT SOVEREL, 1985.** Alameda. *Good & Plenty.* Join winning racing, fun cruising, performance sailing from Estuary. Record of long-term successful partnerships. PHRF 96. Racing and cruising sails in great shape. 1/3rd extra \$8K, \$250/month. Call Justis. (510) 390-4674 or soverel33goodandplenty.com.

**33-FT SIMPSON, 1984.** Napa. \$7,500. Steel hull cutter, in water. Good running Universal 32hp. 60 gal fuel. Well-built hull. Fresh bottom. New zincs. 3 sails. Manual anchor winch with lots of chain. Offshore potential. (707) 279-4564 or (707) 334-1797 or danaokirkpatrick@gmail.com.

**32-FT GULF PILOTHOUSE, 1986.** Coyote Point, San Mateo. \$35,000. Great for year-round cruising, radar, microwave, fridge, many extras. Email for photos and more info: gulf32coyotepoint@live.com.

**34-FT HUNTER, 1985.** Alameda. \$25,000/obo. New sail cover and head 2014. Bottom repainted 2013. New Doyle mainsail 2008. Yanmar 23hp diesel engine. Includes West Marine 2-person inflatable dinghy with motor mount. Pictures forwarded upon request. (510) 432-1191 or ron.myers@earthlink.net.



**35-FT J/105 SOPHIA (USA 511), 2002.** South Beach Harbor. \$89,000. Super clean J/105. Raced competitively past 4 seasons in Fleet #1. Great boat for racing/cruising on SF Bay. For more photos: <http://tinyurl.com/pj4f4gf>. Contact (408) 685-7070 or rfenchel@yahoo.com.

**33-FT FREEDOM, 1980.** Oxnard, CA. \$15,000. Cat ketch, Yanmar 2QM15 runs great, oil analysis good, new fuel tank, new running rigging, no electronics. Recent survey. See Yacht World for pics and specs. Contact: katakun at mac dot com.



**CATALINA 34 MK II, 1997.** Berkeley Marina. \$69,750. Fin keel, well maintained/equipped. Dodger, fridge, cruising spinnaker, custom V-berth mattress, diesel, 2013 bottom/batteries. New standing rigging and more. (559) 905-2633 or (559) 433-6436 or jgsatterberg@aol.com.

**32-FT O'DAY, 1987.** Monterey. \$30,000. 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. (831) 512-6842.



**33-FT TARTAN TEN, 1979.** Emeryville. \$6,000/obo. *Wishful Thinking*, which was a successful racer in the SF30 Fleet, is available for immediate sale. Was planning to donate it, so ANY offer considered. UK carbon fiber Tapedrive sails, still fast as new. Nexus electronics. Dinghy-like deck layout. If fast is all you want, and you won't mind the faded gelcoat and tired diesel, grab this proven winner for a song. Email us28195@yahoo.com.



**32-FT HUNTER VISION, 1991.** Alameda Marina. \$39,900. *Rumple J.* Free standing rig with new large-roach main and 130% jib. Yanmar diesel. Custom stainless radar arch/davits, and double anchor roller bow sprit. Great Bay, coastal cruiser. (408) 315-2192 or jeff7047@hotmail.com.



**35-FT NAUTICAT, 1993.** Portland, OR. \$165,000. This unique two-cabin pilothouse with a sloop rig and fin keel was designed by Nauticat of Finland to emphasize sailing capabilities. It has a beautiful teak interior rarely found in boats of this era, but with limited exterior woodwork and molded nonskid decks, you will have more time for sailing. It is loaded with coastal cruising gear: 50hp Yanmar 4JH2E, 630 amp hours of AGM batteries, Hydrovane self-steering, Icom M710 SSB. New main and genoa, watermaker, Furuno radar, chartplotter with AIS, new thru-hulls and bottom paint in 2013. (503) 290-9606 or nauticat35@hotmail.com.

**32-FT WESTSAIL, 1972.** Portland, OR. \$37,000. Factory finished with many upgrades, including teak deck removal. New jib and roller furler, fuel tanks, propeller and 110v water heater. Perkins 4-108, high-output alternator, smart charger, many electronics, diesel heater. Recent Mexico and Hawaii traveler wants to go again. Moored in fresh water for the past five years. Hauled out and redone two years ago. Delivery options may be included. Contact Jerry for complete details and photos. (541) 556-1113 or gastrella@aol.com.



**35-FT J/105, 1999.** SFYC. \$75,000. Race in the largest one-design fleet in the Bay with this proven winner. Meticulously maintained. Large sail inventory. Priced to sell. Contact (415) 999-9526 or steve@supersteve.org.



**35-FT BABA, 1979.** King Harbor Marina, Redondo Beach. \$59,000. Bob Perry design. Roller furling, Volvo Penta engine, Honda generator, wind generator, canvas cover, etc. Have to visit! (310) 528-2196 or (310) 374-4058.

**33-FT WESTERLY STORM, 1987.** Stockton. \$39,500. Only one available in North America. British-designed and built for the North Sea; Lloyd's Certificate of Construction. Rugged double-spreader mast with oversize rigging, Edson wheel. Strong rings on deck to hook harnesses to. Recent extensive refit, beautiful teak interior with factory lee cloths. Inflatable, propane stove, Volvo engine. Fin keel and rugged spade rudder. Google to view sisterships in Europe. Good condition, everything works. For Bay or offshore. (209) 460-1543 7 or judy777@gmail.com.

**35-FT C&C, 1984.** Pittsburg Marina. \$29,950. Clean, well equipped cruise/race vessel with large, good condition sail inventory (includes 3 spinnakers), Yanmar diesel, 2-blade folding prop, Autohelm and other instruments, like-new sail and wheel covers, dodger and bimini. Sleeps 6-7, propane 3-burner stove with oven, hot water heater, shower and electric head. (925) 366-4579 or (925) 432-4431 or pholkamp@sbcglobal.net.

**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, (650) 712-1425 or pgclausen@gmail.com.



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



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**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](http://www.mechdesign.com/3200). Contact [sail@mechdesign.com](mailto:sail@mechdesign.com) or (435) 640-0587.

**35-FT J/105, 1998.** Berkeley Marina. \$70,000. J/105 #181 *Wianno*. Top 10 Fleet 1 finisher 2011 and 2012. Excellent condition. Two full sets racing sails, 1 set cruising sails. Race ready. See more at <http://picasaweb.google.com/Gnuggat/J105181WiannoForSale#>. Email [gnuggat@gmail.com](mailto:gnuggat@gmail.com).

**33-FT HOBIE, 1983.** San Diego. \$23,000. H-33 in great shape, newer 3DL sails, kelp cutter, LED nav lights, Dyeema 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](mailto:h.33.sdyc@gmail.com).



**35-FT J/109, 2006.** Anacortes, WA. \$179,500. A state-of-the-art racer/cruiser from J/Boats, fully equipped and ready to go. Roller furling, dodger, forced-air heat and standing headroom for cruising, adding carbon bowsprit, asymmetrical spinnaker, North 3DL sails, and a full Nexus NX2 network instrumentation system for racing, make this a perfect dual-purpose boat. Lots of goodies not mentioned here. Contact (206) 660-8181 or [david.maclean@zgf.com](mailto:david.maclean@zgf.com).

**32-FT MARINER KETCH, 1979.** Brisbane Marina. \$10,000/obo. *Unicorn*. LOA: 32', beam: 10', draft: 4'. Fuel 35 gal, water 35 gal. Full keel, fiberglass hull, aft cockpit, anchor windlass, Harken Mk III roller furling. All sails in good condition. 3 Barlow #20 winches, rack and pinion steering (wheel and emergency tiller). Raymarine knotmeter, depthsounder, compass, VHF. Alcohol two-burner stove, ice box, pressure hot/cold water. Engine: 37hp Perkins 4-108 M diesel. Can be seen on Dock 5. Call Bob. (650) 355-5166 or (650) 996-4631 (cell).

**33-FT RANGER, 1977.** La Paz, BCS, Mexico. Best offer over \$12,500. Hull 460 of 464. Perfect world cruiser for income-limited couple. Can be singlehanded, but big enough and equipped for luxury and safety. Monitor windvane, radar, watermaker, water heater, shower, SSB Ham transceiver, Garmin 172c GPS, speed/log w/depth, windspeed and direction, M/W, propane stove/oven, Adler/Barber fridge, 32" LED TV. Much more. Entertaining firm offers. Call Jim, (801) 897-6659 or [jhart369@yahoo.com](mailto:jhart369@yahoo.com).



**35-FT SANTANA, 1979.** Fortman Marina, Alameda. Very good shape, Alameda berth, price negotiable. For pictures and more info see website: <http://lexingtoninc.com/fabarchitects/Rocket/index.html>. Call or email. (415) 515-3524 or [santana35rocket@gmail.com](mailto:santana35rocket@gmail.com).

**32-FT WESTSAIL, 1972.** Brisbane, CA. \$30,000. Full keel cutter, factory finished. Excellent condition. Full suit Tanbark sails, Volvo MD11c, new bowsprit, gudgeons and rigging. Bulletproof cruiser, sailaway condition. Contact for specs and photos. (650) 701-6452 or [lazystar@aol.com](mailto:lazystar@aol.com).

**SABRE 34 MK II, 1987.** South Beach Harbor, SF. Best offer. This exceptionally clean, well-maintained Sabre 34 MK II has too many upgrades to list: doubled up winches (8), fresh water head, Autohelm, custom convertible dodger, hard vang, hydraulic backstay, low engine hours, replaced upholstery, interior varnish, packless sealed stuffing box, lots of sails, spinnaker. There is not a better Sabre 34 Mk II on the Bay; plus she has Good Vibes! Contact (415) 821-9525 or [eticket0@aol.com](mailto:eticket0@aol.com).

### 36 TO 39 FEET



**38-FT DURBECK.** Currently moored in Alameda. "PROJECT BOAT" could be a GREAT liveaboard with some love. Built 1972, launched 5/29/79. Diesel engine... is totaled! Full inventory of good-very good sails. Please call, come see and make offer. (510) 326-8446 or [durbeck38@yahoo.com](mailto:durbeck38@yahoo.com).



**36-FT CASCADE, 1974.** Stockton Sailing Club, Stockton, CA. \$36,000. Solid cruiser with all the extras. Hard dodger, solar panels and full electronics. Extra sails and much more. Needs some TLC. One-owner boat with custom teak woodwork throughout. Contact (530) 409-9101 or [ealonso@sbcglobal.net](mailto:ealonso@sbcglobal.net).



**37-FT HUNTER CHERUBINI, 1982.** San Rafael, CA. \$37,500. Cutter, bluewater cruiser, Autohelm 4000, Adler Barbour refrigerator, two staterooms, separate shower stall, two anchor rodes, teak interior, stereo, four fans, wind scoops, BBQ's, cruising spinnaker. (415) 686-7238 or [allandamon@yahoo.com](mailto:allandamon@yahoo.com).



**37-FT CUSTOM CRUISER.** Sacramento. \$98,000/Asking. *Sisu*, built by professional boat builder. Launched in 1992. Unstayed carbon fiber mast, hard dodger, three watertight compartments, also two-piece dinghy. All teak interior with a lot of built in storage, two staterooms. Propane heat and galley with refrigeration unit. 150gal water, 85gal fuel, Yanmar diesel. Docked at residence on the Sacramento River. Contact Jack. (209) 200-9200 or (916) 777-6792 (leave message).

**36-FT ISLANDER FREEPORT, 1980.** Sausalito. \$65,000. Much sought after Freeport 36 B-Plan in great condition. New bottom job and electronics, engine recently serviced, sails cleaned and hull waxed. Comfortable cruising or at anchor. More at <http://scotchnsoda4.wix.com/sailoncamelot>. Contact (816) 550-6349 or [synetgy@gmail.com](mailto:synetgy@gmail.com).



**37-FT PEARSON 365 KETCH, 1978.** So-Cal. Best offer. Sturdy, comfortable, classic cruiser. Many new systems: Garmin color radar/plotter, fuel tank, batteries, electronics, low hours on rebuilt Westerbeke, charger, pumps, etc. Liveaboard slip, cruise anywhere. Great boat! Email [pearsonketch@yahoo.com](mailto:pearsonketch@yahoo.com).



**36-FT ISLANDER, 1977.** Emery Cove Yacht Harbor. \$40,500. Well maintained. Like-new spinnaker with sock. 95 and 120 jibs. Dodger and jib roller furler. Perkins 4-108 diesel-1000 hrs. Teak and holly cabin sole and leather settee cushions. Cabin table and cockpit table. Propane stove/oven and wheel steering. Re-bedded toe rails. Very active I36 Association. Available to see June 1. (925) 330-0326 or [bobknick@comcast.net](mailto:bobknick@comcast.net).



**HANS CHRISTIAN 38 MK II, 1979.** Morro Bay. \$85,000. Universal engine: 4-cylinder, 50hp. Lots of cruising gear: watermaker, autopilots, wind generator and more. Amidship double cabin and double aft cabin berths and shower. Call Sue. (661) 301-7162 or [sue@businessinitiatives.com](mailto:sue@businessinitiatives.com).



**TAYANA 37 MK II, 1983.** Caribbean Panama. \$79,000. Price reduced! On her own mooring in tropical paradise, just a day sail to the fabled San Blas Islands of Caribbean Panama. Well maintained and cruise-ready. Details, photos at website. [www.sailboatlistings.com/view/23215](http://www.sailboatlistings.com/view/23215).

**39-FT JEANNEAU SUN ODYSSEY.** 2007. Sausalito. \$161,900. 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](mailto:miami.hood@sbcglobal.net).

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**38-FT CONTEST 38S, 1986.** Marines de Cogolin, S. France. \$99,000 VAT paid. A premium center-cockpit sloop by Cony-Plex Yachts Holland, USCG Doc. 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. (650) 637-7791 or terrysari@yahoo.com.



**36-FT ISLANDER, 1977.** Brickyard Cove. \$47,500. Perkins 50hp diesel, dodger, MOB pole, VHF, Harken Mk II roller furling, newer 135% jib, two Harken ST44s, two Barlow ST 26s, new 35# Delta anchor with chain and rode. H/C pressure water. Contact (415) 999-6751 or (415) 383-9180 or arnoldgallegos@comcast.net.



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**38-FT AERODYNE, 2003.** Tiburon. \$165,000. Ultimate performance cruiser. Leisure Furl, electric halyard winch, Anderson winches, radar, TV/DVD, dodger, BBQ, retractable sprit, two spinnakers, Yanmar, SSB, Pactor modem, diesel heat, watermaker, recent Awlgrip, electric windlass, anticorrosion system. (415) 385-3600 or hspotter@aol.com.

## 40 TO 50 FEET



**40-FT CAL, 1966.** Alameda. \$88,000. Price reduced! Cal 40 Shaman. Best Cal 40 on West Coast. 3DL sails (new main), B&G instruments and autopilot, carbon spin pole, Ballenger mast/boom. Full specs/pics at: [www.sailblogs.com/member/cal40shaman](http://www.sailblogs.com/member/cal40shaman). Call (415) 725-9581.



**42-FT CASCADE, 1972.** Alameda, CA. \$40,000. New sails, watermaker, Autohelm, new rigging, ice maker, marinized Westerbeke and more. Needs work on deck. Spent a lot, asking for less. (650) 704-2302 or galaxaura@gmail.com.



**44-FT CATALINA MORGAN 440, 2005.** San Francisco, CA. \$259,000. Cruise fast in safety and comfort. Electric boom furling, generator, arch, davits and solar. A/C and heat, bow thruster, washer and dryer. Autopilot, C-120, Satellite weather, radar, SSB, AIS. Excellent condition. (408) 985-2107 or sail4destiny@gmail.com.



**40-FT OLSON, 1983.** Redondo Beach, CA. \$58,500. Ono is the perfect racer/cruiser. First overall Newport/Ensenada and Santa Barbara/King Harbor. All race equipment and sails. Comfortable for up to 8 people cruising. Full galley, refrigeration, removable windlass, boom cover, anchors, flushing head, teak and holly floors, cushions, more. Small wood burning stove for cold nights cruising. Ultralight design is fast and easy to sail for husband and wife. NEW REDUCED PRICE! Contact [folkman@verizon.net](mailto:folkman@verizon.net) or (310) 488-6516.

**41-FT PEARSON RHODES, 1964.** Mazatlan, Mexico. \$40,000. Classic Rhodes 41, fun and easy to sail, cruise equipped. She's a hot rod with a 44hp Yanmar and LP paint job. 10.5 beam, 5.5 draft, 8,800 ballast, 18,800 displacement, 6 bags sails, new rigging, Barents, Profurl, dodger, autopilot, GPS, radar, fish finder, custom 12v refrigeration system, electric windlass, gel cel batteries, solar panels, dinette interior, 10-ft dinghy with 15hp Yamaha, many spares, meticulously maintained. Contact (360) 961-0507 or boatburneill@hotmail.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 or

**41-FT HANS CHRISTIAN, 1986.** Los Alamitos, Long Beach, CA. \$135,000. Black hull, tanbark sails. Email for more info, [thedockery@gmail.com](mailto:thedockery@gmail.com).



**42-FT CATALINA, 1996.** Sausalito. \$137,500. New bottom paint, new standing rigging, all new rope. Yanmar engine. Autopilot, winches professionally serviced, radar. Excellent condition. Call Tom. (415) 271-2722.



**41-FT BIANCA 414, 1980.** Coeur d'Alene, ID. \$59,000. Fast, fun Danish-built sloop with self-tacking jib. Yanmar with folding prop. The boom vang, backstay and running backs are hydraulic. Newer epoxy bottom and Treadmaster decking. (509) 879-3640 or danlauriekar@aol.com.

**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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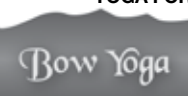
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**40-FT COLUMBIA, 1965.** Paradise Cay Yacht Harbor, Tiburon. \$27,000. *Libra*. Beautiful boat. 2nd owner. 1994 25hp Universal 4-cylinder M4-30 414hrs. Runs great. 4'6" draft perfect for the Bay. 7 sleeping berths. [www.dropbox.com/sh/gxjif56ktnxuvsa/4REqpVCvoj](http://www.dropbox.com/sh/gxjif56ktnxuvsa/4REqpVCvoj). Contact [maliarmoseley@gmail.com](mailto:maliarmoseley@gmail.com) or (415) 948-9801.



**48-FT PERRY-DESIGNED CUTTER.** 1994. Seattle, WA. \$89,000/obo. Beautiful custom center cockpit, lightly used and well cared for. Excellent sails and rigging. Bow and stern thrusters and much more! MUST SELL. Photos/specs at [www.yachtsoffered.com/listing.php?yacht\\_id=223](http://www.yachtsoffered.com/listing.php?yacht_id=223). Contact [larsons\\_5@yahoo.com](mailto:larsons_5@yahoo.com) or (206) 352-6453.



**43-FT RON HOLLAND, 1986.** Marina Riviera Nayarit, MX. \$143,000. Aft cockpit, 2 staterooms, 2 heads, 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](http://www.sanctuarycharters.com/sabbatical.php). Email office@sanctuarycharters.com.



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**45-FT GARDEN YAWL.** One-off double-ender, 3 years in restoration, 98% completed, cold-molded over original strip planking. \$30,000 as is, or \$? to finish renovation. Contact (916) 847-9064 or [steve@paradigmpilgrim.com](mailto:steve@paradigmpilgrim.com).



**46-FT HYLAS, 2000.** Coronado, CA. \$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](http://www.seasilk.us). Contact (619) 995-9085 or [craig@seasilk.us](mailto:craig@seasilk.us).



**42-FT PASSPORT, 1981.** Ft. Pierce, FL. \$115,000. Fully outfitted for worldwide cruising, this proven bluewater liveaboard performs well on long passages. Many upgrades less than 8-yr-old, including chainplates, rigging, electrical, European transformer, AIS, SSB, VHS, sat phones, Pactor modem. 150 gal water and 200 gal 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](mailto:sobella2009@yahoo.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. (408) 234-4402 or [john@castlerock.com](mailto:john@castlerock.com).



**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. More at [www.sail7seas.us/photos.html](http://www.sail7seas.us/photos.html). Contact (650) 533-7732 or [Captmaddog@gmail.com](mailto:Captmaddog@gmail.com).



**46-FT KRISTEN, 2000.** Sidney, BC, Canada. \$375,000 cdn. Proven offshore deck saloon cutter-rigged sailboat. Leisure Furl boom, hydronic heat, 2 Harken furlers, watermaker, liferaft, EPIRB, steel hull, center cockpit. See more at [www.pamelabendall.com/sv-precious-metal.html](http://www.pamelabendall.com/sv-precious-metal.html) or email [mybentley@yahoo.ca](mailto:mybentley@yahoo.ca).



**47-FT 473 BENETEAU, 2006.** Marina Village, Alameda, CA. \$220,000. 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 [jmbtahoeh@yahoo.com](mailto:jmbtahoeh@yahoo.com).

**47-FT CATALINA.** \$239,500. Customized bluewater ready. Extra fuel capacity, 110 or 240v, watermaker, chartplotter, radar, AIS, coldplate fridge/freezer. Custom cabinets and workshop, dive compressor, in-boom furler, staysail, autopilot, wind vane, new hard dodger, heat-air, auto prop. Much more. See <http://adream2sail.publishpath.com> or call (916) 607-9026.



**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](mailto:lightheart45@yahoo.com).



**42-FT BAVARIA OCEAN, 1998.** Portland, OR. \$165,000. The Ocean 42 is a center cockpit design with two cabins and ensuite heads, one forward and one aft, providing complete privacy for two couples or a family with two children. The interior cabinetry is finely crafted mahogany. This vessel has had three owners and is lightly used. (971) 404-6441 or [dbborland@me.com](mailto:dbborland@me.com).





## 51 FEET & OVER



**55-FT TAYANA, 1984.** San Pedro, California. \$285,000. The *Max Grody II* has been continuously upgraded by circumnavigator owner. Extensive refit 2001. Returned from Baja 2013. New bottom. This is a turnkey boat: ARPA radar, AIS, SSB and Pactor 3. Watermaker, SCUBA compressor, 2 autopilots, 8-person liferaft, 2 outboards etc., etc. Time is the currency of life. Spend it wisely. Go cruising now! More at <http://yachtmaxgrody2.com>. Contact [maxgrody@hotmail.com](mailto:maxgrody@hotmail.com) or (626) 321-7237.



**62-FT AL MASON CUSTOM.** Design/built Salthouse NZ, 1985. Virginia, Chesapeake Bay. Spirit of Tradition ketch, extremely able yacht with pedigree and a history of continuous maintenance and upgrades by knowledgeable owners. Recent circumnavigation and refit. More at [www.sailmarnie.com](http://www.sailmarnie.com). Contact (757) 971-1811 or [sailmarnie@yahoo.com](mailto:sailmarnie@yahoo.com).



**65-FT PHILIP RHODES CUSTOM, 1966.** Pt. San Pablo Yacht Club. \$750,000/obo. 2010 rebuilt ketch-rigged, motorsailer. New steel hull plating, twin Yanmars at 350 hours, rebuilt 25 kw DG, rebuilt Sitka spars, new rigging, 4 SR, 3 heads, 7 AC/heaters, W/D, PW, FW flush, 3 hot water heaters, Viking range top, 13-ft Boston Whaler dinghy w/40hp outboard. Email [rjalexander@msn.com](mailto:rjalexander@msn.com).



**68-FT DEREKTOR, 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/yachtspanion>. Contact (415) 663-8776 or [svpandion@gmail.com](mailto:svpandion@gmail.com).

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**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](http://www.schoonersforsale.com). Contact (360) 643-3840 or [schoonersuva@gmail.com](mailto:schoonersuva@gmail.com).



**33-FT BUZZARDS BAY 25, 2013.** Portland, Oregon. \$145,000. Classic design, cold-molded in mahogany and old-growth Douglas fir. New - never sailed. Bronze hardware, carbon rig, North sails, custom galvanized trailer. Always stored inside. Photos at website: [www.buzzardsbay25.com](http://www.buzzardsbay25.com). Contact [buzzthomsen@gmail.com](mailto:buzzthomsen@gmail.com) or (360) 887-3015.



**25-FT FARRIER TRAILER-TRI 680.** Rocky Point, San Mateo County. Structural Bay Area boat. Full cover. Optional electric outboard.

## MULTIHULLS



**28-FT CRUISING DESIGN, TELSTAR.** 2007. Clipper Marina (on hard), Sausalito, CA. \$65,000/obo. Outstanding 28-ft trailerable trimaran. All options, full galley/head, chart plotter, DSC VHF, autopilot, tri-data, Seatalk, 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. (415) 752-8683, (415) 377-0816 or [mmichaelbrown@mac.com](mailto:mmichaelbrown@mac.com).

**22-FT FARRIER TRAILER-TRI 680.** 1987. Ventura. \$10,000/obo. Builder, Jaeger Yachts, BC, Canada. Sleeps 3 adults or 2 adults and 2 pre-teens. Used to cruise Channel Islands with family (< 2 hours and 30 minutes - S.B. to Fry's). Details, photos available. Email [kgarcken@pacbell.net](mailto:kgarcken@pacbell.net).



**38-FT FONTAINE 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! More at <http://htzortzis.wix.com/family-circus>. Contact [ctzortzis2014@gmail.com](mailto:ctzortzis2014@gmail.com) or (925) 878-9659.

**55-FT HORSTMAN TRIMARAN.** Half Moon Bay, CA. \$100,000. Glass over ply, 125hp Yanmar, 5000 watt generator. BIG, fat liveboard, mooring, HMB. Sleeps 12. Big pilothouse, live almost free. More at <http://RockyPointRealEstateGirl.com>. Contact [susan\\_flinn@yahoo.com](mailto:susan_flinn@yahoo.com) or (702) 448-8723.



**34-FT CONTOUR TRIMARAN, 2000.** Ventura, CA. \$105,000. *Orange* is a speedy adventure platform in excellent condition. Beautiful interior, fresh electronics, Yanmar 20 with Sail Drive, custom dodger and bimini. Many photos and details available at: [www.contour34.com](http://www.contour34.com). Contact [Paul@PierpontPerformanceSailing.com](mailto:Paul@PierpontPerformanceSailing.com) or (415) 602-5880.

**33-FT SEAWIND 1000, 1998.** San Francisco. \$149,000. New sails, motors, windows, canvas and rigging - all 2013. Safest and smoothest 33-ft cat on market. Radar, GPS, two autopilots, bow, pole and more. Contact (512) 750-5735, (510) 865-2511 or [Cabosportsfrank@yahoo.com](mailto:Cabosportsfrank@yahoo.com).

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**24-FT BAYLINER CIERA, 1996.** \$7,000. Volvo Penta AQ 501/275 engine and outdrive. The engine has a new top end, rebuilt cylinder heads and manifold risers. Transom shield has been replaced, lift motor assembly has been replaced, all new seals and O-rings on both transom shield and drive, all new bellows and hoses, new shift cable. Engine and drive run and operate well. The boat has a bathroom, galley with sink and stove, there is an aft bed, V-berth, fish finder, and included is a tandem-axle trailer. (408) 986-0848 or [Zoom-golly@hotmail.com](mailto:Zoom-golly@hotmail.com).



**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 flybridge. Aft cabin/salon/bedroom. Fly bridge with large sun deck. Dual Capilano hydraulic steering. Stand-up engine room. Detroit 671 diesel Morse controls. LectraSan, 35 gal holding. New 50 amp shorepower 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 (831) 373-6061 or [johna@arnoldassoc.com](mailto:johna@arnoldassoc.com).





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**SOVEREL 33 PARTNER WANTED.** (Racer preferably) South Beach Harbor, Pier 40. Partner wanted. *Flexi Flyer*, well known Bay program. Desirable location. (408) 656-9919 or [diamon4u@yahoo.com](mailto:diamon4u@yahoo.com).

**NON-EQUITY PARTNER-CATALINA 30.** San Francisco. \$225. We are seeking a partner for a 1987 Catalina 30. Many features, excellent condition! Email for photo. \$500 security. Docked in San Francisco Pier 39. Parking. (415) 999-3227 or [kellyt72@gmail.com](mailto:kellyt72@gmail.com).



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**KARVER TOP DOWN FURLER.** Santa Barbara. \$1,100/obo. Top down Karver chute furler. Model 2 with lock. Briefly used on boat with 19 foot J and 50 foot mast. No torsion lines included. Email [jlaunie@cox.net](mailto:jlaunie@cox.net).

**WATERMAKER - LITTLE WONDER.** Santa Barbara to San Francisco. \$2,500/obo. Little Wonder Watermaker by Village Marine Tec. NEW membranes 7/2013. 200 gal/day. 12v unit. Exterior dimensions: 11"x11"x28". Contact (503) 984-7288, (503) 791-0371 or [atkin1934@gmail.com](mailto:atkin1934@gmail.com).



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**2 PERKINS MOTORS 4-108.** Both with Borg-Warner trans. #1: 200 hrs. on rebuilt. Needs seawater heat exchanger; \$3,500. #2: 2,000 hrs. on rebuilt. All or parts; \$2,000/obo. (415) 342-6908 or evagrace@aol.com.

## CLUBS & MEMBERSHIPS

**POINT SAN PABLO YACHT CLUB.** Point Richmond. Point San Pablo Yacht Club prospective member open house. Saturday, June 14, 2014, 2-6 p.m. Tour one of the few members-owned and managed marinas in the Bay Area. Slips are available to members. We have a wood shop, a commercial-quality galley and dining room, dry storage, member-managed bar, and on and on. Join us for snacks and reduced-price beverages and take a tour of our facilities. We are off the 580 freeway at Canal Blvd. and Cutting Blvd. in Point Richmond. For directions, email tonjahester@gmail.com or normharris41@gmail.com. Initiation fees will be waived for new members until the end of 2014. See website: www.pspyc.org. Contact (510) 233-1046 or pspyc@pspyc.org.

**ENCINAL YACHT CLUB.** Open House Events. Alameda. Encinal Yacht Club (EYC) is hosting open house events throughout the summer. Please join us at one of the following open house events: Open House, 1-4pm. May 31. Sailstice, all day, June 21. Bart's Bash, all day, September 21. For membership inquiries contact us by email or on the web at: www.encinal.org/pageResource/membership/2008/membership.php. Contact (510) 522-3272 or (415) 902-6257 or membership@encinal.org.

**CLUB NAUTIQUE PASSAGE-MAKER** Membership. Sausalito and Alameda. \$3,495. Learn to sail SF Bay and offshore. Save \$500! Includes all US Sailing certification courses. Enjoy member discounts on charters. Network with other sailors. For more info, check out: www.clubnautique.net/membership/membership-types. Contact (408) 313-3541 or aki\_kaniel@hotmail.com.

**AMATEUR RADIO CLASS.** Oakland Yacht Club. \$50. Going cruising? Got your Ham license? Don't leave home without it. More at www.oaklandyachtclub.net/events/2014-01-30/summer-ham-radio-class#attachments. Contact (510) 565-4706 or richanddonnab@yahoo.com.

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**BAY AREA HIDEAWAY.** Mill Valley, CA. Large, 1 bedroom apt. with queen bed. Two short, flat blocks from downtown Mill Valley, and close to the Bay, beaches and hiking. This is an upper unit, 2 decks, one above a babbling creek, the other beneath the redwoods. Well equipped AEK with dishwasher, full bath. Covered parking, washer/dryer on premises. Hi-speed Wi-Fi, cable, DVD. \$135 a night, 2-night minimum (\$75 cleaning fee). No smoking, no pets. See more information at www.airbnb.com/rooms/160781. Email francicowan@yahoo.com.

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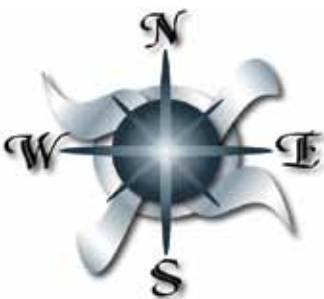
**MARINE TECHNICIAN.** Sausalito. Hirschfeld Yacht is looking for marine technicians to join our team. Minimum qualifications: 2+ years direct mechanical/electrical experience. Must have a CA driver's license and car/truck as well as own tools and mobile tool kit/bag. For more information and to apply, email: hycbetawest@gmail.com.

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**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**

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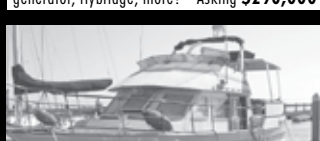
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