

Latitude 38

VOLUME 445 July 2014

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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: Idyllic conditions greeted a group of Moore 24s
about five miles from the finish of the Delta Ditch Run.

Photo: Leslie Richter / www.rockskipper.com

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

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Latitude 38

"we go where the wind blows"

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

July 3-31 — Sail the Bay aboard SF Maritime Park's historic scow schooner *Alma*, most Thursdays & Sundays, 12:30-4 p.m. \$20-\$40. Info, (415) 447-5000 or www.nps.gov/safr.

July 4 — Celebrate your independence by going sailing, then watch Barron Hilton's Fireworks Extravaganza at Mandeville Tip on the San Joaquin River.

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.

July 5, Aug. 2 — Chantey Sing aboard *Balclutha* at Hyde Street Pier in SF, 8 p.m.-midnight. Sing traditional working songs; dress warmly and bring a mug for hot cider served from the ship's galley. Free; RSVP required. Peter, (415) 561-7171.

July 7-28 — San Diego's South Bay Sea Scouts meet at Chula Vista Marina aboard the schooner *Bill of Rights* on Mondays at 6 p.m. Sea Scouts is a program of the Boy Scouts of America for guys and gals ages 13-20. Nate, (717) 654-3797 or n8kraft@gmail.com.

July 10, Aug. 14 — Are you a single boatowner needing crew? The Single Sailors Association has crew to help sail your boat. Monthly meeting at Ballena Bay YC in Alameda, 6:30 p.m. Info, www.singlesailors.org or (510) 239-7245.

July 12 — The USCG Auxiliary is conducting a Suddenly in Command Seminar for non-skippers - partners, spouses and guests - at West Marine's San Carlos store, 9 a.m.-1 p.m. \$10. Registration is required, as space is limited. Call Bill to reserve your spot, (415) 308-3845.

July 12 — Go for a sail under the full moon on a Saturday.

July 12 — Nautical Flea Market, Napa Valley Marina, 8 a.m.-1 p.m. Call to reserve a spot, (707) 252-8011.

July 12 — Waterfront Strike Costumed Living History Reenactment, Hyde Street Pier in San Francisco. 11 a.m.-4 p.m. \$5 vessel admission; kids free. Info, (415) 447-5000 or www.nps.gov/safr.

July 13, Aug. 10 — Open House/Introductory Sail at Cal Sailing Club in Berkeley, 11 a.m.-6 p.m. Info, www.cal-sailing.org.

July 26-27 — Benicia Waterfront Festival on the First Street Green, 1-4 p.m. Live music, beer & wine, food, Vendor Village, Kids' Activity Alley. Info, www.beniciamainstreet.org.

July 31 — Cruising for a Cause Sausalito Charity Night at West Marine's new Sausalito location in Marin City, 6-8 p.m., \$10. Info, (415) 332-0202.

July 31-Aug. 3 — Grand Opening of West Marine Sausalito's new location in Marin City. Hot dogs 11:00 a.m.-1 p.m., parking lot boat & waterlife show, rigging truck & demos, giveaways & tips, mystery gift cards. Info, (415) 332-0202.

Aug. 2 — Maritime Day at Galilee Harbor in Sausalito, 8 a.m.-6 p.m. Vendor booths available for \$30. Call (415) 332-8554 to reserve a space or see www.galileeharbor.org.

Aug. 5 — 'Blue Mind: The Surprising Science that Shows How Being Near, In, On, or Under Water Can Make You Happier, More Connected, and Better at What You Do' lecture & book signing with author Wallace J. Nichols at the Bay Model in Sausalito, 5:30 p.m. \$10. Info, (415) 332-3871.

Aug. 8 — Picnic on the Beach Costumed Living History Reenactment, Hyde Street Pier in San Francisco. 11 a.m.-4 p.m. \$5 vessel admission; kids free. Info, (415) 447-5000 or www.nps.gov/safr.

Aug. 9 — Taste of the Delta, Tower Park Marina, Lodi, 1-4



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Racing

June 30-July 6 — The Pacific Cup Village provides hospitality and assistance with logistics to Pac Cup racers at RYC. Info, www.pacificcup.org.

July 1-6 — WIND Youth Laser Clinic & Regatta in Cascade Locks, OR. CGRA, www.cgra.org.

July 4 — Independence Race and parade for El Toros/Opening Day on Pinecrest Lake. Fred, f.paxton@comcast.net.

July 4 — Brothers & Sisters Race, a North Bay Race around the two island pairs followed by a BBQ and fun for the whole family. TYC, www.tyc.org.

July 4 — Independence Day Race. MPYC, www.mpyc.org.

July 4 — Independence Cup. SFYC, www.sfyc.org.

July 4 — Firecracker long-distance race on Monterey Bay. Elkhorn YC, www.elkhornyc.com.

July 4-6 — Hobie Regatta/Weta Nationals. MPYC, www.mpyc.org.

July 5 — Westpoint Regatta, now part of the YRA Party Circuit, hosted by SeqYC. Info, www.yra.org.

July 5 — North Bay #4/Angel Island. VYC, www.vyc.org.

July 5 — Stars & Stripes. CPYC, www.cpyc.com.

July 6-10 — Gorge Laser Performance Clinic, followed by the Blowout, an 18-mile Laser-only race from Cascade Locks to Hood River, OR, with a break halfway down the course. CGRA, www.cgra.org.

July 6-11 — The Pacific Cup departs San Francisco Bay for Kaneohe Bay. Info, www.pacificcup.org.

July 10-12 — Melges Race Week, Tahoe YC. Dan, (530) 581-4700, www.tahoeyc.com.

July 11 — Tahoe Warm-up Race, Tahoe YC. Dan, (530) 581-4700, www.tahoeyc.com.

July 11-13 — Laser Masters North Americans in the Columbia River Gorge, OR. CGRA, www.cgra.org.

July 12 — Small Boat Races #5. EYC, www.encinal.org.

July 12 — Trans-Tahoe Regatta, Tahoe YC. Dan, (530) 581-4700, www.tahoeyc.com.

July 12 — Interclub Series #4 in the South Bay. SBYC, www.jibeset.net.

July 12 — YRA Summer #1, run by EYC. Info, www.yra.org.

July 12, Aug. 9 — Santana 22 Team Racing in Santa Cruz. SCYC, www.scyc.org.

July 12-13 — J/105 Invitational Regatta. SYC, www.sausalitoyachtclub.org.

July 12-13 — High Sierra Alternate Regatta. Since the water level in Huntington Lake is too low for racing, Gold Country YC is running an event at Scotts Flat Lake on the original High Sierra weekend. GCYC, www.nccn.net/~gcyc.

July 12-19 — Landsailing World Championships at Smith Creek Playa, NV. NALSA, www.nalsa.org.

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July 13 — Tri-Island Race #2. BYC, www.berkeleyyc.com.
July 13 — Howard Stevens Race, LTWYC. Steve, (530) 577-7715, www.tahowindjammers.com.

July 13 — Summer 3 & 4 One Design Races. MPYC, www.mpyc.org.

July 13 & 26, Aug. 10 — Club Races on Scotts Flat Lake near Nevada City. GCYC, www.nccn.net/~gcyc.

July 15-20 — US Sailing Junior Women's Singlehanded Championship/Leiter Cup in Laser Radials at Mission Bay YC. Info, www.ussailing.org/racing/championships.

July 18-20 — Laser Masters PCCs at Jericho Sailing Centre, Vancouver, BC. Info, www.laser.org.

July 19 — 30th Annual Plastic Classic Regatta & Concours d'Elegance for all classes of 'plastic' sailboats designed 25 years ago or earlier. BVBC, www.plasticclassic.com.

July 19 — OYRA #5/Full Crew Farallones Race. OYRA, www.jibeset.net.

July 19 — Championship Series #3/Russ Schneider Memorial pursuit race around the Bay. CYC, www.cyc.org.

July 19 — Twin Island #2. SYC, www.sausalitoyachtclub.org.

July 19 — H.O. Lind 3-4. TYC, www.tyc.org.

July 19 — Dick Gardner One Design Race #2, LYSA. Jerry, (559) 776-9429 or www.lakeyosemitesailing.org.

July 19 — McNish Classic Yacht Race, off Ventura and Channel Islands Harbors, a 17-mile course with an inverted start. Pacific Corinthian YC, (805) 985-7292 or www.pcyc.org.

July 19-20 — SF Classic/UN Challenge. StFYC, (415) 563-6363 or www.stfyc.com.

July 19-20 — BAYS #3/Svendsen's Summer Splash for junior sailors at EYC. Info, www.bayarea-youthsailing.com.

July 19-20 — Monterey and Back. SCYC, www.scyc.org.

July 19-20 — Potter-Yachters' Cruiser Challenge XV, a laid-back regatta for trailerable pocket cruisers under 26 feet whose primary purpose isn't racing. Hosted by MPYC on Monterey Bay. Info, www.cruiserchallenge.com.

July 19-20 — DWI (Dinghies Whidbey Island). Info, www.whidbeyislandraceweek.com.

July 20 — Baxter/Judson Series Race #4. PresYC, www.presidoyachtclub.org.

July 20 — Summer Series #2/BBQ at Lake Elizabeth. FSC, www.fremontsailingclub.org.

July 20-25 — Whidbey Island Race Week, Oak Harbor, WA. Info, www.whidbeyislandraceweek.com.

July 25-26 — Santa Barbara to King Harbor Race. Santa Barbara YC, www.sbycracing.org.

July 25-27 — Santana 22 Nationals. MPYC, www.mpyc.org or www.santana22.com.

July 26 — Francis Chichester Memorial Circumnavigation of Alameda for Lasers, launching from EYC's docks. Info, www.laser.org or www.encinal.org.

July 26 — Team Race Championship. StFYC, (415) 563-6363 or www.stfyc.com.

July 26 — Single/Doublehanded Race #4. SeqYC, www.seqoiayc.org.

July 26 — Sunnyside Restaurant Regatta. Tahoe YC, www.tahoeyc.com.

July 26 — Sadie Hawkins Race. KBSC, www.kbsail.com.

July 26 — Mitchell/Ross Regatta. SFYC, (415) 435-9133 or www.sfyyc.org.

July 26 — Moseley Regatta for Etchells and Knarrs. TYC, www.tyc.org.

July 27 — Match Race Championship. StFYC, (415) 563-6363 or www.stfyc.com.

July 27 — Doublehanded Races, LTWYC. Steve, (530)

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577-7715 or www.tahoewindjammers.com.

July 28-29 — Heavy Weather Laser Slalom. StFYC, (415) 563-6363 or www.stfyc.com.

July 28-31 — Santana 20 Class Championship, hosted by Eugene YC on Fern Ridge Lake, OR. Info, www.s20.org.

July 31 — Santa Cruz 27 Nationals feeder race from Santa Cruz to Monterey. Info, www.sc27.org.

July 31-Aug. 3 — Laser Nationals. StFYC, (415) 563-6363 or www.stfyc.com.

Aug. 1-3 — Santa Cruz 27 Nationals at MPYC. Info, www.sc27.org.

Aug. 1-3 — Columbia Gorge One Design Regatta (CGOD). CGRA, www.cgra.org.

Aug. 1-3 — Lido 14 Nationals in Long Beach. Alamos Bay YC, www.abyc.org.

Aug. 2 — Midnight Moonlight Maritime Marathon. SFYC, (415) 435-9133 or www.sfyc.org.

Aug. 2 — Jerry O'Grady Singlehanded Race. CPYC, www.cpyc.com.

Aug. 2-3 — YRA 2nd Half Opener, a Party Circuit regatta hosted by EYC. Info, www.yra.org.

Aug. 2-3 — J/24 District 20 Championship. BYC, www.berkeleyyc.org.

Aug. 2-3 — Franks Tract Regatta, actually sailed on the San Joaquin River, not Franks Tract. Andreas Cove YC, www.andreascoveyc.org.

Aug. 2-3 — Koenigshofer Regatta for Shields. MPYC, www.mpyc.org.

Aug. 2-3 — Santanarama at Stillwater YC in Pebble Beach. Info, www.sycpb.org or www.santana22.com.

Aug. 2-3 — El Toro Worlds on Pinecrest Lake. Info, www.eltoroyra.org.

Aug. 3 — Summer Series #3 at Lake Elizabeth. FSC, www.fremontsailingclub.org.

Aug. 3 — Commodore's Cup Race, LTWYC. Steve, (530) 577-7715 or www.tahoewindjammers.com.

Aug. 4-8 — Hobie North Americans. MPYC, www.mpyc.org.

Aug. 9 — Interclub Series #5 in the South Bay. BAMA, www.jibeset.net.

Aug. 9 — Dinghy Delta Ditch. LWSC, www.lwsailing.org.

Aug. 9 — Double Damned, Cascade Locks to the Dalles, OR. Hood River YC, www.hoodriveryachtclub.org.

Aug. 9 — WBRA #4, run by SYC. YRA, www.yra.org.

Aug. 9 — YRA Summer #2, run by RYC. YRA, www.yra.org.

Aug. 9 — North Bay Series #5. VYC, www.vyc.org.

Aug. 9 — Moonlight Marathon from Redwood City to TI and back. SeqYC, www.sequoiayc.org.

Aug. 9 — Singlehanded Buoy Race. MPYC, www.mpyc.org.

Aug. 9-10 — Albert T. Simpson Regatta. StFYC, (415) 563-6363 or www.stfyc.com.

Aug. 9-10 — BAYS #4 for junior sailors at SFYC. Info, www.bayarea-youthsailing.com.

Aug. 10 — Tri-Island #3. BYC, www.berkeleyyc.org.

Aug. 10 — Lady's Day Race, LTWYC. Steve, (530) 577-7715 or www.tahoewindjammers.com.

Aug. 10 — Big Brothers Big Sisters Day on the Bay. SCYC, www.scyc.org.

Aug. 10 — Summer 5 & 6 One Design. MPYC, www.mpyc.org.

Aug. 25-30 — 18-ft Skiff International Regatta, with the Ronstan Bridge to Bridge on 8/28. StFYC, www.stfyc.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 or www.bbyc.org.

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

BENICIA YC — Every Thursday night through 9/25. Joe, (707) 628-2914 or www.benicia-yachtclub.com.

BERKELEY YC — Every Friday night through 9/26. Info, www.berkeleyyc.com.

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

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

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

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

FOLSOM LAKE YC — Wednesday nights through 8/27. Friday Night Summer Sunset Series: 7/18, 8/8. Info, www.flcyc.org.

GOLDEN GATE YC — Friday nights: 7/11, 7/25, 8/8, 8/22. Gary Salvo, (916) 215-4566 or www.ggyc.com.

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

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

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

LAKE WASHINGTON SC — Every Thursday night through August. Info, www.lwsailing.org.

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

MONTEREY PENINSULA YC — Sunset Series. Every Wednesday night through 10/1. Victoria Model Yacht Series: every Friday night through 10/3. Juli, race@mpyc.org or www.mpyc.org.

OAKLAND YC — Sweet 16 Series. Every Wednesday night 7/16-9/3. Jim, (510) 277-4676, oycracecom@gmail.com or www.oaklandyachtclub.net.

PRESIDIO YC — Crazy Eights Thursday Sunset Series. 7/31, 8/14, 8/28, 9/11. Info, www.presidiyachtclub.org.

RICHMOND YC — Wednesday nights: 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.

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

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

SANTA ROSA SC — Twilight Series every Tuesday through 8/5 on Lake Ralphine. Info, www.santarosasailingclub.org.

SAUSALITO YC — Tuesday nights. Summer Sunset Series: 7/22, 8/5, 8/19, 9/2, 9/16. Sunset Championship: Saturday, 10/11. Nick, race@sausalitoyachtclub.org or www.sausalitoyachtclub.org.

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



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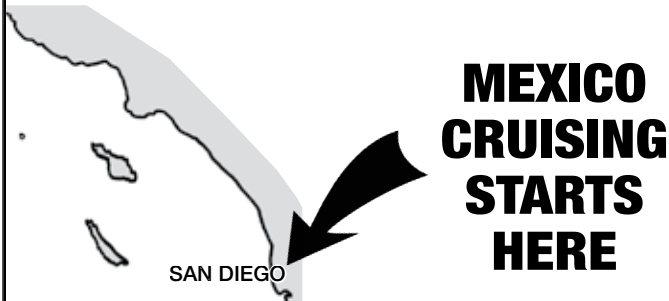
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SIERRA POINT YACHT CLUB — Every Tuesday night through 8/26. Quincy, racing@sierrapointyc.org or www.sierrapointyc.org.

SOUTH BEACH YC — Friday nights: 7/18, 7/25, 8/1, 8/15, 8/22. Gerard, (415) 495-2295 or www.southbeachyc.org.

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

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

TIBURON YC — Every Friday Night 7/11-9/12. Jim, race@tyc.org or www.tyc.org.

TREASURE ISLAND SAILING CENTER — Svendsen's Thursday Night Series for Vanguard 15s and Lasers through 9/4. Tuesday Night Team Racing for V15s through 9/9. V15s, www.vanguard15.org; Lasers, www.tilaserfleet.org.

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

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

July Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	HIGH	LOW	HIGH	LOW
7/04Fri	0433/4.0	1038/1.1	1749/5.2	LOW
	LOW	HIGH	LOW	HIGH
7/05Sat	0012/1.9	0545/3.7	1125/1.6	1831/5.4
7/06Sun	0112/1.4	0713/3.5	1219/1.9	1915/5.7
7/12Sat	0601/-1.4	1310/5.1	1752/2.3	LOW
	HIGH	LOW	HIGH	LOW
7/13Sun	0008/6.9	0646/-1.4	1353/5.4	1846/2.1
	LOW	HIGH	LOW	HIGH
7/19Sat	0016/1.0	0629/4.2	1145/1.5	1836/6.1
7/20Sun	0128/0.7	0758/4.0	1248/2.0	1929/6.2
7/26Sat	0604/-0.3	1310/4.9	1755/2.5	2354/6.0
7/27Sun	0635/-0.2	1340/5.0	1834/2.5	

July Weekend Currents

date/day	slack	max	slack	max
	7/04Fri	0119	0349/1.6F	0639
	1258	1613/2.5F	1932	2219/2.8E
7/05Sat	0226	0453/1.6F	0753	1032/2.3E
	1348	1704/2.3F	2018	2314/3.1E
7/06Sun	0330	0603/1.8F	0911	1132/2.0E
	1446	1759/2.3F	2106	
7/12Sat	0111	0430/5.9E	0823	1124/4.6F
	1447	1705/3.2E	2015	2309/3.6F
7/13Sun	0201	0518/6.0E	0908	1208/4.7F
	1530	1753/3.4E	2106	2359/3.6F
7/19Sat	0223	0511/2.5F	0812	1034/2.4E
	1410	1711/2.7F	2016	2318/3.7E
7/20Sun	0333	0635/2.6F	0929	1145/1.9E
	1516	1817/2.5F	2112	
7/26Sat	0115	0427/4.5E	0824	1130/3.7F
	1436	1658/2.4E	2017	2304/2.8F
7/27Sun	0154	0501/4.6E	0858	1159/3.7F
	1510	1730/2.6E	2054	2339/2.8F



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LETTERS

↑↓ DO PEOPLE HAVE MORE SEX WHEN CRUISING?

I'm a very long-time reader of *Latitude*, and am happy to say that my husband and I are excited to be signed up for this fall's Ha-Ha. If just a couple of things come together, we'll be able to cruise the South Pacific for a couple of years.

My husband and I have been busy with preparations, both in terms of the boat and gear, and ourselves. Lots of soon-to-be cruisers write in with questions about their boats and gear, but my inquiry is about sex. I want to know if couples have more or less sex when cruising than they did back home. And please, no Bevis-and-Butthead-type sniggering.

My husband and I both believe that an active sex life is an important ingredient of optimal mental and physical health, just like regular exercise and eating healthy foods. As such, we both work to stay fit and attractive to each other, and make an effort to keep our sex life interesting. So far so good.

We've joined friends on cruising boats for brief periods in both Mexico and Fiji, during which time I broached, after a few drinks, the subject of sex to the gals. Some said the cruising life in the tropics is much more conducive to sex, as you often wear little if any clothing, and you have a lot more free time together.

One woman said her sex life had become a lot more satisfying because cruising had physically transformed her husband. She said something to the effect that when she married him, he had been ripped, but 25 years at a desk job had made him flabby and not as attractive as he'd once been. But after about six months of cruising, the flab had been replaced by muscle, partly contributing to "the best sex of our lives." The other part, she said, was because she, like most women, found sex more enjoyable during middle age than when she was younger.

On the other hand, one woman said that at times the cruising life is strenuous if not exhausting, and as a result she often found herself too tired to even think about having sex. Her response made me wonder how often, if at all, cruising couples have sex during the three to four weeks it takes to cross from Mexico to the Marquesas.

My sample was far too small to draw any conclusions, so I'd like to put my question to all couples out there cruising. Are you having more or less sex than before you took off cruising? And do you have any cruising-specific sex tips? It would be great if ages were included, as that should be factored in.

I remember that there was a letter similar to mine in *Latitude* a very long time ago, but I can't remember the results.

Name Withheld By Request
Pacific Northwest

NWBR — *What an interesting question! We remember the letter you refer to, but can't remember the substance of the responses either.*

This letter was first published in the May 2 'Lectronic, and prompted the following responses.

↑↓ OUR COCKPIT WAS LIKE A EURO SEX PARTY

A reader wanted to know if cruisers have more or less sex while cruising than they did back home. And if they had sex during long passages, such as from Mexico to the Marquesas.

We had sex almost every day during our crossing to the Marquesas, and some days the cockpit was like a Euro sex party. Captain's Hour usually started about 3:30 p.m., and continued until dusk. After a couple of drinks, things usually got really wild. Lots of sex was definitely the best way to cut down on the boredom of a long passage, and the time just flew by. We did skip a couple of days, but only because of

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LETTERS

exhaustion.

Interestingly, we had much more sex during the passage than we've had while anchored.

Name Withheld By Request
South Pacific

Readers — While the couple prefer to remain anonymous, we know them and that they crossed within the last two years. If you and your significant other are in your 60s and didn't have sex every day on the way from Mexico to the Marquesas, don't fret, as this couple is quite a bit younger than most cruising couples.

↑↓SEX AND THE CRUISING COUPLE

My husband and I spent three seasons cruising in the Caribbean on our beloved *Scappatella*. I don't know if we had more sex or less sex than before we took off cruising, but it sure was different. Here's an excerpt from our blog to give readers an idea:

"As we locked in a passionate embrace, I breathed in the intoxicating smell of sweat and diesel that has permeated his entire being. I tried to pull away, but our bodies clung together from the sweet, sticky, tropic heat. We rolled onto the bed and I wrapped my legs around his body — the coarse, white sand exfoliating our skin until it was as smooth as a baby's. I moved to straddle him, my heart quickening as I exclaimed 'Oh, oh, owwwwwww!' But not even the smack of my head against the corner of the berth would deter my passion.

"As my skin glistened and rivulets of sweat dripped down onto him, he moaned. I excitedly looked into his eyes, only to see him staring at the water dripping down the side of the berth onto our bed — the leak that would be our nemesis throughout our time in the Caribbean. Distracting him with the rough calluses of my weathered hands, he turned his attention back to me, wincing a little as I ran my hands over his bronzed body. We moved together with the rhythm of the sea, thrashing about here and there — until all of a sudden he leaped out of bed and across the length of the cabin, and in one fluid movement smacked the bulkhead with his hand.

"What the hell was that about?" I exclaimed, my passion finally abating with yet another unwelcome distraction. He turned to me with the contented look of a satiated man, and pointed down at the small, dead cockroach lying on the cabin sole.

"Aaahhhh, that's my man!" I exclaimed and pulled him back onto the bed, the two of us wincing with each movement."

P.S. Feel free to publish our names.

Janet & Louis Debret
Scappatella, Lafitte 44
Coloma

Readers — There's more than a little element of truth in the above report, which is what makes it so funny.

The couple's website notes that Scappatella has three meanings: 1) An Italian word for 'escapade', meaning an adventurous, unconventional act or undertaking; 2) A journey with a little bit of intrigue, such as the secret escapade of two lovers; 3) In the slang of Rome, a 'quickie in the bushes'.

↑↓MORE TRUST MEANS MORE AND BETTER SEX

In the May 2 *Lectronic*, there was a letter from a reader asking whether the sex lives of couples was better while cruising than in the 'real world'. In our experience, the sex is much better while cruising. Much, much better. Our sexual life is much more free, creative and passionate.



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LETTERS

We think the reason is that when it's just the two of you cruising, your lives depend on each other, so you have to have complete trust. We find that this makes us more deeply attracted to each other. And with that kind of trust and attraction comes very satisfying sex.

Yes, the heat and humidity might be an issue for some in the tropics, but we've gotten used to it. Indeed, we really enjoy it now.

It's true, you don't always feel like having sex. After a rough passage, for example, both of us are usually trashed. But after we've rested up . . . well, you just have to live the experience to understand it. But it's amazing.

Fortunately for us, we never get tired of being together. We can spend all day and all night together for many weeks, and it's never too much. We can't guarantee that everyone feels the same way we do about sex while cruising, but for us it's great.

Name Withheld By Request
Mexico

↑↓ MORNING IS THE BEST TIME TO HAVE SEX

If you're a gal who has a guy worth keeping, I recommend



WEBB LOGG

Yes, women should keep an eye on backpackers if they can't trust their men to keep it in their pants.

sex at least three times a week to keep him sated. There are a lot of untethered women around looking for a guy and, to many of them, a male — even if he's in a relationship — with a cruising boat reeks of adventure and romance. I especially recommend keeping an eye on backpackers and gap-year girls looking to live it up before they settle down. Oh yeah, and young girls in Third World countries like Panama and Colombia looking for a sugar daddy.

Morning is the best time of day for sex because it's cooler and it's when his testosterone level is the highest. Don't forget to have fun yourself, as sex should be more than a job.

Name Withheld By Request
Rio Dulce, Guatemala / Cartagena

↑↓ SEX AND CRUISING GO GREAT TOGETHER

My family and I are veterans of the 2007 and 2008 Ha-Ha's, and four years of full-time cruising in Mexico. I'm not going to talk about my sex life, but I will give captains a sex tip: If you think you will be getting any cockpit romance with the sun softly setting over the Pacific when your last shower was a quarter-gallon rinse three days before, keep dreaming. If you want to increase your chances for sex while out cruising in the tropics, forget about the garden sprayer showers and buy a watermaker. If I have to explain why, then you are not getting any sex now anyway.

As the owner of Cruise RO Water, I often joke that I don't sell watermakers, but rather increased chances for romance while cruising. That, my friends, is one hell of a sales pitch that happens to be true!

Rich Boren
Third Day, Force 50
Port San Luis

Rich — There are exceptions to the rule. We have a friend who



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LETTERS

cruised his 26-ft boat, with five surfboards, to Mexico. When we encouraged him to join us in the Paradise Resort swimming pool one day, he declined, saying that he only bathed in salt water, and he would get spoiled by a dip in fresh water. Ladies still found him very attractive.

In addition, there are lots of sailors in the Caribbean who go for days without showers, despite the humidity and the fact the water is so inviting. It's something we don't entirely understand, but some of the most aromatic ones seem to attract the most lady friends.

↑↓BOYCOTTING THE 2017 AMERICA'S CUP

I read the May 2 'Lectronic piece on the America's Cup not returning to San Francisco, the most beautiful sailing venue in the world, in 2017. This is something none of us expected on September 25 when Oracle Team USA completed their monumental come-from-behind victory over the Kiwis.

This means that San Francisco's Golden Gate YC will be the club of record for a city other than San Francisco! And considering the present circumstances, it makes you wonder if the America's Cup will ever return to our shores again. If the ignorant San Francisco politicians couldn't secure the Cup this time around with the greedy OTUSA group, under what conditions would they ever return to San Francisco?

If the Bay Area sailors and residents aren't insulted enough, OTUSA, the American Defender, is willing to consider Bermuda for a Finals, a venue outside the United States. OTUSA's disrespect for San Francisco is one thing, but by showing disrespect for our country, it's showing the organization's true colors — which are greedy green rather than red, white and blue.

As someone who was born and raised in San Francisco, and was a media photographer for the last Cup, I will be boycotting the next America's Cup. Sailors are an honorable group of people, and OTUSA doesn't deserve our respect.

Michael Creedon
Larkspur

↑↓WHAT A BUNCH OF SPOILED BRATS

Great summary of San Francisco's being out of the running for the next America's Cup. But it was kinder than I would have been toward San Francisco and Ellison for not reaching an agreement. When Ellison won the Cup, he won it for San Francisco, not San Diego, Chicago or Bermuda. Freaking spoiled brats.

Craig Shaw
Adios, Columbia 43
Portland, Oregon

Craig — Just one quibble, as it was Oracle Team USA, not Oracle Team San Francisco. But we share your sentiment.

↑↓THE STATE OF THE AMERICA'S CUP

I thoroughly enjoyed *Latitude's* comments on America's Cup Event Organizers withdrawing San Francisco as the site of the next America's Cup. Your report was succinct and hit the nail on the head. It was far better than the report in the *Chronicle*, which smelled badly of sour grapes.

Sam Vahey
Brookings, Oregon

Readers — We got a number of compliments on that 'Lectronic item, so we thought we'd run it again:

"We're not sure if it's polite to dump someone by email, but that's the method that Russell Coutts, Director of the America's

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Cup Event Authority, used to inform Mayor Ed Lee that San Francisco would not be the site of the next America's Cup.

"That's a shame because, as was proven in the Finals of the last America's Cup, San Francisco Bay is the ideal place for the competition. The sailing conditions were fantastic, the spectating and interaction between the participants and fans was superb, and San Francisco was never presented in a more favorable light. Sailing and San Francisco were both big winners.

"That the America's Cup organizers and San Francisco failed to reach an agreement for the next America's Cup is hardly



LEA SUZUKI

At least Russell Coutts didn't dump Mayor Ed Lee in a text message.

surprising, as relations between the two, and between Oracle Team USA and large segments of the city's whiny residents, were never good. Ellison and Coutts seemed to think that San Francisco wasn't supportive enough, and detractors pointed to the fact that the last Cup supposedly cost San Francisco \$11 million — a laughably small sum that isn't even equivalent to the pensions of three or four of the legions of underworked and overpaid city employees.

"Perhaps the biggest problem was that Ellison, worth untold billions, and the City, on fire with social media and tech money, as well as the darling of tourists the world over, don't really need each other. Both are sitting fat and pretty on their own.

"The loss of San Francisco as a potential America's Cup site leaves three less-than-inspiring sites in contention: San Diego, Bermuda and Chicago. San Diego is a wonderful place, but simply doesn't have the challenging winds for a proper America's Cup. It would be like holding the Masters Golf Tournament at a dried-out muni course. Or the Winter Olympics at Dodge Ridge. Bermuda? While the sailing can be nice, the tiny little place is the antithesis of cosmopolitan, and is so overcrowded that residents are only allowed one car per house. That leaves Chicago, which we think would be the best choice of the three. The freshwater sailing can actually be quite good, and while there aren't a lot of sailors in some parts of the Midwest, we think the America's Cup is the kind of world-class event that even non-sailors could enthusiastically get behind.

"So all we Northern Californians are left with are memories of the 34th America's Cup. But what great memories! While the build-up and Louis Vuitton Semifinals were a flop, and there was farce and tragedy, the AC 34 Finals were the most unique and earthshaking in sailing. And Oracle Team USA's victory after being down 1-8 was the greatest comeback in sports. If there is a silver lining to the dark cloud of San Francisco's not being selected as the site of the next America's Cup, it's that no future America's Cup will be able to live up to the drama and excitement of the Cup competition that was held on San Francisco Bay."

By the way, one employee of the City of San Francisco grouched about our remark that \$11 million "is a laughably small sum that isn't even equivalent to the pensions of three or four of the legions of underworked and overpaid city employees."

Our basis for that claim is the fact that, of the 10th to 20th most populous cities in the United States, San Francisco has the greatest percentage of city employees per residents — by a staggering margin. The only other city that has even half as many employees per resident is Detroit, which most readers

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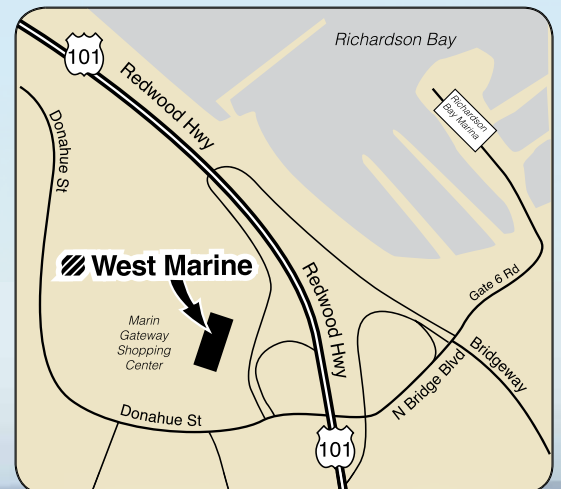
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LETTERS

know is bankrupt. Consider San Jose, which with 946,000 residents has nearly 150,000 more people than San Francisco, yet it has one-fifth (!) the number of city employees — 6,000 versus 30,000. And forget the "But San Francisco is a city and county" argument. So is Indianapolis, which has more residents than San Francisco, seven times more area to cover, but less than one-quarter the number of city/county employees.

We're not blaming individual workers — such as the Muni mechanic who made \$350,000 a year — we're blaming the city administrators. The bottom line is that saying San Francisco couldn't easily absorb an \$11 million 'loss', if there really even was such a thing, is like saying Larry Ellison couldn't have driven a softer bargain to keep San Francisco as the site for the good of the Cup.

⇕ **BOAT SHARING OPTIONS BEYOND AIRBNB**

I read the latest *Latitude* this weekend and saw your piece on Airbnb being used for people wanting to sleep on boats. But only for sleeping?

It just so happens that a few days after I write this, Jaclyn Baumgarten, founder and CEO of a company called Cruzin, will be giving a presentation at the St. Francis YC. Cruzin doesn't just let people sleep on a boat, they let you rent your boat to others for sailing, motoring, waterskiing or cruising. It's fully insured.

It sounds like a perfect way to rent a boat for Sailstice no matter where you are in the world.

Jason Holloway
St. Francis YC

Jason — There have been a number of boat trade schemes tried over the years, and we've gotten calls seeking publicity from a flock of companies that have formed or are in the process of forming to do 'boat sharing'. It's a no-brainer concept that's been around for years, but the devil is in the details.

As much as we like most of the concept of the sharing economy, we don't believe it makes sense for boats, particularly sailboats, except perhaps for simple small ones. The problem is that boats are much more complicated than cars, bikes, condos and other things that are commonly shared. Even sisterships tend to be unique, and minor damage to them can run into the thousands of dollars.

As the owner of a 45-ft catamaran that is in a really good yacht management program — with a boat that was designed and built to be idiot-proof — we're fully aware of the kinds of damage that people who aren't familiar with a particular boat or sailing area can do to a boat or a boat's system. Damage that in some cases may not show up for weeks. This is even true when the boat has been chartered by groups of well-meaning, experienced sailors who weren't drinking heavily.

As we all know, boats have problems, particularly when they are in the hands of first-time users who aren't familiar with the idiosyncrasies. Suppose somebody rents your boat for a long weekend on the Bay, it's Saturday at 4 p.m., they're up at China Camp and can't get the windlass to work or the furler to roll the jib up. What then? If this happens with our boat in the British Virgins, the 'renters' can call somebody and get assistance.

And what if you're a renter? Who is to evaluate the standard of a boat you're going to rent on the other side of the world? We're not sure if it's still done, but many years ago there were charter companies in Greece that rented out private yachts as opposed to having their own fleet of boats. Some of the boats were in dreadful condition despite claims to the contrary.

Cruzin has insurance? We'd read that policy very carefully

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LETTERS

to see exactly what is covered and what isn't.

Frankly, there is no way we would 'Airbnb' any of our three sailboats, as we can't see how the risk/reward ratio could make sense. We might do it if there were a licensed captain aboard who knew the boat, but that sounds more like traditional chartering than boat sharing.

Our thoughts need to be taken in the context that we're skeptical by nature and not as smart as a lot of other people. Maybe someone brighter has a solution to all the 'details'. We're sure that some boatowners will be willing to give the concept a try with their boats. We wish them, and all the 'boat sharing' companies, the best of luck.

Actually, since there already are 'boat sharing' companies, is there anybody who would like to report on the experiences they've had?

WHAT'S THE CAUSE OF THE WATER SHORTAGE?

I read the June 4 'Lectronic about the water shortage at Avalon. The drought is not the cause of the water shortage at Catalina, it's PCBs. Google it. It's scary shit. Southern California Edison brings us all our water. Think ice cubes, shower water, everything. When it comes to PCBs, if it's on you, it's in you.

I'm a vet of the 2011 Ha-Ha and a Two Harbors employee. Please do not use my name.

Name Withheld By Request
Two Harbors, Catalina

Readers — We did Google 'PCBs and Catalina Island', and came across a January 16, 2014 Sixty Day Notice of Violation, in which Vicki L. Rogers, a resident of the City of Avalon and an employee of Southern California Edison from May 1983 to January of 2012, accuses — at least as best as we can determine from the legalese — Southern California Edison and certain individuals with violations of the Toxic Substances Control Act Section 20, the Resource Conservation and Recovery Act, and the Safe Drinking Water and Toxic Enforcement Act. And yes, PCBs are a big part of the action.

We don't know enough about the facts or science to make



any kind of evaluation of the case, so we suggest that those who have reason to be interested read it for themselves. It's also unclear to us if one or more problematic tanks are the cause of the water shortage, or if there would have been a shortage even if there weren't a problem with the tanks. But unless we were racing, we'd sail there with full tanks.

Fill your tanks before you sail over to Avalon this summer.

REMEMBERING STORMS OF YEARS PAST

Claude Monet's painting *Shipping by Moonlight* reminds me of a storm we encountered in either 1982 or 1983 when we were delivering a 36-ft sloop from San Diego to San Francisco. We were approaching Long Beach when we were caught. Huge seas tossed the boat around, and the sound was incredible. With my watch over, I tried to rest in the V-berth, but kept getting thrown against the overhead. The roar of the storm became so loud that I got up and went to the cockpit to see if I was needed. The main was reefed down as far as possible,

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the halyards were banging on the mast, and it was black everywhere.

Suddenly we saw intermittent lights in the clouds above us. They became brighter as they began to break through the low, dense clouds. I was expecting a UFO to appear. The



CLAUDE MONET

Gary James had an experience eerily similar to Monet's 'Shipping by Moonlight'.

complete darkness, making the sea and sky indistinguishable, was contrasted by a bright light shining on our boat. The shaking and wind turbulence were so severe that we had no idea what we were experiencing.

Then a voice over the VHF identified the 'thing' as a military helicopter, which brought much relief.

It finally dropped below the cloud cover so we could see it. The crew asked if everything was all right, and we said it was. Then they asked if we had come across a downed F-18 jet or its pilot. Our total vulnerability had turned to relief, but now we felt a sense of vulnerability again, knowing someone was in the water in such terrible conditions. The helicopter asked us to keep an eye out for a survivor, and since we didn't need assistance, left to continue its search.

We finally made it into Long Beach Harbor, and stayed in a marina for two days. I'll never forget that. The body of the pilot was recovered a few months later.

Gary James
Fall River Mills

Gary — *If it happened in November 1982, we know the storm you're talking about. It blew like stink and there were 22-ft seas in the Catalina Channel. We were leaving San Diego for Mexico, and got our Freya 39 Contrary to Ordinary reefed down for the conditions. But once we got past Pt. Loma, we decided that taking off with a crew of just two experienced sailors and two untested sailors didn't make the most sense. Particularly since weather forecasts weren't very good back then.*

It ended up that Willie Smothers and a couple of others took the boat to Cabo a little while later. After anchoring in Cabo,



LATITUDE / RICHARD

'Contrary to Ordinary's' crew arrived in Cabo the day after the infamous storm of 1982.

they noticed 28 boats on the beach. They couldn't imagine what had happened, and guessed that Mexicans had opened boatyards on the sand. The reality was that they had arrived the day after the Cabo Storm of December 1982, the one that famously cost

French sailing legend Bernard Moïstessier his beloved Joshua. This storm was not connected with the earlier one in California.

This was just three years after the Long Beach YC's frightful Long La Paz Race. As we recall, only six of the 33 starters finished, one of them being an Olson 30. The fleet got decimated sailing the last hundred miles north into the Sea of Cortez. Some sailors who had also done the Fastnet Race of 1979, just a few



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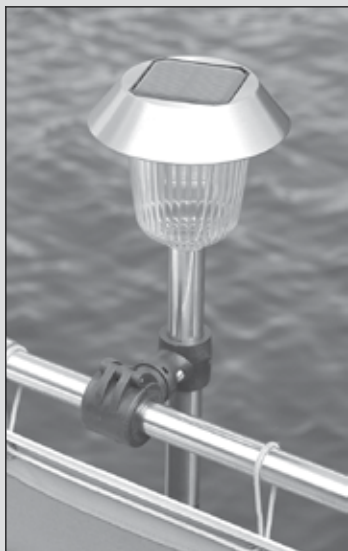
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LETTERS

months before and which claimed the lives of 15 sailors, said conditions were worse in the Sea of Cortez.

↑↓ **TRASH BAGS SAVED THE BOAT**

There was a letter in the June issue from Ed Hart, who fixed a leak resulting from his prop shaft slipping out of his stuffing box in the middle of the Indian Ocean in the middle of the night. I had a similar incident. In 1979, when my Catalina 27 was brand new, nothing happened when I put my boat's motor in reverse to slow it down when nearing Angel Island. When I looked into the engine compartment, I saw water spouting from my empty stuffing box like a running garden hose. I knew the drive shaft had slipped out.

This was way before Robert Redford or even MacGyver, so I grabbed three heavy-duty trash bags and slipped them inside each other. I then pulled the whole thing over the spouting stuffing box. The long length of the bags channeled the water flow away from me and the stuffing box. Grabbing my always present duct tape, I wrapped tight turns around the bag-covered stuffing box. Eventually the water stopped flowing and the trash bags ballooned out with water. It was spooky, but it didn't leak or break.

I sailed the boat back to Ballena Bay, and the dealer reset the shaft the next day. What happened? There hadn't been a dimple drilled into the shaft for the set screw.

Harley Gee
The Taproom, Catalina 42
Richmond YC

Readers — When a boat starts taking on water quickly, one of the first suspects is the shaft. For example, on November 12, 2010, the San Diego-based Freeport 36 Aquila, a vet of the Ha-Ha, sank 80 miles west of New Caledonia en route to Brisbane as a result of a prop shaft leak. Owner Mike Rafferty said problems with the shaft and the stuffing box caused the sinking.

↑↓ **THE HANDHELD GPS INTRODUCED 25 YEARS AGO**

The 25th anniversary of the Magellan NAV 1000 — as reported in the June 4 'Lectronic — doesn't make me feel any younger! It was the primary GPS for many years aboard my Ventura based J/35C Strider, and got me back and forth between Santa Cruz Island, Catalina and Ensenada many times. It's still on board as a back-up. It's as accurate as my new chartplotter.

Years ago I was in Valparaiso, Chile, on a business trip. As part of our meetings, we toured a large ocean freighter in the port. I was quite surprised when the ship captain proudly showed off his NAV 1000. I had somehow imagined that a ship ten times larger than my 35-ft sailboat would have a more sophisticated GPS for navigating the world.

John Grether
Strider, J/35C
Ventura

↑↓ **THE HIGH COST OF ACCURACY**

The original retail price for the NAV 1000 was \$2999, and it



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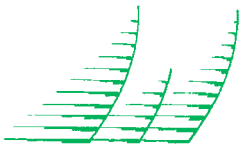
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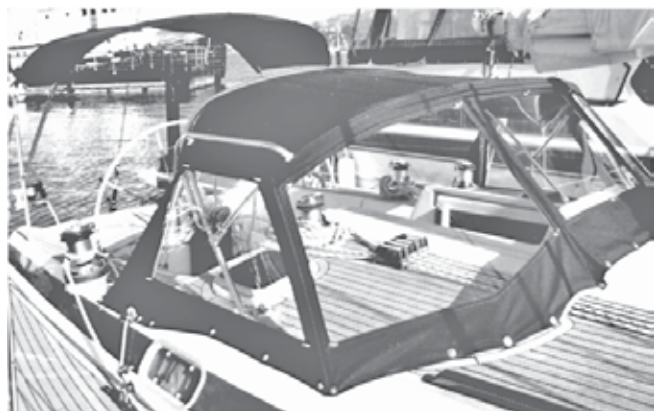


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LETTERS

was generally sold for 10% off, or \$2699. Until very recently I had a NAV 1000 PLUS, which was slightly faster at computing a fix. The NAV 1000 computed a fix only every 12 seconds.

Chuck Hawley
Santa Cruz

Readers — Having been West Marine's tech guy from darn near the beginning of modern marine electronics until just recently, Chuck speaks with authority.

↑↓ THE NAV 1000 CHANGED EVERYTHING

I used a NAV 1000 in the Doublehanded TransPac right after the device was first introduced. It changed everything. We did some celestial shots to see if the handheld GPS was working right, and it was obviously more accurate than celestial. I think I paid \$1,300.

Eric Jungemann
Devil Dog, Catalina 22
Cameron Park

↑↓ THE GPS WAS ACCURATE, THE CHARTS WEREN'T

I paid \$1,500 for my Magellan NAV 1000 in the summer of 1991, and three years later spent \$350 to buy a newer, faster, smaller Magellan to use as a backup. The NAV 1000 took my wife Diane and me on a 25,000 mile trip from San Francisco to Honolulu by way of Baja, the Pacific islands, New Zealand and Australia. During ocean passages we would turn it on for a fix at the change of every watch, but still keep a DR in the log book in case it failed — which it never did. We also found the 'cross-track error' function to be very helpful.

The main problem with the NAV 1000 — and many later units — was that the coasts of many small Pacific islands were not at the latitude and longitude that the charts claimed. A few people lost their boats at night because of an over-reliance on the combination of GPS and inaccurate charts.

I've been reading *Latitude* since 1989, and still love it!

Henry Skinner, MD
Ariadne, Kantola 37
Yarmouth, Maine

↑↓ THE EARLY MILITARY VERSION WAS BIGGER

I served aboard the USS *Detroit* from 1993-95, and it had one of the first military GPS units, which dated from the early 1980s. If anyone thought the NAV 1000 was big, the military GPS on the *Detroit* had a display the size of a toaster oven, with the brains of the unit in a case the size of a large suitcase. The cable from the display to the case was 25 feet long and an inch thick. The display had a one-inch screen, and you had to rotate a knob to switch between 12 different screens.



The USS 'Detroit' used a 1980s-era GPS in the '90s.

My NAV 1000 was about \$1,000 when I purchased it back in 1991 at the Annapolis Boat Show. Just a few years later GPS devices were a tenth the size and price.

P.S. We're signed up for this year's Ha-Ha!

Mike Bradford
Pelagic, Hallberg-Rassy 42
Portland, Oregon

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↑↓ THE NAV 1000 IS OUR PRIMARY HARD-WIRED GPS

I can't seem to remember how much we paid for our NAV 1000 when we bought it new 18 years ago, but it remains the primary hard-wired GPS on our *Tayana 37 Gumbo Ya-Ya*. We've used it — in conjunction with paper charts — to navigate south from Seattle through Central America and the Panama Canal, and ending up in New Orleans. We then used it again from Seattle to Mexico and the South Pacific, ending up in Australia. On the second cruise, we interfaced it with a PowerBook running MaxSea software and, of course, paper charts.

The NAV 1000 has never let us down, so we never thought about replacing it. I was thinking of updating until I started doing all my local — Pacific Northwest — navigation using my iPhone running the Navionics app.

Kurt Bischoff
Gumbo Ya-Ya, Tayana 37
Bainbridge Island, Washington

↑↓ STILL WORKING AFTER A CIRCUMNAVIGATION

A Magellan GPS came with the *Shannon 37 Silk*, which I believe Beth Leonard and Evans Starzinger used for their 40,000-mile circumnavigation. The battery holder for the NAV 1000 was missing and the terminals were corroded, so it wasn't working. But when I plugged in a borrowed battery holder, the GPS still worked.

Marshall Tyler
Silk, Shannon 37
Oriental, North Carolina

↑↓ OUR SEXTANT IS ON LIFE SUPPORT

We were on our 36-ft *Blue Jay* in French Polynesia when word came out about the NAV 1000. We and five other boatowners talked about trying to buy them in bulk to reduce the initial \$5,000 price. But the price went down pretty quickly after that. The first Garmin 50 came out in late 1991, and we paid \$1,000 for ours. We used it until we returned to Seattle in 1996.

We still have a sextant onboard, which we had used exclusively for navigation from 1983 to 1991. Our sextant isn't dead, but it's certainly on life support. We pull it out maybe once a year, but now we rely on our \$29 USB hockey-puck GPS mated to our laptop.

Donna & Scott Hansen
Celestial, Tripp 47
Seattle, Washington

↑↓ IT WAS SATNAV THAT MADE SEXTANTS OBSOLETE

While the GPS put the final nail in the coffin of sextants, the SatNavs that came out in a 12-volt version in 1980 were actually the devices that made the sextant obsolete. They had been available on tuna clippers and other big ships for a while in 110-volt versions, but Meridian came out with the first 12-volt model in 1980. I paid \$3,500 for one of the first ones in a time when a new car ran about \$5,000. A year later, competing SatNavs became available and the price dropped 75% while the size dropped 90%. Meridian gave me a huge discount on replacing the one I had.

I put my sextant away with the arrival of SatNav and haven't used it since. I preferred SatNav to the GPS because it required some navigational tasks. GPS is so easy it's not interesting.

Ernie Copp
Orient Star, Cheoy Lee 50
Long Beach

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LETTERS

Ernie — It's true that SatNav came out several years before GPS, and did provide accurate fixes. The problem was that they came intermittently at periods of, as we remember, about three hours. If you were sailing back into the Gate at night in a thick fog, an hour wait for the next fix could seem like an eternity. GPS changed all that with fixes updated every few seconds.

The thing we remember the most about our SatNav was that it wasn't reliable. But it did indeed break the satellite-navigation barrier.

↑↓ PRACTICALLY SPIT OUT MY CHICKEN PARMIGIANA

I picked up my copy of your outstanding magazine today. With all the great articles and interesting people to read about, I can take a vacation — vicariously, of course — with it. I live in Long Beach and have a Hobie 16. I used to have a bigger boat, the Cal 28 *Duck Soup*, but I had to donate her to the Long Beach Marine Institute when my son faced a critical health care issue.

Anyway, I was having a very stressful day today, so I picked up a copy of *Latitude* and went to my favorite Italian restaurant for a good meal and a good read. When I got to the part of the issue about finding \$40 meals in the Caribbean, and read reason #5 about why the Wanderer likes St. Barth so much — "because the women walk like cats" — I practically spit out my chicken Parmigiana in laughter, having not laughed all day. That is so damn random and funny, I have to applaud you for that. Keep up the great work!

Karl Luecke
Hobie 16
Long Beach

Karl — If the line brought you a laugh, it makes our day. We wish we could take credit for the description, but it actually came from the then-35-year-old Ross Devlin during an interview we did with him two years ago in St. Barth aboard his Santa Barbara-based Irwin 37 Spindrift. The piece was about how tough it can be in St. Barth for an American sailor short on money. Here are some excerpts:

"St. Barth is a gorgeous place, has fabulous sailing, and the women are beautiful," Devlin told Latitude. "But if you arrive here with just five euros to your name, like I did, it can be a little rough. At the time, it was a special treat for me to be able to afford a single cold beer. And food." At one point Ross was so down and out that he crewed on a Carriacou sloop in the West Indies Regatta solely in the hope they might feed the crew lunch.

It wasn't that Ross, who has a wealth of skills, was lacking a



LATITUDE / RICHARD

work ethic. "It just isn't easy for Americans looking to make their way on the French island. For one thing, it's illegal to work unless an employer files papers on your behalf, and that's a complicated and time-consuming process. And naturally there is jealousy among the local population, who are also looking for work on the expensive island."

Yet Devlin said Californians seemed to have it a little better on St. Barth than other Americans. "I'm not sure why, but I suspect it's because the West Coast surfing culture is appreci-



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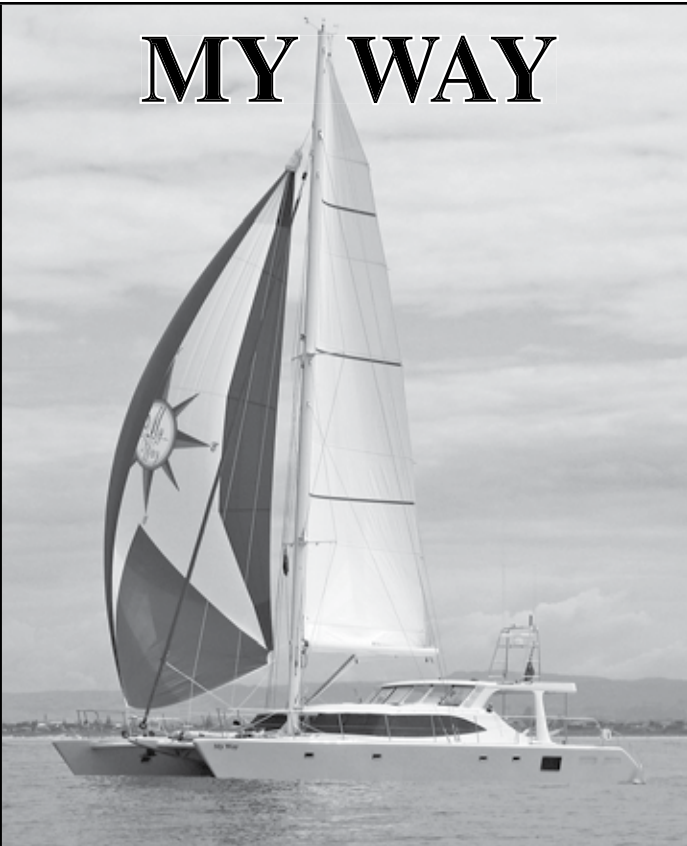
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LETTERS

ated, and because of the mystique of Hollywood. Apparently there is a show on French television called Santa Barbara, and as a result the French are particularly taken with all people and things that have to do with that city. And French women absolutely love it when someone with a California accent tries to speak French."

Ross eventually got his foot in the door by doing jobs — of-ten deliveries — that paid in meals and travel expenses. One of those deliveries was to the Northeast aboard the legendary Herreshoff 72 Ticonderoga. "When you wear a Ticonderoga T-shirt," said Ross, "you have instant credibility."

Some people claim that the only thing beautiful women care about is money. Ross didn't find that to be the case, for one af-ternoon a Malibu-based supermodel "who has been on the cover



LATITUDE / RICHARD

Julie Greaux (middle) walks like a cat, and so do her friends.

of every top magazine" swam out to Spindrift. A good-looking guy, Devlin was nonetheless intimidated. "She was rich and famous, and I was on my rough 39-year-old boat with five euros to my name." The supermodel didn't seem to mind, and took him out to dinner. And for the next three nights,

she and her other model friends partied on Spindrift, bringing all the food and drink.

But relations with French women were a little different. "I'm from Santa Barbara, which has some good-looking women," Delvin said, "but nothing like St. Barth. Yet I have a love/hate relationship with the women here. They tend to be so picky that they drive you crazy. I had a French girlfriend, but after four months I just couldn't take it anymore. But the French women walk like cats."

So that's where the line came from and the context.

We saw Devlin in St. Barth one more time a year later, but not since. For all we know, he and his dad bought an Open 60, as had been their plan, and are cruising the South Pacific right now.

↑↓ MEXICO OR 'MERICA, THE CHOICE IS YOURS

The arrest of U.S. Marine Andrew Tahmooressi in Mexico for having guns is another reason to stay away from Mexico. True, the guy went into Mexico with three guns in his truck, but have you ever crossed the border into Mexico? Confusion is the name of the game, and this patriot got nailed by very uncaring governments — including our government.

I have just returned from the Gulf Coast of the United States, and have decided to start cruising in our country. I've been going to Mexico since I was a kid, but I can't see going there again.

Curt Simpson
Palm Desert

Curt — Andrew Tahmooressi was found inside Mexico with an AR-15 rifle, a .45-caliber pistol, and a 12-gauge shotgun in the trunk of his car. He says he'd gotten "confused" and couldn't turn his truck back before crossing into Mexico. Maybe he's telling the truth, as it's claimed that he has PTSD and travels with all his belongings in his truck. On the other hand, "confusion" also sounds like a typical jive ass excuse of someone who had deliberately taken weapons into Mexico for sale, where such

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LATITUDE / RICHARD



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LETTERS

weapons are illegal, and gotten caught. All we know for sure is that there is no relevance between the arrest of Tahmooressi and the typical person taking their boat into Mexico.

Maybe you can't see going to Mexico again, but what do you think about the fact that so many Americans cruise to Mexico and stay for years and/or return time and time again?

and usually Puerto Vallarta, always being near the top of 'best places in the world to retire' surveys?

As for the "another reason" crack, we'd be interested in knowing the prior reasons. Perhaps you're thinking narco-related drug violence. For someone who has been spending three to four months a year on the coast of Mexico, and reporting on all things relating to cruisers in Mexico for 30+ years, this hasn't been an issue. Cruisers have much greater personal safety concerns in the Caribbean, to say nothing of major cities in the United States. Or maybe you're thinking about last November's 'audits' by AGACE, which resulted in many legal foreign-owned boats being seized for up to four months. That certainly was a major blunder by the Mexican government, but we're confident that steps have been taken — such as the upcoming introduction of new Temporary Import Permits — that will prevent a recurrence.

But to each their own. If Corpus Christi, Galveston, Morgan City, Gulfport, Pensacola, Panama City and the rest do it for you, don't let anybody stop you.

But to each their own. If Corpus Christi, Galveston, Morgan City, Gulfport, Pensacola, Panama City and the rest do it for you, don't let anybody stop you.

SHIPPING BOAT PARTS TO MEXICO

I'm planning to cruise to Mexico this fall, and would like advice on how to best receive boat parts shipped from the United States. I have been told that it's difficult to receive shipments in Mexico. Any advice would be greatly appreciated.

Brian Christie

First Light, Island Packet 380
 Long Beach

Brian — It all depends on where you are, what you need shipped, and how quickly you need it.

If you're somewhere in the Sea of Cortez, it's usually pretty easy to find someone in the cruising community who will be driving down from the States. As long as you don't need a new engine, 300 feet of chain, or a dozen golf cart batteries, something can usually be arranged and gotten across the border. It would be harder to find something if your boat were on the mainland south of Mazatlan, as not that many people drive there.

When we've needed bottom paint or other big and heavy stuff in Vallarta, we've used Juan Ramirez of Marine Express in San Diego. You get the stuff to him in San Diego; he gets it across the border and then puts it on a truck of a domestic shipping company. As we recall, it was reasonably priced and surprisingly quick. You can reach him at (619) 674-8834. But

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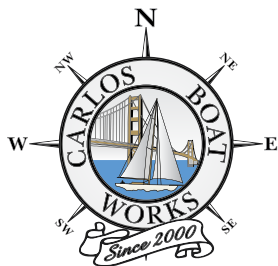
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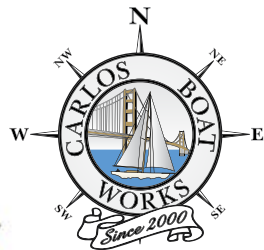


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LETTERS

there can be problems with customs if they try to ship something across that's deemed commercial. When he tried to take some aluminum tubing across the border for us, customs demanded the tax identification number of the manufacturer as well as a NAFTA certificate.

If you need something small — say a fuel pump — shipped down, try to find a cruiser or a friend of a cruiser who will be flying down and would be willing to carry it in their baggage. Most of the time you can get something like a fuel pump through at airport customs, but whoever is carrying it may insist that it be declared and duty be paid. Customs officers at airports have computers and can check the price of everything on Google.

Having such items shipped by FedEx or DHL works great in the States, but perhaps not so well in Mexico. FedEx, for example, doesn't go to Mexico itself, but rather uses shipping partners. And over the years cruisers who have had stuff air freighted by DHL have reported a lot of problems with anything that goes through Customs in Guadalajara. Anybody with some recent experience doing this?

↑↓ A PREMONITION OF DISASTER

Hawaii's reefs seem to almost magnetically attract sailors making landfall from the mainland. In 2005, my friend Ted doublehanded his J/42 from San Francisco to Hawaii. He called me from off Makapu'u around sunset using his cell phone, so I said I'd meet him at the Waikiki YC guest dock a short time later. For reasons that remain unknown to me, five minutes later I bolted from my office in a panic because I had a sense that something was about to go wrong.

I drove at recklessly high speeds to get to the Ala Wai Yacht Harbor, threw the lines off my *Eau De Vie*, and motored out the Ala Wai Channel as fast as I could. Sure enough, Ted had gone way past the entrance to the Ala Wai and was headed for the breakers off Magic Island. I called his cell phone and tried to reach him on VHF, but had no luck. So I gave my boat more throttle than I ever had before. I managed to catch him and yell so he could hear me.

Ted swore his electronic chart said that he was mid-channel. In reality, he had mistaken a traffic light in front of the Ala Moana for the R2 buoy. He'd come within 50 yards of wrecking his boat on the reef. He later found he had mis-set the chart datum on his electronic chart system to or from WGS84 vs NOAA 2000 — or whatever it was supposed to be. I believe new digital chartplotters automatically set the proper datum of whatever chart database they are using, but when there is no room for error — as with coral reefs — one simply can't take that chance.

It is often hard to see channels amidst the light pollution of even a moderate-size town, let alone a city like Honolulu that has over 500 highrises. We sailors can get complacent and think our electronics are a substitute, not mere a complement, to reality, where we look for the chart-marked landmarks as visual confirmation of where we really are. If we can't get visuals, we should stand off until we positively ID them or wait for daylight.

Tim Dick
 Sausalito / Honolulu

Tim — There sure have been a lot of wrecks of boats making landfall in Hawaii, especially Oahu, and particularly before the advent of GPS. We remember a couple from San Francisco who wrecked their wooden boat just past Koko Head, having mistakenly thought either Maunalua Bay or the Kui Channel was the entrance to the Ala Wai. It was the streetlights that threw them, although you'd have thought that the lack of hun-



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LETTERS

dreds of highrises would have tipped them off that it wasn't the Ala Wai. But after long passages, crews are eager to get to the dock.

But even expert sailors have had trouble. In 1989 Bob Lane's



WEBB LOGG

'Momentum', just one of countless boats that have come to grief on the Hawaiian Islands.

Peterson 42 Medicine Man hit the reef off Diamond Head 250 yards from the finish of the TransPac. Lane broke a rib, but none of the other six crew were injured. The boat's keel and rudder were torn off. We were sitting in the Hawaii YC at the time, wondering what was

taking them so long to show up at the club. Suddenly the door swung open, and a dripping wet guy wearing sailing boots and looking shaken up stepped in. He looked like the victim of a shipwreck. Indeed, he was one of the Medicine Man crew.

Bob Lane's a great guy, so we're happy to report that he came back in 1997 with the new and then-56-ft Medicine Man to set an all-time TransPac elapsed-time record, beating the 67-ft Merlin's 1977 record by over four hours. Medicine Man's record only lasted a matter of hours, however, as the later-starting big boats eclipsed her mark the next day.

THE CARIBBEAN VERSUS MEXICO

I just had to put my two cents in on the debate over which is better, Mexico or the Caribbean. I started sailing on my old Morgan in the Caribbean in 1976, and continued for five years. Then, in 1985, I bought a Jeanneau 40 in California. From 1999 to 2002, we cruised Mexico. In 2002 we bought a Jeanneau 45 and sailed the Caribbean until selling the boat in St Martin in 2011.

Which area is better? The Caribbean, for all the reasons the publisher of *Latitude* cited. But the publisher was right in that the people and the cruisers are more friendly in Mexico.

How did we take the hassle out of the Caribbean? We kept



LATITUDE / RICHARD

If you're a cruiser, José Escrich, seen here with a couple of happy visitors, is your man in Havana.

our boat in Puerto Rico because there were direct flights from Los Angeles to San Juan. When we got to San Juan, we'd load our boat up with everything we needed at the local Costco, Sam's and West Marine. Then we'd sail to St. Martin, where you

can get anything marine or any marine services you need. We never had a problem with customs. The Caribbean is just the best place.

I also have some bad and good news to report. The bad news is that Mattie, our boat dog, passed at age 16. She had a great life sailing in both Mexico and the Caribbean. She will be greatly missed.

The good news is that we bought a newer, although slightly smaller, sailboat. She's a 2009 Jeanneau 39i, which makes it three Jeanneaus in a row for us. I just sailed her from the Bahamas to Brunswick, Georgia. Our plans are to sail the Bahamas next year, and the Intracoastal Waterway the year after. We hope to see Cuba open up so we can go there before

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LETTERS

I'm too old. My 77th birthday is coming up soon.

Like the last four boats, the new one will be named *Utopia*.

John & Cynthia Tindle
Utopia, Jeanneau 39i
Hermosa Beach

John and Cynthia — And you thought you'd swallowed the anchor! Just to be clear, our position is that both Mexico and the Caribbean are so great that we have to have boats in both places. Having our Leopard 45 'ti Profligate in a yacht management program in the Caribbean made it all possible.

Why not go to Cuba now? As long as there is a Democrat in the White House, there is nothing to stop you. If you'd feel more comfortable being sponsored, contact our old friend Commodore José Miguel Díaz Escrich of the Hemingway International YC at yachtclub@cni.h.mh.tur.cu. Apparently Señor Escrich is Commodore For Life, as he's held that title since we did a two-week cruise of Cuba nearly 20 years ago with Big O.

↑↓ IPAD, THE CHARTPLOTTER KILLER

In numerous past issues of *Latitude*, I've seen the Wanderer mention using his iPad as a navigation device on *Profligate*. I'm wondering what GPS antenna/receiver you use. I've looked at several small GPS units on Amazon, but there is little to go on from reviews alone, and in my opinion there is nothing like firsthand experience.

Have you used any GPSs that work with Bluetooth or Wi-Fi, or do you have a direct connection with your iPad? It seems that more than one device at a time could work that way. I'll probably be using the Navionics app, but am open to other suggestions. I'm primarily interested in navigating the Delta between San Francisco and Stockton, and Southern California coastal sailing out of Long Beach to the Channel Islands.

I'm guessing that the Wanderer has probably tried several GPS units and found that some work better than others. I'm not looking for an endorsement, just some direction.

Thanks for the great magazine. I always pick up two, as the three-year-old insists on 'reading' with me, cover to cover.

Warren Cranch
Goddess, Hunter Legend 34.7
My Time, 40-ft Houseboat
Long Beach

Warren — All iPads, at least the newer ones, have GPS built in. So all you do is buy the Navionics app, fire up the iPad, and you're ready to go. Our iPad and/or iPhone, with Navionics apps, are the only devices we use to navigate these days on Profligate, 'ti Profligate and La Gamelle. Although we have several more traditional GPS units with maps aboard, we've found the iPad/Navionics combination to be reliable and extremely accurate — with a few exceptions.

Exception #1 is that each of the Navionics apps covers a huge amount of territory. In order not to overwhelm your device with data, it only shows overall charts until you enter a more specific area. When you do, it automatically downloads all the detailed data — assuming you have an Internet connection. If you don't, it can't download the detailed data. There is a simple workaround. If you know where you're going to go, even within huge parameters, you can activate detailed coverage of that area before you start your trip by just clicking on it when you still have Wi-Fi. You only have to do this once per area.

Exception #2 is that the Navionics charts are only as good as the chart data they are based on. In well-charted areas — all of the United States and most of the Caribbean — we're not aware of problems. If your boat is in a slip in a marina in Sausalito,



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LETTERS

the Navionics app will indicate her being right there. Mexico, however, is a different story because many of the charts are significantly inaccurate.



The maximum detail of the Navionics chart for the 10-mile stretch of coast around Punta Mita and Sayulita has almost no detail at all. Plus it's off by a mile.

For example, the Navionics chart for the Punta Mita area is off by at least one mile. The nearby Tres Marietas Islands? Even though they are all larger than Alcatraz, they don't appear on the Navionics chart at all. So when cruising Mexico, we never rely solely on Navionics or paper charts. We use them to get a general idea of where we are, but then use eyesight, radar and our depthsounder for detail.

If any readers use Navionics charts, we'd like to hear of any cases where you found them to be inaccurate.

THANKS FOR REMINDING US WHY WE'RE SAILORS

With all the vitriol over the Kaufmans' Puddle Jumping with kids, stress over AGACE impounding foreign boats in Mexico, and disbelief over what city administrations are willing to pay public employees, the editor started the May issue letters with stories about happy cruising in the Pacific Northwest and music to enjoy while sitting in your cockpit in the tropics. Well, nicely done!

The news these days can be pretty continually grim, and I applaud your printing letters that aren't just spectacular gripes, but remind us of the reasons we're sailors in the first place. Keep up the great writing!

Bass Sears
Hailey, Idaho

Bass — Thanks for the encouragement. It's true, if you closely follow the news these days, it's hard to keep from becoming dark. We need to get out sailing more to keep things in perspective.

Since you mentioned it, here's another Pacific Northwest letter we didn't have space for a few months ago.

CRUISING THE SAN JUAN AND GULF ISLANDS

Over the past 25 years, I have cruised the San Juan and Gulf Islands five times, having chartered a bareboat the first time. I strongly recommend a bareboat charter for first-timers, because it can be a long and difficult trip from California to the Pacific Northwest, so the bareboat ante is much less. If you like what you see, then take your own boat up.

WASHINGTON STATE TOURISM



I have a trailerable Lancer 25, so I have no firsthand knowledge of coastal issues, but I know the reputation of the waters north of San Francisco. I would never try it in my boat.

Friday Harbor in the San Juans.

In addition to trailering my boat to the Pacific Northwest four times, I have also trailered her to the Florida Keys for an

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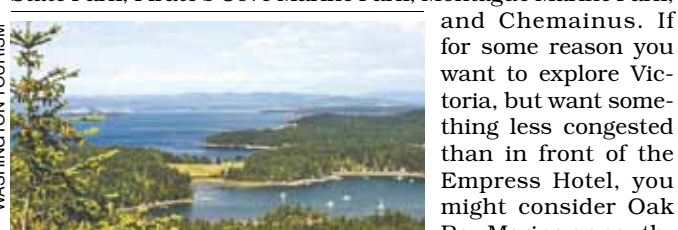
extended trip. I have many good memories of the Keys trip, but it has some shortcomings. For instance, there are just three openings in a 128-mile stretch of the Keys where you can get from the Florida Bay side to the Atlantic side. It's a run up or down one side or the other, so to speak. And while Key West is a unique tourist destination, the towns between Key Largo and Key West are laid out like strip malls, and I didn't find them to have any unique character. I'm not trying to slam the Keys, but I prefer the San Juan and Gulf Islands.

One advantage of the Pacific Northwest is that you can go in many different directions, criss-crossing in many places. And I've found the little towns to be more unique and inviting. They are welcoming with no anchoring restrictions. Sure, you have to pay for trash disposal, but whoever owns the receptacle has to pay to get it off of the island, so that's fair enough.

My cruises have usually been about three to four weeks in duration, and with a small boat, I can tuck into many tight places. I do not spend the bulk of my time in marinas. I've always splashed at Cap Sante Marina — everything you need is nearby — the day after Labor Day. Why then? Because half the boats disappear after Labor Day, making it easier to find open anchorages or marina slips. The downside of splashing so late is that, as the season winds down, the weather starts to change, business drops, and lower demand may reduce available services. But it can still be very, very nice.

I've found two books helpful for destination planning, including stories about destinations and people of that time. Both books are out of print, but can be purchased inexpensively through Amazon. The first is *Gunkholing in the San Juans* by Al Cummings and Jo Bailey Cummings. The second is *Gunkholing in the Gulf Islands* by the same authors. I also like *Northwest Boat Travel* by Vernon Publications. Another tool I've found helpful is *Washburn's Tables*, which are based on the *Canadian Current Atlas*. It has 60+ current charts that graphically show the rough speed and direction of currents at a particular stage of the tide. The atlas has a mathematical methodology to determine when to use each chart.

My favorite places? Todd Inlet, which is located on the southerly side of the Butchart Gardens. It is beautiful and serene, and provides great protection. A few more of my favorite places — I could go on and on — are Sucia Island Marine State Park, Pirate's Cove Marine Park, Montague Marine Park,



WASHINGTON TOURISM

The Pacific Northwest offers some of the world's most stunning cruising grounds.

and Chemainus. If for some reason you want to explore Victoria, but want something less congested than in front of the Empress Hotel, you might consider Oak Bay Marina on southeast Vancouver Island about five miles east of central Victoria. There is a convenient and clean city bus service that stops near the marina. There are other great destinations north of my usual cruising area, such as Princess Louisa Inlet and Chatterbox Falls to name just two.

Jim Myers
Annetta Louise, Lancer 25
Planet Earth

↑↓ GETTING AN ANSWER TO A MESSAGE IN A BOTTLE

I really didn't think the 'message in a bottle' thing would work out. In August 2011, I crewed on the Hughes 45 catamaran *Capricorn Cat* on her passage from Hawaii to San

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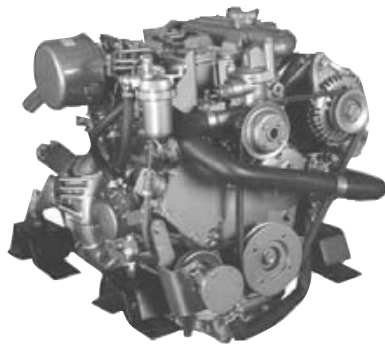
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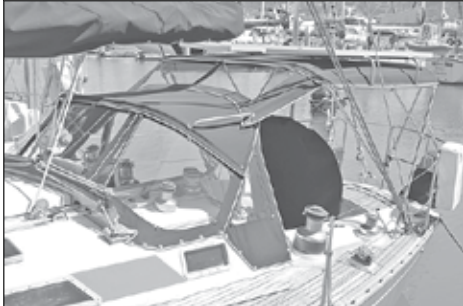
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LETTERS

Francisco with owner Wayne Hendryx and crew. Despite my skepticism, in the middle of the trip, I tossed three empty wine bottles overboard with messages and return addresses. Yesterday I got a letter from a woman named Augustina in Yap, Micronesia. She found one of the bottles washed up on shore at her place near Makiy, Gagil. In two years, nine months and 18 days it traveled over 5,000 nautical miles. Not bad for a moderately priced bottle of Merlot.

Ron Hatton
Fantasy, Chrysler 26
Sacramento

↑↓ THE DECLINE OF THE HIDDEN PORT

We are now full-time cruisers in Mexico, and the Grand Poobah probably remembers us as veterans of two Ha-Ha's. As first-year full-time cruisers in Mexico, we claim no special knowledge of the history of Puerto Escondido on the east coast of the Baja peninsula, but we know there have been some problems in the past. This is the experience we've had:

We first visited Puerto Escondido in November 2013, and although broken dreams and bad investments are found everywhere in Mexico, Puerto Escondido seems to stand out as an example of particularly bad planning and poor management. To spend hours in a state of depression, reread John Steinbeck's description from 1941:

"About noon we arrived at Puerto Escondido, the Hidden Port, a place of magic. If one wished to design a secret personal bay, one would probably build something very like this little harbor." Well, you know the rest of the story.

In November, there was a dinghy dock in the Ellipse, a nice restaurant upstairs in the Fonatur building, and a *tienda* downstairs with all the staples needed to sustain life. There was even Wi-Fi. Up the road just a little ways at Tripui was a Modelorama, an RV park, and a hotel.

But there's a weird difference between the Waiting Room, which is just outside the Inner Harbor, and the Inner Harbor. There are something like 50 boats jammed in the Waiting Room, which is probably suitable for only about a dozen boats. As for the main harbor, there were hardly any boats, although it could easily handle hundreds.

When a companion boat of ours tried to enter the 50-ft deep Waiting Room, the radio came alive on channels 16 and 22. "Don't come in here, we're all on moorings, there is no room, go away!" It seemed to us that the Waiting Room is filled with squatters on private moorings. The appearance of this fleet reflected the lack of pump-out facilities and other sanitation facilities. It seemed to be a group that shits where they sleep.

We eventually anchored in a quiet corner of the Inner Harbor, thinking that given the state of everything, only a fool would trust the moorings. We explored Tabor Canyon, a wonder not to be missed, then we bought ice and tequila to see us off for Mazatlan and south to Barra Navidad. During this time we learned to love the generosity, kindness and gracious hospitality of the Mexican people.

In May 2014 we sailed back over to Baja and headed north to spend a summer in the Sea of Cortez. We arrived at Puerto Escondido on May 16. We found that the dinghy dock at the Ellipse was gone and so was the crowd. Empty moorings dotted the 'squatter's fleet' in the Waiting Room. The restaurant and *tienda* were stripped to bare walls. When we hiked the mile up to Tripui, our friends at the Modelorama and the RV park explained that they were leaving at the end of the month with no plans to return. We then got a ride to 20-mile-distant Loreto to provision, and found that construction to repair the road damage caused by storms resulted in hour-long delays.

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LETTERS

Loaded down with groceries, we returned to the main dock, where there was lots of room, and where we had left our dinghy. Our dinghy was gone! My wife Lynne thought it must have sunk. I ran around all over the dock looking for our dinghy, but couldn't find it. As we were stumbling around our pile of provisions wondering what to do next, we saw it. It was being motored past the docks with Elvin, a well-known longtime resident of the area. He seemed only mildly surprised that someone was yelling at him to return their purloined Avon.

Elvin slowly returned to the dock with our dinghy, which was now filthy from the greasy parts he had been motoring around with. As I was deciding between mayhem and murder, a man named Peter and his companion — I know nothing about them, but suspect they are squatters — assured us that Elvin of Puerto Escondido Maritime Service was a great guy and this was an honest mistake. I became distracted when Peter's less-than-charming companion began calling me an "asshole." Elvin said, "I'm sorry, it was a mistake," and split.

When I visited Elvin's shop the next day, he explained that he had permission to use *Gato Loco's* dinghy, and he had mistaken ours for *Gato Loco's*. Please see the enclosed photos for proof that such an explanation would insult even the dimmest intelligence. *Gato Loco* is printed boldly on three sides of their dinghy.

We left the next morning for Bahia Concepcion.

We're sorry, but we don't have any idea how to improve the tragedy that is Puerto Escondido. Fonatur and others have provided money and what appears to have been worse management. But in my opinion, much of the blame rests with the squatting yachties and the *gringo* entrepreneur(s) who have fouled their own nests so badly that they now have to go 20 miles to Loreto just to get a beer.

Rob & Lynne Britton
Aldebaran, Olympic 47
San Diego

Rob and Lynne — Puerto Escondido has been star-crossed since we first visited in 1978, when Fonatur officials showed us grand plans for the area. Those plans died after somebody ran off with all the money; new ones were created and died, and yet even newer ones were created and died. A whole lot of money has been thrown at Puerto Escondido by the government and others with very little to show for it.

Personally, we think the problem with Puerto Escondido,

COURTESY ALDEBARAN



A local mistook Aldebaran's dinghy (right) for Gato Loco's. Honest mistake or theft?

which is truly a spectacular harbor made all the more gorgeous by the backdrop of the 4,000-ft tall Sierra de la Giganta range, is the weather. It's too hot in the summer and it's too cold in the winter. Spring, if swimming isn't your thing, and fall can be fabulous, but that's not when most people vacation.

Puerto Escondido isn't alone in having weather issues. Over the last Christmas holiday we drove from Nogales to Puerto Vallarta and stopped for the night at San Carlos, which is at about the same latitude and has about the same weather as Puerto Escondido. Despite the fact that it was a busy holiday period, the area was like a ghost town. We visited two mega hotels, one in decline and one flashy, and there couldn't have been more than four rooms occupied between the two of them.



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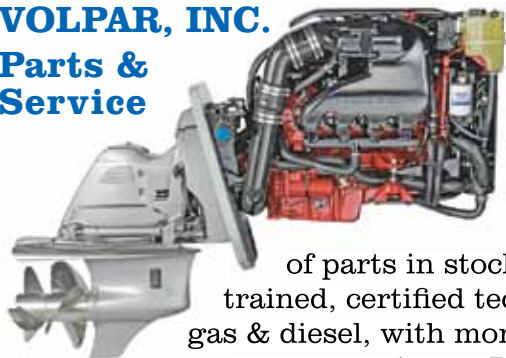
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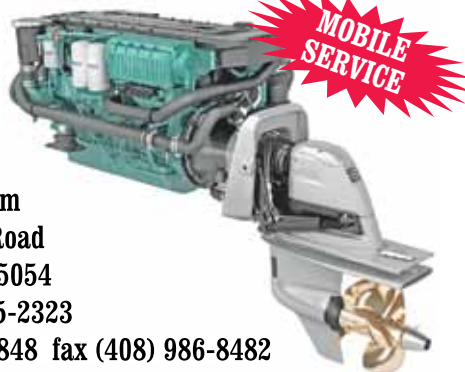
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LETTERS

We then went to nearby Marina Real, which has several hundred boats in a very nice harbor, and is surrounded by very nice homes on a hill that had obviously been sold to foreigners. There was nobody around and every other home seemed to be for sale.

In addition to being geographically challenged, Puerto Escondido is isolated. Alaska used to fly there every day, but is now down to a few times a week. Combine that with evidence of failed projects of the past, and a resident boat population where the primary goal seems to be surviving as inexpensively as possible, and it's not that attractive to most people.

Fonatur has also bungled badly in Puerto Escondido, among other places. We can't remember how many years ago it was, but in the 'old days' everybody used to be able to anchor in the Inner Harbor for free. Then Fonatur came up with their spectacularly miscalculated Nautical Stairway plan, which would have required one of every five boats over 30 feet in California to come to Mexico each year to make financial sense. All the boats anchored for free in the Inner Harbor were kicked out to make way for the 100+ moorings, only a few of which were ever safe or used. As a result, what had once been a vibrant cruiser destination dried up, leaving a core of territorial cruisers packing the Waiting Room.

Territorialism is commonplace at free anchorages the world over. Long-term if not permanent visitors and their friends eventually get the best spots and are loath to let others in, especially if boats are already tightly packed. This seems to be a somewhat normal human inclination. Unless these people are doing something illegal, we don't think "squatters" is the most accurate term.

As to whether Elvin took your dinghy intentionally or by mistake, we have no idea. For all we know, Elvin didn't know that Gato Loco's dinghy had any markings. In any event, the "asshole" comment on a local's part seems uncalled-for. But as another cruiser we think accurately pointed out, "It's a bit of a different crew at Puerto Escondido."

Jake and Sharon Howard of the Seattle-based Hunter Legend 45 Jake have been cruising the Sea of Cortez, and visiting Puerto Escondido for the last seven summers. The following letter gives their take on what's happening.

↑↓ PUERTO ESCONDIDO SHOULD GET ITS ACT TOGETHER

Pedro Lopez, who owned Puerto Bello restaurant and the tienda at the Fonatur Marina, decided to close both businesses because Fonatur demanded an exorbitant rate increase — and wanted 11 months' rent paid in advance. Apparently Fonatur was unable to grasp the concept that Pedro's store and restaurant were two of the big attractions of Puerto Escondido.

A new marina is planned to be built in the Ellipse adjacent to the Fonatur facility, and the owner of the new marina has promised to build a building that would house Pedro's restaurant and store along with laundry facilities and showers. Pedro has been told that everything should be ready to open in January, which I think is overly optimistic.

As for the moorings, there are about one dozen that are operational. And yes, Fonatur charges the same amount of money to anchor in the Inner Harbor as they do to use a mooring in the Inner Harbor. A cruising friend fluent in Spanish was told last week by Carlos, the new Fonatur manager since last August, that they have gotten permission and funding to begin renovating the moorings. Renovation on 25 of the buoys is to begin immediately, and in three months they will do 25 more, until all 100 have been renovated. Carlos also advised that they have contracted with a "professional" store that will open at the marina within 60-90 days.

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LETTERS

ing repair facility at Puerto Escondido, and there are a few boats in its yard. The dry storage area has five or six boats. Three years ago, the yard was packed, but once again Fonatur decided to raise its prices, which drove away most of the dry storage business.

In positive news, the fuel dock has had a steady supply of fuel since the new manager arrived last August. The Hidden Port YC put on another Loreto Fest in May at the API facility, and although the attendance was not as high as when it was held at Fonatur a few years back, it was still a fun event and a good time was had by all.

Carlos, the Fonatur manager, advised that he would love to have the Hidden Port YC come back to Fonatur — they moved over to the API facility two years ago after another failed contract negotiation with Fonatur — and would also love to have Loreto Fest back at Fonatur. He stated the problem lies with the HPYC's non-profit status.

There are probably two sides to this story, but as a cruiser who has spent seven summers in the Sea of Cortez, I would really like to see Puerto Escondido get its act together and become the destination cruising spot that it should be. We'll see what happens!

Jake & Sharon Howard
 Jake, Hunter Legend 45
 Seattle

↑↓FOUR TIPS FOR HARD DODGERS ON CATS

Rumor has it that: 1) The Wanderer is going to have a hard bimini built for the catamaran *Profligate*; and 2) he and his crew are going to attend the Fourth of July Party at Bahia Concepcion in the Sea of Cortez. If #2 is true, I'll see you there. If #1 is true, I've got lots of free advice, as I had one built for my Casamance 45/47 catamaran.

When building a hard bimini for a catamaran, I suggest making it double as an enormous rain-catcher, making it strong enough to walk on to deal with sail/boom problems, and making it support current and future solar panels and other stuff.

I put a two-inch edge on mine in order to catch rain. It drains into the two forward corners, where I can attach hoses directly to the water tank through a filter in a five-gallon bucket. It's not the prettiest arrangement, but if it rains half an inch, I can fill my 140-gallon water tank. At least I think I can, but I'm not a math major so I don't know for sure.

I recommend a strong hard bimini. My cat was dismantled outside Cartagena a few years ago, and the bimini kept the mast and boom from hurting any of the 10 people who were aboard. It also allowed me to keep the spars and sails aboard, as I quickly lashed them on. As a result, the whole ordeal turned out to be a lot better than I hoped for. By the way, my bimini is a bit lower up front both for water drainage and so it doesn't catch the wind.

I don't have any good input for fastening a hard bimini to the boat. My arrangement is a both massive and heavy stainless structure, and I'm sure the weight inhibits speed. But it sure makes life aboard more pleasant, as it effectively added a 10 x 16-ft room to my boat that's dry in all but following weather. My bimini is strong enough to walk on, and to deal with the main and StackPack. In fact, it almost makes it too easy, just as an old guy needs.

I now have four solar panels on my bimini, and constructed rails on it so I could add four more. Why not? Maybe I'll want to put an icemaker aboard, which would require another compressor and the electricity to drive it. It might be decadent, but as it is, I never have to worry about power shortages.

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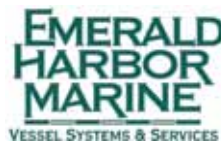
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LETTERS

July Fourth in Bahia Concepcion. But you can bet that I'll be far enough north to avoid any named storms. After losing my first *Viva!* — an Islander 37 I sailed in the 2000 Ha-Ha — to a Caribbean hurricane, I'm pretty sensitive to weather. I probably won't visit San Felipe or Puerto Peñasco, but I'll see everything else, and get to San Carlos in October.

Bob Willmann
Viva!, Casamance 45/47
Marina Real, San Carlos, Mexico

Bob — Great minds seem to be thinking alike when it comes to hard biminis. You listed most of the primary reasons that we wanted a hard bimini, although not in order of importance. The older we get, the more safety-conscious we're becoming.



LATITUDE / RICHARD

As for the Fourth of July party at Bahia Concepcion, we're not going to be able to make it.

As such, reason #1 we wanted a hard bimini is for protection in case the boom or mast broke. It helped in the case of your dismasting, and Caren Edwards reports that a hard bimini may have saved lives on her F/P 53 Rhapsody when her cat was dismasted a couple of hundred miles off San Francisco on the way back from Hawaii.

Reason #2 is for ease of flaking the clew area of the main, which is so stiff that it absolutely needs human encouragement to 'fall' into the StackPack. This is much easier to do when the boom is at one's knees than when it's four feet over one's head. The hard top will also make it much easier to pull the StackPack zipper, which is often recalcitrant. We haven't have a chance to try it yet, but we're confident that the hard bimini will make it easier to put better and cleaner reefs in the main.

Reason #3 is to provide a massive area on which to mount solar panels — we want to be off the grid as much as possible — while at the same time, providing much-needed shade in the spacious cockpit after 17 years.

Reason #4 is to catch water.

We appreciate the tips, but our hard bimini has already been made from plastic honeycomb and epoxy, and will be attached to the boat with four six-inch diameter aluminum tubes up forward and two eight-inch diameter aluminum tubes aft. Everybody tells us that both are way overbuilt and thus too heavy, the bane of catamaran performance. If money were not a consideration, we'd have built the hard top and supports out of carbon fiber. Heck, we'd have built the entire cat out of carbon fiber. But we think we're going to be very happy with the result, and as long as we don't let a lot of other crap collect on the boat, the cat won't have given up much in speed.

Alas, problems with getting the aluminium tubing to Mexico mean that we'll postpone installing the top until we return — with the aluminum tubes aboard — to Mexico in early November.

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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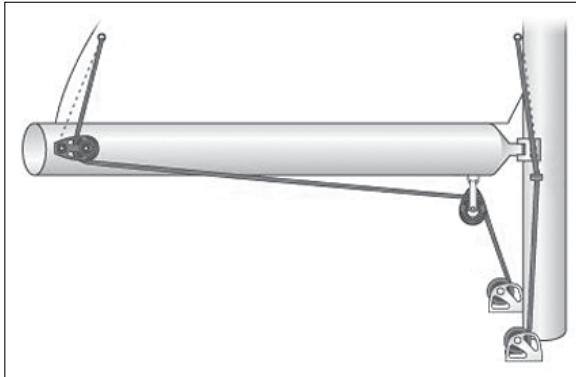
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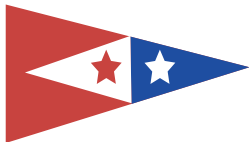
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pac cup racers psyched to start

Competitors have literally arrived from as far south as Australia and as far north as Washington State to compete in this year's biennial Pacific Cup race to Kaneohe Bay on the Hawaiian island of Oahu.

Nearly 60 boats ranging in size from a mighty Moore 24 to a Nelson/Marek 92 eagerly anticipate their departure from the San Francisco Cityfront, between July 6 and 11. The largest and fastest boats compete in Division E, also known as the *Latitude 38* division.

Meanwhile, as crews finish their preparations they are eagerly watching weather forecasts while hoping for competitive winds and favorable sea conditions.

The spectrum of talent on these boats cannot be overexaggerated. Although there are a number of first-timers, there are a variety of skippers and crew who've made this 2,070-mile passage numerous times throughout their sailing careers. (See our complete PacCup Preview on page 94.) It's sure to be an interesting race to follow, and *Latitude 38* will be sharing the details with you regularly via *Lectronic Latitude*, followed by a complete recap in our August issue.

— ross

ac 35 class rule set, but not venue

As we go to press the venue for America's Cup 35 competition has yet to be determined. But as confirmed in an email from Oracle Team USA's CEO Russell Coutts to San Francisco Mayor Ed Lee, the 'city by the Bay' definitely *will not* be the host. Instead, it will be either San Diego, Chicago or Bermuda. (See much discussion of this issue in *Letters*.)

Meanwhile, a new Class Rule has been released for the latest generation of America's Cup catamarans, to be called AC62s. According to the designers, these boats should be faster, safer, less expensive and lighter than the AC72s that they replace. AC 35 is expected to take place in 2017.

"This new boat is going to be significantly lighter and under much less load than what we raced last time," said helmsman Jimmy Spithill of Oracle Team USA, "which makes for a big cost-saving when it comes to how it gets built.

"At the same time, as designers, boat-builders, and sailors, we're all starting to come to grips with how to get the most out of foiling,

wing-sailed multi-hulls, so I think we'll see similar, if not greater performance this time around."

The main theme around the AC62 design was to create a catamaran as exciting as the AC72, but with significant improvements in key areas. Ultimately, these cats are expected to cost up to 50% less to campaign than

the last generation of AC boats. The reduced size means that only 8 crew, rather than 11, will be needed to sail the AC62. But teams won't be able to start sailing the new catamarans until about five months prior to the Cup in 2017. The one-design wing is another cost-saving element that designers Morrelli & Melvin incorporated into the AC62.

"I think it's going to be hard to wait until then," Spithill said. "It just looks like it's going to be a great boat to race. I'm really looking

continued on outside column of next sightings page

voyaging canoes

After nearly forty years of sailing the world's oceans, the *Hokule'a* has begun her most ambitious voyage yet. Kicking off a three-year 47,000 mile circumnavigation, the famous twin-hulled Polynesian voyaging canoe reached the atoll of Rangiroa in French Polynesia's Tuamotu Archipelago on June 15, some sixteen days out of Hilo, Hawaii.

Traveling alongside her sister canoe *Hikianalia*, the pair of canoes are planning to visit 85 ports in 26 countries around the globe, including a dozen UNESCO Marine World Heritage sites on what the Polynesian Voyaging Society has dubbed the *Malama Honua* voyage (meaning to care for our earth).



ACEA / GILLES MARTIN-RAGET

AC45 fleet racing was a highlight of the last Cup competition. Hopefully 45s will race on San Francisco Bay this time around, even though the new AC62s will not.



ANDREA FRANCOLINI

to circumnavigate

In 1976, the *wa'a* (Polynesian for voyaging canoe) completed her maiden voyage from Hawaii to Tahiti using only ancient Polynesian wayfinding techniques. In doing so, *Hokule'a* not only proved merit for anthropological theory, but also inspired a revival of Hawaiian culture. Since then, *Hokule'a* has sailed more than 130,000 nautical miles throughout Polynesia, Micronesia, to Japan and even to the West Coast. Many *Latitude 38* readers will remember the 62-ft voyaging canoe sailing under the Golden Gate Bridge on July 1, 1995. She is a symbol of a people, a culture and an identity that was lost for generations before *Hokule'a*.

continued in middle column of next sightings page

ac 35 — continued

forward to getting my hands on it!"

Spithill also made news in an interview with TVNZ's ONE News when he explained that if Emirates Team New Zealand can't raise enough money to compete in AC35, maybe they need new management. It's a bold interview that you can watch at <http://tvnz.co.nz/>. ETNZ, and perhaps other contenders, are reportedly less than pleased that they are being asked to submit a million-dollar entry fee while the venue has yet to be announced. There's also been grumbling about the fact that the defender is allowed to build two boats, while the challengers can build only one. One unique element of the new protocol is the nationality rule: at least two members of each AC team must be from the sponsoring country.

Between six and eight AC World Series events — raced on AC45s — will be announced by November 1, 2014 to take place in 2015. Following that, another six to eight events for 2016 will be announced by August 1, 2015.

continued on outside column of next sightings page



The Melbourne, Australia-based Reichel Pugh 52 'Scarlet Runner' may be the most unique boat in this year's PacCup, not because of her design, but because she is circumnavigating the globe, and competing in races all along the way.

ac 35 — continued

After the AC45 World Series racing, AC 35 challengers will begin the AC Qualifier Series on AC62 catamarans. The defender and all challengers will race at one venue that will be announced by February 15, 2015. This event is scheduled to span less than 30 days and will begin up to four months before the AC Challenger Playoffs begin. Four challengers will advance.

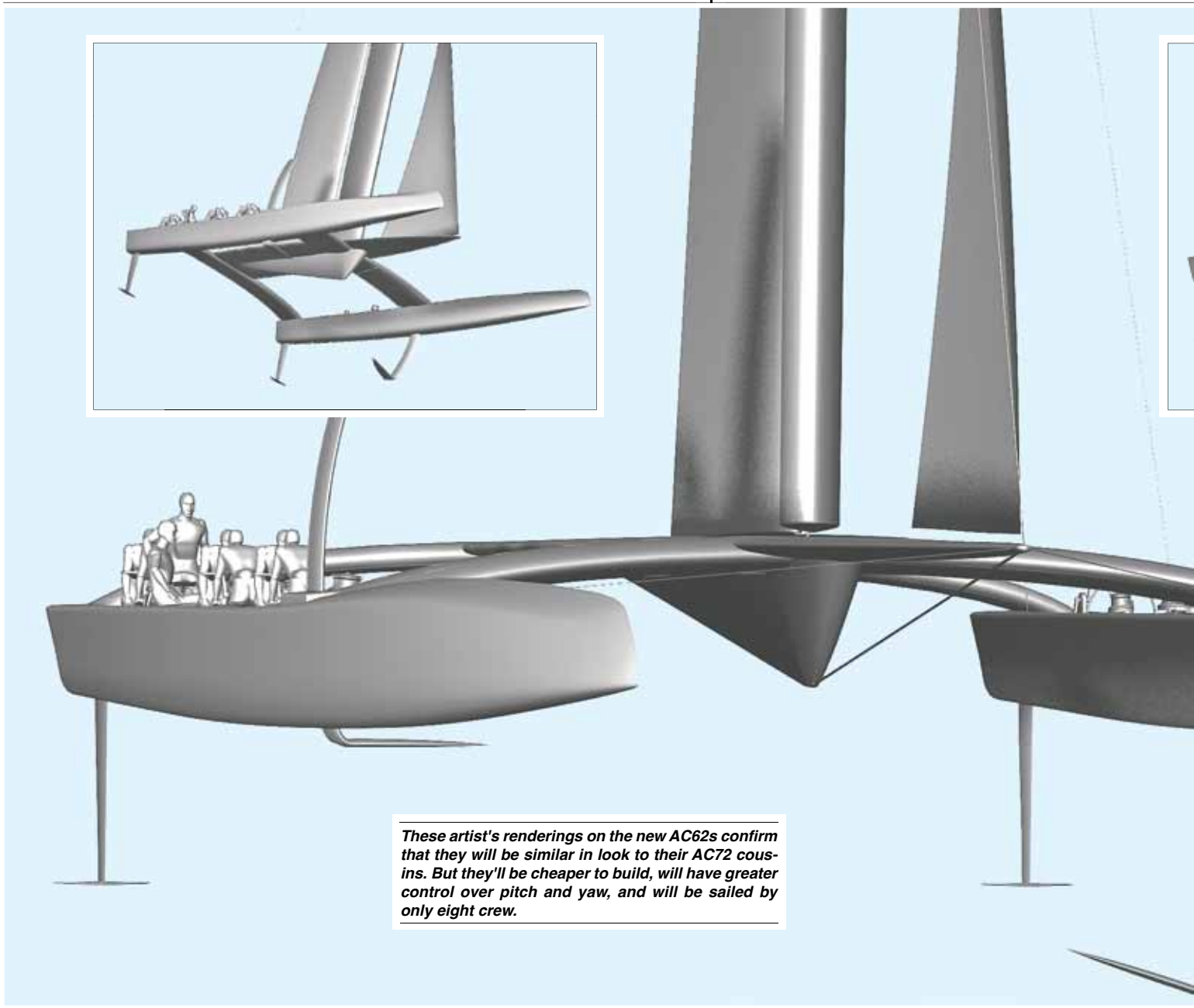
In 2017 these four teams will compete in the Playoffs at the same venue to be used for the AC Match (Site TBA by February 15, 2015). Playoff competition will last up to 25 days and end at least three days prior to the beginning of the AC Match, a two-boat duel between the Playoffs winner and the defender. More details on the AC Match are to be announced by December 31, 2014. Look for updates here and online in *Electronic Latitude* (www.latitude38.com).

— ross

voyaging canoes

Famed *Hokule'a* navigator, Polynesian Voyaging Society president and the first-ever modern-day wayfinder Nainoa Thompson spoke at the departure, "As we embark on this voyage today, we are honored to join a global movement toward a more sustainable world. *Malama Honua* allows us the special opportunity to perpetuate the legacy of our ancestors and inspire stewardship of the earth, sharing our aloha for our environment while nurturing and learning from local solutions and relationships."

Hokule'a and *Hikianalia* left Honolulu,

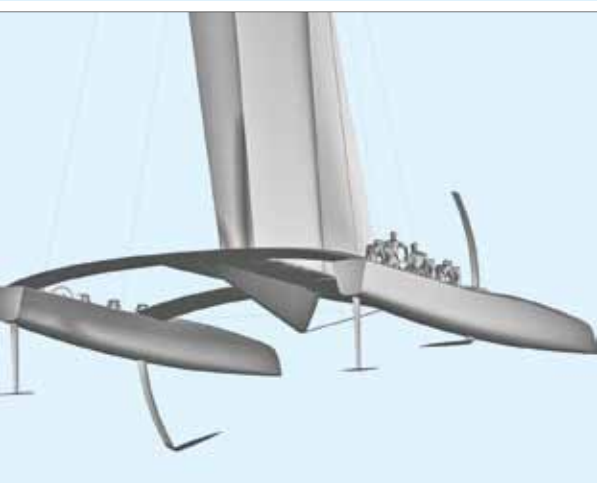


These artist's renderings on the new AC62s confirm that they will be similar in look to their AC72 cousins. But they'll be cheaper to build, will have greater control over pitch and yaw, and will be sailed by only eight crew.

— continued

Oahu May 18, cheered on by a crowd of thousands. From there, the two canoes sailed to Lahaina on the island of Maui where they were honored with a traditional ceremony. After a rough crossing of the Alenuihaha Channel between Maui and Hawaii, the canoes stopped at Hilo before heading south to French Polynesia. They will end the 2014 season in New Zealand, then proceed to Australia, the Indian Ocean and South Africa in 2015. In 2016, they will sail to the Americas. Follow the journey at www.hokulea.com.

— ronnie simpson



virtual nav aids & personal ais

It's not often that an interaction with government officials is described as "delightful," but that's how Bay Area tech wiz Stan Honey characterized his dealing-s with both the US Coast Guard and the Federal Communications Commission (FCC) during the lead-up to last year's America's Cup competition.

Honey and his Liveline team had the idea to create 'virtual' nav marks to delineate AC 34 course boundaries that would show up on Automatic Identification System (AIS) plotters and vessel traffic displays. Although Honey's initial government contact was less than encouraging, things soon improved dramatically. When he first called the FCC to ask permission, his contact there "laughed so hard he almost fell out of his chair," Honey recalls, stating that "there is absolutely no way" the Liveline technicians could get permission to do that. But Honey persisted, asking what it would take to get a green light. He was told that the Coast Guard is the governing authority for AIS functions, so his next call was to Rear Adm. Karl Schultz, commander of the 11th Coast Guard District. "He was absolutely terrific."

Turned out that the CG had been thinking about developing this sort of system themselves to communicate to mariners navigational situations that are new or changeable, such as creating a security zone around a warship or an oil spill. Admiral Schultz promptly instructed the FCC that Honey's project had his blessings, and that jump-started a successful creative relationship between the Liveline team and CG tech expert Jorge Arroyo. (The New Zealand tech firm Vesper Marine also played a role in the project.) The inaugural use of the new virtual aid technology during AC 34 was impressive, including its use to delineate last year's Fleet Week boundaries along the Cityfront. If there was a wind shift shortly before a race, causing AC Principal Race Officer

John Craig to alter the course boundaries, he simply alerted the Liveline team, and the new perimeter was quickly displayed for the spectator fleet and marshal boats.

Today, the CG is testing 25 virtual aids to navigation (dubbed eATON) in the S.F. Bay Area, including the "SF buoy" that serves as the San Francisco bar pilot embarkation point for S.F. bar pilots, plus Mile Rocks Light and Harding Rock buoy, which is a critical turning point for ships in the Central Bay. Bridge towers on the western span of the San Francisco-Oakland Bay Bridge will also be virtually marked — no doubt an addition made in light of the 2007 *Cosco Busan* tower collision, where 53,000-gallons of oil were spilled into the Bay on a foggy day. The virtual aids will show up on your AIS display, or you can check them out at www.marinetraffic.com. (For more info on eATON initiatives, see: www.navcen.uscg.gov.)

A related technology to Honey's AC race markers and the CG's virtual aids is the recent development of AIS personal locator beacons (PLBs) — perhaps the most revolutionary innovation ever for rescuing crew who fall overboard. Naturally, Honey and others who've raced extensively in potentially dangerous latitudes are very excited about AIS PLBs. "Never before has there been a practical way of finding



Golden Gate traffic as seen on a quiet Sunday evening. Virtual nav aids appear as pale red diamonds in contrast to ship shapes.

continued on outside column of next sightings page

SIGHTINGS

personal ais — continued

someone who goes overboard," says Honey, who is renowned as a top tier offshore navigator. "The range is way too short on direction-finding systems. The personal EPIRB devices work, but they communicate the position of the person overboard to a search and rescue center, not to the boat that's looking for them. We used AIS PLBs in the 2013 Sydney-Hobart Race on *Perpetual Loyal* and they were terrific because you have a range of several miles, assuming you have your AIS antenna on your masthead."

A case in point was the rescue, in March, of British sailor Andrew Taylor, 46, who fell overboard in hellacious conditions during the China-to-San Francisco leg of the Clipper Round the World Race. "The boat looking for the man overboard was more than a mile from where the MOB was, but as soon as he turned on his AIS PLB, they went straight to him," recalls Honey. AIS PLBs are already required for some classes of offshore racing, and we suspect they will soon be standard issue for many daysailers and cruisers also — especially since they retail for less than \$300 apiece. That's what we call reasonably priced life insurance.

— andy

what do circumnavigators look like?

Charlie and Cathy Simon of Spokane and Nuevo Vallarta are currently in Fiji in the process of doing a 14-month, 26,000-mile circumnavigation as part of the World Cruising Club's World ARC 2014. Their Taswell 58 *Celebrate* is one of 15 boats that will be sailing around the world together.

While the fleet was in Bora Bora, French Polynesia, Cathy thought it would be fun to have a luncheon with all the ladies who'll be doing



CELEBRATE

A great group of women circumnavigators-to-be lunching at Bora Bora. Left front: Laurie (and Richard) Owen on 'Nexus', a US-based 58-ft semi-custom cat. Left back: Jenny (and Jonathan) Crowe on 'Merlyn of Poole', an Oyster 45 from Great Britain. Back center: Suzana Buraca, World ARC Rally Control. Right back: Cathy (and Charlie) Simon of the Spokane / Nuevo Vallarta-based Taswell 58 'Celebrate'. Next right: Sandra (and Tom) Frank on 'Sweet Pear', a Switzerland-based Outborn 441. Right center: Dawn (and Michael) Roberts on 'ViVo', a US-based F/P 60 cat. Right front: Tracey (and Tim) Ramsey on 'Folie a Deux', a US-based Lagoon 380.

the entire trip. There were 10 such women. Unfortunately, only seven are in the accompanying photograph. Nonetheless, we suspect the photo will jolt a lot of notions about what circumnavigators look like.

The World ARC is a somewhat unusual sailing event in that participants don't have to do the entire event. As a result, there are actually 47 boats, nine of them from the United States, participating in the WARC 2014, which ends next April in St. Lucia. Seventeen of them, two more than will be going all the way around, will be either drop-

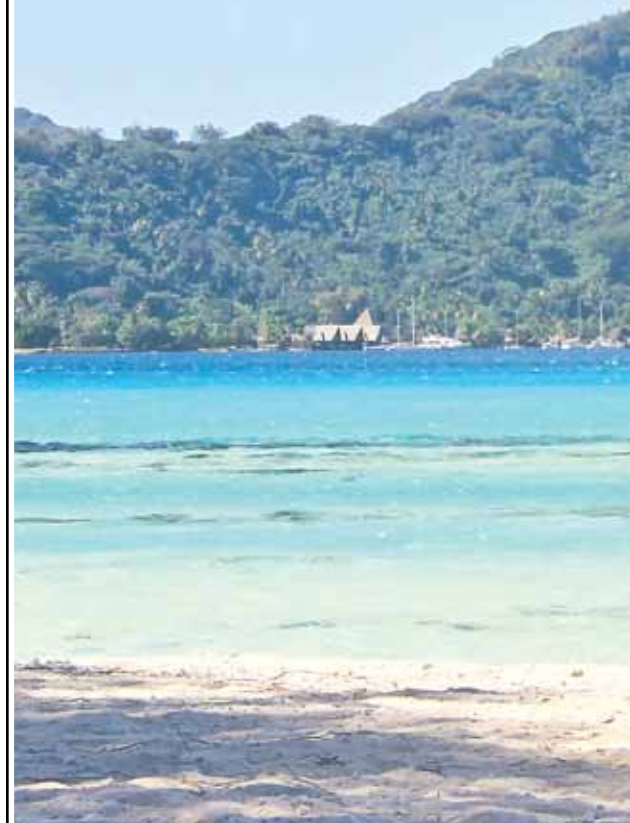
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moored boats

Richardson Bay, which lies between Sausalito and the Tiburon Peninsula, has a colorful history that includes construction of liberty ships during WWII, and a long tradition of boaters living aboard. It's also become the moorage of choice for boat owners trying to avoid high-priced local slip fees.

Although the official maximum stay at anchor is 90 days, local law enforcement agencies have generally taken a hands-off approach to compliance, as there has

Ah, to be young, good looking and cruising the Bora Bora lagoon. . . Actually, it's pretty cool to cruise French Polynesian waters at any age — even if you wouldn't dare try on a grass skirt and a coconut bra. On page 90 read about the travels of these handsome Swedes and other young voyagers in our 'Generation Y Not' feature on page 90.



must get legal

never been the political will among leaders of neighboring cities and the Richardson Bay Regional Authority to play hardball with dozens of longtime anchor-outs and derelict boat owners. We suspect that dealing with Richardson Bay anchorage-dwellers is about as attractive to Marin County Sheriffs as rousting naked joggers during the Bay to Breakers is to San Francisco police.

But this month the RBRA and the
continued in middle column of next sightings page

circumnavigators — continued

ping out in Australia or pausing there and rejoining a subsequent WARC. There are already a considerable number of boats signed up for WARC 2015.

How are the Simons liking the adventure so far? "Charlie and I are having the time of our lives!" says Cathy. After heading west from Bora Bora *Celebrate* visited Niue, then sailed on to Fiji. Their latest dispatch describes their approach: "What spectacular downwind sailing we had out of Niue sailing wing-on-wing with the whisker pole out. We were seeing 14.1 knots of speed surfing on the waves! South Pacific Ocean sailing is great! *Nexus* and *Vivo* left the anchorage just ahead of us and were seeing 16 and 15 knots of speed." Nice.

— richard



SIGHTINGS

historic *freda* back in action

At the highly anticipated re-launch of the antique sloop *Freda*, May 31, her eight-year restoration's overseer, Bob Darr, explained to several hundred onlookers that this beamy 50-footer (LOA) is special for at least three reasons: her design, her longevity — she was first launched in 1885 from what is now Beach Road in Belvedere — and her construction. She is, in fact, the last remaining example of what was called an 'American sloop yacht', the first style of boat built strictly for recreational purposes.

continued on outside column of next sightings page

get legal

Sheriff's Department are finally taking a first step toward getting derelict boats and anchor-outs into basic compliance with the laws that their marina-dwelling neighbors have always been forced to abide by. That is, all boats in the anchorage must now — some would say, finally! — be currently registered and tagged, or face enforcement including citations, fines,



INSET: WOODY SKORIAK

LATITUDE / ANDY

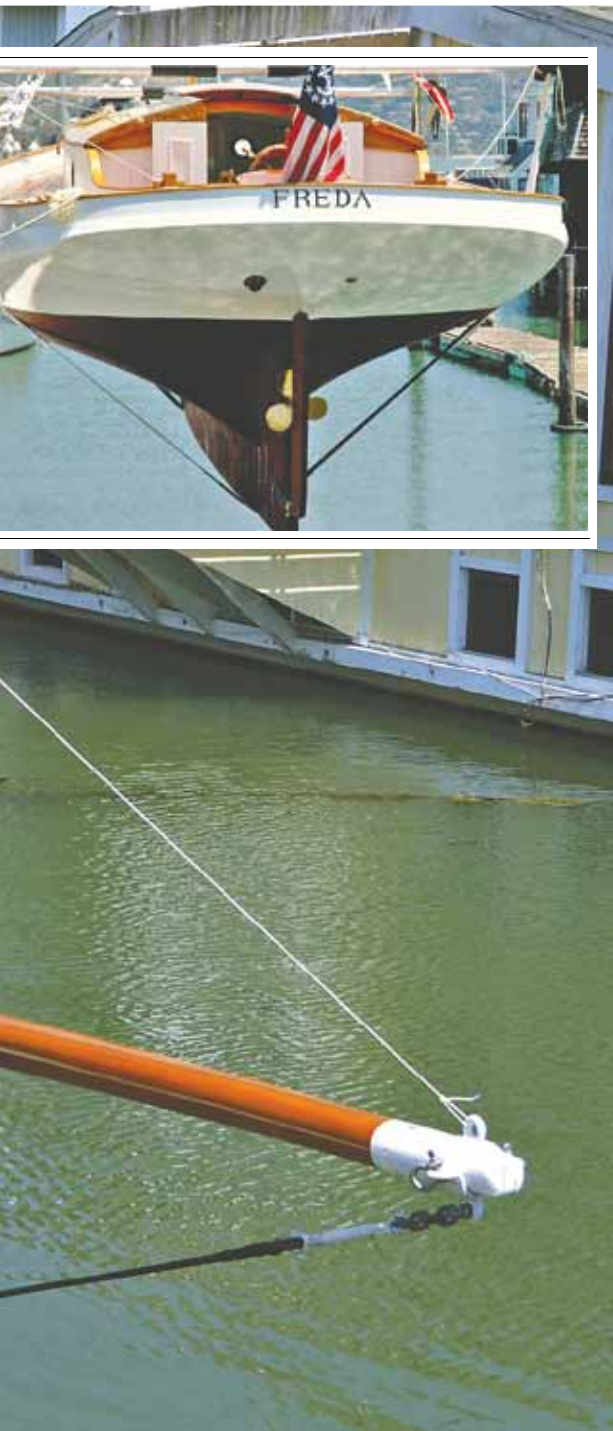
Sitting pretty after her exhaustive eight-year refit, the 129-year-old 'Freda' is a nautical treasure. Inset, left: Bob Darr and former owner Diane Brenden were all smiles. Inset, right: 'Freda's shapely transom is a signature element of her design.

— continued

towing and disposal.

Marin sheriffs will be issuing notices and urging compliance. But the guy to contact if you have issues to discuss is Harbor Administrator Bill Price. Email him: bprice@marincounty.org. Or call (415) 971-3919. The next step? How about a regulated public mooring field?

— andy



INSET: WOODY SKORIAK

freda — continued

Darr, who serves as the program director for the Arques School of Traditional Boatbuilding (located at Sausalito's Spaulding Wooden Boat Center), reminded us that *Freda's* design is similar to the earliest sloop yachts of New England. But her lines were adapted for the Bay's windier conditions, giving her a deeper keel and a wide (12.5-ft) beam that's carried well aft to her splendid transom that's evocative of the "female form," as Darr put it.

It would take a book-length article to relate all the colorful details involved in *Freda's* 129-year history, but one thing we think is important to acknowledge is that she was built by a local sailor named Harry Crookson, who is said to have earned the money for her materials by working as a bartender. Part of the 'Corinthian' philosophy of yachting, which was becoming popular at the time, was that boats should be sailed and cared for by amateur owners, rather than hired professionals. Fittingly, *Freda* became the flagship of the then-new Corinthian YC in Tiburon.

The fact that she has survived through the decades is a testament to the countless hours that various owners have put into her — even before the Arques refit. In 1955 the young Harold Sommer, who became one of the waterfront's most revered characters, bought the sloop in a state of disrepair from a Tiburon contractor who'd run her into a bridge and demasted her. She was then 70 years old, although boats of her type and materials were only intended to last 20 or 30 years. During the 25 years that Sommer owned *Freda*, he did major hull repairs and upgrades, without which, according to Darr, "*Freda* would not be with us today."

In the early 1980s, Sommer sold the vintage sloop to Jerry and Diane Brenden in order to take on an even more ambitious challenge: the famous Sausalito schooner *Wanderbird*. In 1994 *Freda's* stewardship was transferred to a local nonprofit, which worked out a deal with the then-independent Arques school to complete the first phase of a three-part rebuild that entailed completely renewing her decks, transom and cabin. But lack of funding in the late '90s stalled the rest of the project until 2006, when Arques took it on in a partnership with Spaulding Wooden Boat Center.

Even with a grant for materials from the Master Mariners Association and many private funders, the meticulous work, done by Arques apprentices and master

woodworkers, progressed slowly. But every inch of her was rebuilt or restored to museum-quality specs.

Following the original technique of sawing frames from "naturally occurring trees and branches" (rather than steam-bending them), Arques craftsmen sourced limbs of locally grown black locust for frames, pepperwood for large hull timbers, and fir for planking and decking. The crew designed and poured a new lead keel, weighing 7,500 pounds, to replace the existing iron keel. (We should note that when first launched, *Freda* originally had a centerboard, following the example of her eastern cousins.) All in all, it has taken a colossal

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LATTITUDE ARCHIVES

'Freda' was powered up and lookin' good when this shot was taken during a Master Mariners Regatta in the 1980s.

SIGHTINGS

freda — continued

effort to upgrade *Freda* to her present status as a "nautical jewel," to quote Darr.

After the gleaming hull was lifted by Spaulding's appropriately antique crane, it was held hovering over the water while Darr ceremonially 'walked a plank' to reach it. He then re-christened *Freda* with a lot of very old whiskey, while the sloop's admirers raised raised their glasses in unison.

If you'd like to see this wooden beauty up close, drop by the Spaulding Center and take a look. Or better yet, ask the staff there how you can arrange to go for a spin around the Bay aboard her. Hopefully she'll often be seen blasting across Bay waters for decades to come.

— andy

bears on the bay

With the Master Mariners Regatta and the *Freda* launch, this seems to be wooden boat month at Latitude, so it's an appropriate time to run a profile of the Bay-centric Bear Boat class:

Sporting names like *Kodiak*, *Pola* and *Panda*, the graceful 23-ft Bear Boats are out of winter hibernation and roaming Bay waters — often in packs. Built of wood with cast-iron keels, and a cute bear silhouette on their mainsails, Bears have been playing on the Bay — exclusively — for decades.

Conceived in 1931 by Ernest Nunes and Marty Martinson at the Nunes Boat and Ways Company in Sausalito, the first 'cub' was christened in 1932. Commodore Cliff Smith of the San Francisco Yacht Club got a glimpse of this pocket cruiser, designed for the Bay, then commented, "That is a bear of a boat." The name stuck, and hull number one was christened *Merry Bear*.

The Bear Boat Owners Association tells us that the last Bear, #69, was built in 1976: *Verosa*. Her local habitat is Berkeley Marina, where sistership *Renegade* is berthed nearby. Owned by Russell and Christine Katz, this

1946 Bear is actively raced and cruised. Drawn to *Renegade* because of her history, they liked the boat's size and stability which made her a perfect fit for a young family.

"We rescued her from sinking in Napa

Valley Marina in 2009 and have been restoring her since — most recently replacing the interior. *Renegade* seems the most rambunctious of the pack, having been singlehanded down to the Sea of Cortez in 1982 by then-owner David Bacon."

Brothers Tim and Daniel Maloney care for two other Bears, following the family tradition. From 1953 to '65 their grandfather owned *Panda*, #9. Their father, Tom, loved that Bear, but just couldn't afford to keep her while raising 12 (!) children. Years later though, Daniel successfully convinced his dad that they needed a boat. So in 2005, they bought *Magic*, #65. As brother Tim says, "The memories are too thick to sweep away."

Magic and her sister, *Cindy*, #66 (last spotted in Santa Cruz), were built by Charles Borden to lines redrawn by Robert Keleher. It's believed that around 1959, the Association approved Keleher's plans.

continued on outside column of next sightings page

new wyliecat

The latest addition to the Wyliecat line of sailboats, the Wyliecat 40, is taking shape at the Wyliecat factory in Watsonville. Wyliecat is the last of the local production boat builders, and continues the proud tradition of fast, fun-to-sail boats that the Santa Cruz area was known for.



LESIE RICHTER / WWW.ROCKSKIPPER.COM



LATITUDE / ANDY

LESIE RICHTER / WWW.ROCKSKIPPER.COM

takes shape

When I got a call recently from Tom Wylie telling me that the deck plug for the new boat had been finished, he didn't have to ask me twice to head over to see it. A new boat is always an exciting proposition, and it's pretty rare to have the opportunity

continued in middle column of next sightings page

bears — continued

Soon after *Magic* was regarded as one of the fastest Bears. She won three consecutive season championships in the mid-'60s. Then, after a long respite, *Magic* returned to the winner's circle in 2013 to claim the 2013 Bear Class perpetual.

Imagine the serendipity when in 2009 Daniel found *Panda* — their granddad's boat — at a Berkeley Marina lien sale. The Maloney broth-

continued on outside column of next sightings page



Bear Boats are one of at least a half-dozen vintage designs that are unique to San Francisco. Seen below, a Bear pack leads another nautical treasure toward Angel Island: The scow schooner 'Alma', launched in 1891, is the last remaining commercial scow in the country. See her at SF Maritime at Hyde Street.



SIGHTINGS

bears — continued

ers bought her, then spent four months installing 31 sister frames. Up to nine family members at a time toiled on the boat. "Our mom was pretty pleased to see us taking care of another old gal from 1939," says Tim. "If you see *Panda* cruising the Bay she may have three generations onboard."

Another duo, Greg and Deborah Blackburn, started tracking Bears in the 1980s. After much contemplation, a 2009 *Latitude 38* ad finally inspired investment. Deemed in good shape but requiring some work, *Pola*, #8, was purchased. Greg managed the restoration, which required strengthening ribs, switching to steel fasteners, planking, a full interior renovation, and refinishing outside surfaces, plus installation of electronics. Today, the couple day sail their 1939 boat and participate in festivals.

Greg says that the first seven Bears were built at the Nunes yard;

continued on outside column of next sightings page

new wyliecat

to get an advance look at a boat before it is built.

The deck plug is a full-size mock-up of the decks, and is used to make the female mold that will in turn be used to build the cored-fiberglass deck, cockpit, and house. The plug has no hardware on it, so it is a wide-open invitation to dream about how the decks should be configured and how the boat should be set up for sailing.

Boats built in Santa Cruz were known for their high quality, and that tradition continues with Wyliecat. The deck plug is beautifully finished, with smooth, rounded corners, and seats that are

ERIK SIMONSON / WWW.PRESSURE-DROF.US



'Ouessant' beats to Vallejo.



— continued

molded to keep you seated even when the boat is heeled. Although I had seen profile renderings of the boat before seeing it in person, the boat is prettier in fact than it is on paper.

The new Wylie 40 was conceived as an education and research vessel, with room to conduct ocean research or to carry up to 25 passengers on the broad aft deck and in the large cockpit. However, hull number 1 is currently slated to be a private vessel for local sailing and extended cruising.

"This is going to be a very pretty boat,"

continued in middle column of next sightings page

bears — continued

number eight was crafted by Chevron engineer Dave Vincent. He and sweetheart Barbara, a *Sail* magazine editor, had purchased the plans and placed an order for a cast iron keel. It arrived on their wedding day. Also momentous was that the very afternoon the Blackburns re-launched *Pola*, the Vincents, now in their 80s, saw her sail by and hailed — both sets of owners connected to share stories.

Needless to say, the love of Bears on the San Francisco Bay is strong. Almost every time one of these little vessels sets sail, someone on another boat waves and calls with some family connection to the fleet. In 2012 the Association celebrated the Bear class' 80th birthday with the re-launching of freshly restored number one *Merry Bear*. The 1931 cub now makes her home at the San Francisco Maritime Museum. *Semper Naves Ursi*, Bear Boats Forever.

— martha blanchfield

delta doin's

When the thermometer starts climbing inland of the San Francisco Bay, some of the most satisfying activities can be experienced along California Delta waters. The following are a few suggestions for things to see and places to visit:

July 4, dusk, Barron Hilton fireworks extravaganza — The annual Barron Hilton fireworks extravaganza may be the largest annual party in the entire Delta, and the largest gathering of private pleasure boats in Northern California. If you can navigate 'round 5,000 boats then head to Mandeville Tip County Park, located in the Delta between Antioch and Stockton. View from the boat, or on land at points including the Delta Loop, Windmill Cove or Village West Marina. The fireworks display was started by Barron Hilton for his children. Barron is the son of Conrad Hilton, founder of the noted hotel chain. **Fireworks are always fun.**

July 11-27, California State Fair — There's nothing like taking in a good old state fair with hogs, chickens, horse racing, and midway rides, then cooling off next door at Raging Waters Park.

July 26-27, Benicia Waterfront Festival, 11 a.m. to 6 p.m. — Cruise or drive to the Benicia Waterfront Festival for live music, craft beers, wine, food vendors, a kids' alley and more. The festival is hosted on the First Street Green at First Street and East B. Street. \$10 adults, \$5 seniors (65+), kids under 12 free with paid adult. Pets not allowed. Tickets at the gate or online: www.beniciamainstreet.org.

Riverboatin' Must See — Besides the city in Marin, there's another Sausalito in northern California: the old ferry boat *Sausalito*, that's now home to the Sportsmen YC. Wending your way through the Delta, whether by water or land, make this an en route stop to view a divine clubhouse replete with 60 cabins, dance floor and bar from the 1939 World's Fair at Treasure Island. Built in 1894 at the Fulton Iron Works in San Francisco, the *Sausalito* was designed for the North Pacific Coast Railroad Company. She's a wooden-hulled boat with a copper-sheathed bottom measuring 256 feet overall, with a 68-ft beam. Until her retirement in 1931, the *Sausalito* carried passengers by day and freight cars by night between San Francisco and Sausalito. Find here in Antioch at: 38° 01' 10"N, 121° 45' 22"W; (925) 753-1444.

If you're Delta riverboatin' this summer add a second old girl to the agenda, the *Sutter*. Plying the waters between San Francisco Bay and California Delta ports until the 1950s, the *Sutter* carried up to 750 tons of freight per trip. Purchased in 1961, she was converted to a restaurant and bar, then spent several glorious years as a popular Delta destination until a serious galley fire forced closure. The *Sutter*

continued on outside column of next sightings page



'Credit' on the Central Bay.

LATITUDE / ANDY



More woodies? Sorry, but we couldn't resist running this shot of two well-sailed Farallone Clippers nesting side by side at KKMI Sausalito. In front is 'Ouessant', currently being repaired after being T-boned in May. Behind is her frequent rival 'Credit'. These lovely sloops are unique to the Bay, most built in the 1950s.

LATITUDE / ROSS



NOLA

SIGHTINGS

delta doin's — continued

began a third life in 1994 when the San Joaquin YC purchased her for \$1 to be their clubhouse. Following lengthy restoration by members and volunteers, she now proudly shows an original chef's galley, pilothouse and 100-foot bar. Find her in Bethel Island's Dutch Slough at 38° 00.68'N; 121° 38.24'W

Feeling vintage frisky? Visit the Ryde Hotel in Walnut Grove, a 1927 Prohibition-era speakeasy and hotel. Legend has it that President Herbert Hoover, politicians, movie stars and mobsters frequented this riverboat way station. The lower level was a speakeasy with bootleg whiskey and jazz. Some say it was also a bordello. Mark this spot for overnight accommodations and Sunday brunch.

Overlooking the Carquinez Strait in Port Costa is a second venue with a decadent past, the Burlington Hotel, built in 1883. Locals say it, too, was a bordello, and some also say

it's haunted. Recently renovated, yet retaining its funkiness, the hotel offers 19 guest rooms. Cross the street to the Warehouse Café and Bar

continued on outside column of next sightings page



RYDE HOTEL

A splendid sunset over the historic Ryde Hotel.



LATITUDE / ANDY



wyliecat — continued

says Wylie. "It is going to look good sitting at the dock, and it is going to be even



JOHN TUMA

Boat builder Ross Williams gives a sense of scale to the new 40-footer.

prettier under sail." Two sail plans are available: the "traditional" catboat rig that Wyliecats are known for, and a cat-yawl rig that adds versatility to the sail plan, although at the expense of top-end speed.

Either way, the Wyliecat 40 is going to be a very cool boat.

— john tuma

With an experimental wing mounted to his trimaran, longtime Bay Area charter boat operator Jay Gardner set out to prove that harnessing wind power can reduce fuel consumption dramatically compared to the current needs of local displacement-hulled ferries.



WING + WING

delta doin's — continued

and sample from among 300 beers — all within sightline of a 16-foot stuffed polar bear. Some days you may find yourself elbow-to-elbow with Harley riders.

FYI, Lost Isle, the party-goers Mecca of minimal tan lines and classic plastic (both floating and implanted), has bumped out its re-open date for yet another year.

For additional information for Delta activities: <http://californiaDelta.org>.

— martha blanchfield

from the 'what the heck' file

Thanks to the America's Cup, catamarans with wing sails have been a common sight in San Francisco Bay for the past few years. But when a 42-ft trimaran with a lime green wing and a jaunty trim tab atop its mast paraded slowly around McCovey Cove during the San Francisco Boat Show in January a murmur of "What's that?" was heard up and down the docks. It clearly wasn't a race boat.

The computerized wing was developed by Wind + Wing Technologies and Photo Composites to demonstrate to San Francisco's ferry companies how harnessing wind power could reduce fuel consumption and emissions. "We've been talking about putting sails on ferries to cut fuel costs since the late 1980s," says Jay Gardner, the president of Wind + Wing, who is also the co-owner of Adventure Cat Sailing Charters. He has more than 20 years experience operating daily sailing excursions on the Bay. "We were convinced that this technology works."

For five months, the boat went out on demo sails to showcase the technology to officials from the ferry companies, the Port of San Francisco, media from around the world and other interested parties. A major focus of these daysails was to show the ease of operation. Unlike the complicated America's Cup boats, a trim tab at the top of the W+W wing sets itself automatically to the proper wind angle. Tacks and jibes happen effortlessly, with no human intervention. The wing contains sensors that feed information to analyze wind speed and its impact on fuel consumption. The five months of demos proved that at 7 knots of boat speed, a wind speed of 20 knots decreased fuel consumption by 65%. In 15 knots of wind, it reduced it by 33%. Over a year, the fuel reduction would be an estimated 42%.



Jay Gardner

Gardner's last demo sail on the boat was May 30, the morning he submitted his final report. Did any big surprises result from the months of data collection? No. "The tests told us what we thought we already knew," says Gardner. "Before the test we were 95% sure. Now we are 100% sure."

Don't expect to see wings atop S.F. Bay ferries anytime soon. "It has to be a new build. The Coast Guard is very conscious about stability." But the demos were successful in proving the concept to ferry operators who are keen to cut fuel costs — their biggest operating cost after staffing. "The ferry guys are getting it," says Gardner. "There is a totally different attitude."

What's next for the green wing? You may see it moving back and forth from Stockton to Oakland. Moving tractor trailers on the route costs \$1 million a month. "They are very anxious for us to do another test," Gardner says. "It should be able to reduce that fuel bill by half."

Sail power may be an outdated technology in some areas, but with the Bay Area's notorious breezes, adapting sail power to commercial vessels here could be a win-win, for both operators and the environment.

— elisa williams

MASTER MARINERS REGATTA

It was a day when high-tech racing gave way to the olden days, as gaff-rigged and marconi schooners, brigantines and sloops of all sizes plied San Francisco Bay waters. The annual Master Mariners Regatta, held May 24, reacquainted hundreds of regular crew and educated many newcomers as to the sheer delight that can be had sailing such vintage vessels, whose owners often shun almost anything modern or high-tech. Self-tailing winches, titanium fittings, Spectra line, carbon fiber sails and lightweight plastic blocks were the exception rather than the rule. But none of this seems to be missed aboard these vessels which seem to be built strongly enough to sail in any conditions. On many MMR vessels, the wooden structural elements seem have more in common with a stoutly-framed home than with a modern fiberglass ultralight.

The Master Mariners Regatta has a long and storied history on San Francisco Bay. Initially a competition between local working scows and large, fast coastal schooners, it has been an on-and-off again regatta on the Bay since 1867 — yes that's 1867. But for the past 50 years it has been an annual staple of summer racing on the Bay. If the racers of yore could have seen this year's race they'd have had big grins on their faces. The 49 boats in the 11 divisional starts made for a spectacular parade of beautiful wooden boats zig-zagging across the Bay.



CLASSICS SET SAIL



888

'Elizabeth Muir' and 'Brigadoon' in close quarters on their way to Harding Rock. The strong westerly breeze and the building ebb were the day's hall-marks leaving most to say that this was the best Master Mariners Regattaw in recent memory.
— photo Leslie Richter / www.rockskipper.com

MASTER MARINERS REGATTA —



ROXANNE FAIRBAIRN



LATTITUDE//ANDY



Clockwise from top left — William Stucky's 'Polly'; the 108-year-old 'Yankee'; 'Elizabeth Muir's' skipper certainly isn't looking for breeze; Tim Mullins' 'Legend' steaming along; 'Freda B' in the starting area; the Sea Scouts on board 'Viking Red'; Bill Belmont's 'Credit' mixes it up with Alan Olson's 'Seaward'; Bears 'Renegade' and 'Magic' post-start; and the beautiful double ender, Jason Harvey's 'Argo.' Photos: Leslie Richter / www.rockskipper.com unless noted.

The fleet's heavy construction came in handy this year as a healthy 10-15-knot breeze developed even before the first gun was fired from Sausalito YC's committee boat, sitting off St. Francis YC. Schooners such as the beloved 16-ton, 108-year-old *Yankee* have a tough time competing with their PHRF rating

(a very un-schoonerlike acronym) in anything under 20 knots. So for many of the bigger boats the early breeze foretold the welcomed strong winds that were yet to come.

The early morning breeze developed rapidly as the fog recessed toward the coastline. By the time of the last start, most competitors were well into the Slot

and experiencing the building ebb as well. This created some solid chop that made it a particularly wet day for some of the smaller competitors.

The 25-plus-knot breeze coupled with the ebb didn't affect the larger schooners much. In fact, these were ideal conditions for them. Without the hearty breeze they can't sail to their ratings, and thus

CLASSICS SET SAIL



they can't be competitive against each other. But this year longtime schooner sailors couldn't have been happier. "This was the best Master Mariners we've had in years," says John 'Woody' Skoriak. "It was just spectacular out there."

It's important to remember that these are old boats and they require a remarkable amount of attention. But even the most well-maintained boats don't get sailed as often as their skippers would like, and inevitably things start to break

when its blowing 28 knots on the close reach up to Harding Rock. Such was the case with the stunning Ketchenber 38 *Chorus* that dropped out after one of her shrouds separated. Bill Belmont's Farallone Clipper *Credit* had been chasing *Chorus* for the better part of the race due to a late start, and Belmont decided drop out soon after *Chorus* did. "It seemed the better part of valor," Bill says. "We didn't see any need to break the boat in those conditions." Plus everyone was pretty

much soaked by then.

Perhaps one of the most beautiful boats on the Bay, the recently restored *Eros* (celebrating her diamond jubilee) had signed up for the regatta and was nearing her starting sequence when owner/sailing master Bill Bodle noticed a seam open up on the mainsail straight across from the leech to the luff. This was a remarkably frustrating turn of events because the same thing had happened just two days earlier in a different spot

MASTER MARINERS REGATTA



Ron MacAnnan's M-Class sloop 'Pursuit' crosses the starting line off the Cityfront.

ROXANNE FAIRBAIRN

on the same sail. A superhuman effort was made to take the sail off — no small feat as it weighs more than 500 pounds — truck it over to the sail loft, convince the sailmaker to forego his Friday night plans, and then get it back to the boat by 6:45 a.m. the next morning, so it could be rigged prior to racing that day. "Eros had returned to Richmond recently after sailing 20,000 miles to South America and back," Bill says. "It looks like there

was a lot more chafing to the main than we thought." Undeterred, Bill and his wife Grace are already looking forward to the 2015 Master Mariners Regatta.

A real standout in this year's Master Mariners was not a schooner, nor a particularly large sloop. In fact, at 23 feet in length *Huck Finn* was one of the smallest boats to compete. Margie

Siegal's Bear Boat took line honors and the divisional win. The seven-boat-strong Bear fleet probably wasn't the group you'd expect would excel in these conditions. "It was blowing, and there was an ebb current, which meant chop," Margie says. "Bears are built for these conditions — they sail through waves instead of on top of them. They also point as well as any modern boat, although we don't tack as fast. As a result, we had five Bears crossing the finish line before any of the other boats in the race."

Once everyone had crossed the finish line, just north of the new eastern span of the Bay Bridge, many continued on to the Encinal YC for a raft-up, post-regatta celebration and awards ceremony. The sunny weather, live music and collection of classic boats made for quite a scene.

Hopefully the level of excitement seen in this year's Master Mariners Regatta will translate directly into a similar showing next year. These boats need to be sailed, and what better excuse to take them out than for an amazing race around the Bay?

— **latitude/ross**



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We'll run mini-profiles of all
crews in three installments this
summer beginning with our
September edition. Also, see
'*Lectronic Latitude* for event
updates at: www.latitude38.com.

If you're new to the event, let
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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 will mix and mingle with Ha-Ha boat owners who are looking for extra watchstanders.

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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.

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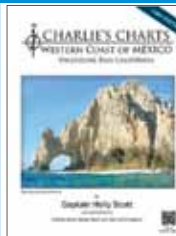
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GENERATION 'Y-NOT' CRUISERS —

When we visited Bora Bora in early July 2013, cruising boats were rolling in as steadily as the beating of drums at the nearby Heiva dance festival. The weather was hot and heavy and the frangipani-infused air intoxicated us enough to think that we might be able to shake our hips as well as the Polynesian women,

were owned by sailors our age: Canadians, Americans, a very high number of Swedes (5 boats), South Africans, and Brits.

Granted, the majority of cruisers we met throughout the South Pacific were older than we are — and we made many wonderful friends of all ages. But it was a complete surprise to find that the 25- to 35-year-olds were out there in such full force.

"They used only 45 gallons of fresh water and 4.5 gallons of fuel."

Who's Cruising the Pacific?

Doing the westbound 'Cruiser Milk Run' to New Zealand and Australia is a game of leap frog. With every good weather window, boats in one island group or country jump off for the next, so you quickly end up seeing the same crowd again and again. We ended up within a group I call the 2013 Fast-Trackers, Many of us had planned and saved for only one season to cross from the Americas to Australia. In 2013 this group was a big one and, overwhelmingly, a young one.

To give you an idea, these are just a few of the Generation Y (or, should I say, Generation 'Y Not?') sailors out there last season:

Hydroquest — Beneteau First 405

- Flag: Canadian
- Year Boat Built: 1986
- The Crew: Sarah, 31, & Will, 32

- Dates: Bought boat in Guaymas, Mexico, January 2012; sold in Sydney, Australia, March 2014
- Blog: www.svhydroquest.com

This is us. Will already had 15,000 offshore miles under his belt when we started, most from cruising with his family at age 16. But teaching me the ropes was a new sort of challenge. We spent a year cruising and preparing in Mexico before doing the 2013 Pacific Puddle Jump. From the beginning, our plan was always a two-year endeavor, and although we tried to stretch it out a bit, *Hydroquest* sold quickly in Sydney.

Starship, Islander 36 (1972)

- Flag: Canadian
- Year Boat Built: 1972
- Crew: Anne-Marie, 28, & Chris, 30
- Dates: Bought boat in San Francisco, 2010; Sold in Noumea, New Caledonia, October 2013
- Blog: <http://blog.sv-starship.com>

Fellow Canadians Chris and Anne-Marie lived aboard for a year in California while still working regular jobs before sailing *Starship* south to Mexico. (You may have read previous reports on them in *Changes* and *Lectronic Latitude*.)

The fact that they used only 45 gallons of fresh water and 4.5 gallons of fuel during the trip from Mexico to the Marquesas is hard to forget! We met a year before the big jump in Bahia Candeleros and quickly bonded over our similar aspirations, while enjoying barbecued chocolate clams.

Left to right: Scuba diving with sharks in Fiji; with a fresh tattoo from the Marquesas, Chris of 'Starship' suveys a Moorea lagoon; Nina and Ola at a swimming hole in Niue; another surreal sunset; 'Ninita' lies on the hook after making landfall at Fatu Hiva, Marquesas.



The 40-year-old Allegro 27 'Ninita' may be small, but she safely carried her adventurous young crew across much of the South Pacific.

or men for that matter. Yeah, right.

Our Beneteau First 405 *Hydroquest* was moored in front of the Mai Kai Marina and Yacht Club, which was enjoying a solid Happy Hour business — mostly from cruisers.

While chatting with some middle-aged sailors, they mentioned the tough time they were having meeting cruisers their own age. (Will and I are 32 and 31, respectively.) They were completely right. Instead of the expected retired, baby-boomer age group, every cruiser in Bora Bora at that time seemed to be 20- or 30-something. Was this normal? Maybe we'd been having too good a time — or too many two-for-one Hinano Ambrée beers — to step back and really notice!

Will and I counted the cruising boats on moorings and in the nearby anchorage. No fewer than a dozen of them



NINITA

NINITA

STARSHIP



ONE-SEASON WONDERS



HYDROQUEST

Are we having fun yet? Ah, yeah! We applaud these happy sailors for finding the means to get out and cruise while they're young and fit.

Orkestern — Nicholson 32

- Flag: Swedish
- Year Boat Built: 1972
- Crew: Caroline, 25, & Johannes, 31
- Dates: Bought boat in Panama, January 2013; sold in Sydney, Australia February 2014
- Blog: www.shipoholic.com

We met Caroline and Johannes in Fakarava, Tuamotus, in May 2013. This audacious pair had purchased *Orkestern*

fully equipped in Panama City only a few months before. Despite having zero offshore experience, they set sail for the Galapagos only a month after becoming boat owners. Their initial plans were bigger — to sail around the world in their 1.5-year time frame — but they decided to slow down instead and actually enjoy the South Pacific islands. I'm glad they did.

Ninita, Allegro 27

- Flag: Swedish
- Year Boat Built: 1974

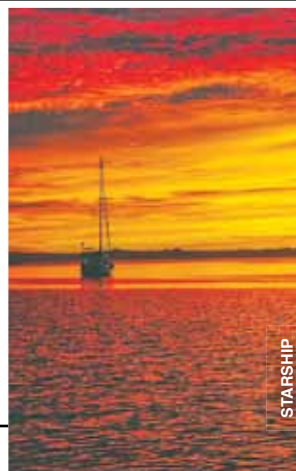
- Crew: Nina, 28, & Ola, 31
- Dates: Bought boat in Sweden in 2009; sold it in Sydney, Australia, January 2014

- Blog: www.sy-ninita.se

A small, but very sufficient and well-planned boat, little red *Ninita* drew attention everywhere she went. Captain Nina spent the first ten years of her life on her parents' boat in the Caribbean. Ola was new to sailing, but took to it quickly and these two spent three years living aboard full-time en route from Sweden to Australia. Once listed for sale privately



NINITA



STARSHIP



NINITA

GENERATION 'Y-NOT' CRUISERS —



OKESTERN

Hangin' out in Tonga. As with older cruisers, these friendships developed quickly and are likely to last well into the future.

in Sydney, *Ninita* sold in only two days.

Orion — Tartan 37

- Flag: British
- Year Boat Built: 1979
- Crew: Sally, 27, & Dylan, 33
- Dates: Bought in Grenada, January

2012; sold in Brisbane, Australia, December 2013

• Blog: www.sallydylanadventures.blogspot.com

Armed with both clever wit and the ability to make a mean G&T, Dylan and Sally were anchored off Motu Toopua in Bora Bora's lagoon when we met them. They'd bought *Orion* in the Caribbean and enjoyed a year of 'shakedown cruising' before heading into the Pacific, so Sally could learn to sail. This was Dylan's second Pacific crossing, the first one being on his family's boat, at the age of six.

Adventures Aboard

From Bora Bora onward, the 'One-Season Wonders' wove together and apart through the Cooks, Niue, Tonga, Fiji, Vanuatu, and New Caledonia, all

with the goal of reaching Australia before November, the beginning of the cyclone season.

Some of us arrived in the Kingdom of Tonga on a Sunday morning in late July. Being a bit sneaky, we decided to anchor away from the town of Neiafu for the night to delay our official check-in to Monday.

In the excitement of arriving at a new place, and without doing a proper investigative tour of the bay, Will and I dropped and set our Manson Supreme anchor in 80 feet of water. It was a stupid move, as we soon learned there were much shallower sandy spots nearby.

The next morning, our windlass couldn't budge the anchor; we were well and truly stuck, plus our not-so-legal presence in the country was a bit of a concern.

Luckily, Ola and Nina were out for a morning swim. Ola free dove the 80 feet (!) and surfaced with not-so-good news: "Your anchor is wrapped around a giant coral head, part of which has fallen on top of the chain." Oh dear. We called Johannes on the radio and over he came,

SARAH'S NOTES ON AFFORDABILITY

Without a doubt, a big question for many young would-be cruisers is not so much *Y Not*, but *how* to afford it. Here's some food for thought.

The Boat

We're on the right side of the pond. Buying in a buyer's market and selling in a balanced market with a smaller inventory is a no-brainer. Boats with Aussie-dollar values between \$30,000 and \$100,000 can clearly sell quickly in Australia. Today, in Australia's post-Global Financial Crisis market, it would be uncommon to earn big bucks (as was possible before 2008), but the downwind cruise across the South Pacific is the invaluable bonus that still makes the venture worthwhile.

South Pacific Cruising Costs

It is widely known is that French Polynesia is expensive, especially when compared to Mexico or Panama. Fiji, however, is cheap (roughly on a par with Mexico). But cruisers travel to both, and everywhere in between on a wide range of budgets. We knew cruisers with \$500 USD monthly budgets and others who spent up to \$6,000. Basically, you spend whatever you have.

Here are my observations related to South Pacific spending:

- Our first store-bought Hinano beers in Nuku Hiva cost 270 French Polynesian francs (\$3 USD) each. We would've paid so much more! We soon learned to buy the big returnable bottles in French Polynesia, which worked out to a very reasonable \$2 per beer.
- Having so few marinas to tempt us was awesome for the budget. That being said, *Hydroquest* spent many more nights on mooring balls than we'd anticipated, often out of necessity in areas with very deep anchorages or bad holding. Between Mexico and Australia, we paid to tie up in a half-dozen places, for \$10-15/night. Of the 159 nights we spent 'near shore', 60% were at anchor, 31% on mooring balls, and only 9% in a marina (Vuda Point, Fiji).
- Keeping our fridge off most of the time helped us save on groceries: we rarely bought fresh meat or more cheese than we could eat in one sitting, since we couldn't keep it cold.
- If you're a heavy Internet user, eating out at restaurants with free Wi-Fi starts to make sense. At least that's what we told ourselves.
- I planned to do most of our laun-

dry myself, but ended up relying on laundromats when in port (up to \$15/load) out of convenience.

• By the time we ran low on basics such as pasta, rice, flour, and canned vegetables, we were able to re-provision at a well-stocked supermarket in Papeete. Prices for the basics weren't outrageous and the selection was fantastic. Our next big re-provisioning stop was in Fiji, which was cheap and had a new range of food products with Indian influence that we were keen to try.

• In many places you can't spend money if you try. No stores! No restaurants!

• Sailing everywhere meant that our diesel costs were lower, compared relatively to Mexico. In our first four-month season in Mexico, we covered 1,450 miles and put 120 hours on our engine. In almost seven months in the South Pacific, we covered 7,300 miles and logged only 175 engine hours, including periodic battery charging and watermaking.

• Being at sea is the best way to rein in the spending. In our South Pacific season (from Mexico to our first Australian port), *Hydroquest* was offshore for 49 nights. That's 24% of the 208-day journey that covered approximately 7,300 miles.

ONE-SEASON WONDERS



HYDROQUEST

Needless to say, swimming alongside whales in Tonga was an unforgettable experience. Doing so is legal nowhere else.

still half asleep, and performed a few underwater Swedish Scuba Superhero moves to free us up. In that moment, we were very thankful for our most capable friends!

Whether it was watching passionate hip-shaking dances, embarking on crazy hikes, swimming in caves or with humpback whales, witnessing volcanoes erupt, or taking "fika" (coffee break), having good friends around certainly heightened our experiences and relieved any monotony that could potentially arise from a purely 'coupled' cruising life.

But for me, more than anything, it was the satisfaction of having peers to talk candidly with: Peers who really understood the wonders and challenges of

such a trip and the decisions, risks and potential sacrifices involved with 'making it happen' at this time in our lives.

Where Are We Now?

The great news is that all of our boats sold quickly. If you're thinking of following a similar one- or two-season plan, rest assured that the Australian boat-buying market is good.

As I write this, we are all back to professional jobs and the realities of life on land: wearing shoes, having endless electricity and water, and when asked about ourselves, having to offer a bit longer of an explanation. Needless to say, the bonds formed with people we met along the way will be one of our voyage's more lasting rewards.

How do you top cruising through the South Pacific with a pack of like-minded salty sea-pups? I think the only answer is: you don't. You pinch yourself daily to make sure it really happened, re-live the

memories and experiences in your mind, and plan life's next grand adventure: another long cruise perhaps? Y not?

— sarah curry

As detailed in her April 2014 Latitude feature, Sarah and Will also worked along the way for the family business, Hydrovane.

If the Swedes had colonized Polynesia instead of the French, the locals might look a lot like lovely Caroline.



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2014 PACIFIC CUP

Racers participating in this year's biennial PacCup will pass under the Golden Gate Bridge between July 6 and 11 and head toward Kaneohe Bay on the island of Oahu some 2,300 miles into the Pacific Ocean. Staggered starts are employed to at least make it possible theoretically for each division to arrive in Hawaii as closely as possible to the others — thus making for a better party at the finish.

This year's event has changed fundamentally from those in years past — consider it an update, if you will. A great effort has been made to make the event even more user-friendly. This experience initially centers around the event's revamped website (www.pacificcup.org) where seemingly everything you'd need to manage your participation is available.

The revamp extends beyond the website and has been adapted for use on anyone's iPhone or Android device as well. The new downloadable app brings a plethora of resources within reach of

— last but not least — *Latitude 38*.

Working in part with sponsors, Pacific Cup YC has created a PacCup Village set to open at Richmond YC just before this issue goes to press on June 30. Each night through July 5 the Village will feature either a new speaker, live music, a dining event or an activity such as a Beer Can race for visitors. Speakers include the likes of Kame Richards, Scott Easom and Will Paxton — each well versed in his field of expertise and hugely knowledgeable about racing to Hawaii. Sponsors will be providing a variety of services and/or a variety of food and drink as well.

Competitors from the Bay Area are ready to go, and others have made long journeys to get here. Competitors have arrived from the greater Pacific Coast and as far away as Melbourne, Australia, and Lima, Peru.

for our boat. While motoring is allowed, we will be very happy and proud if we never have to put the engine in gear. On the other hand, if we get stuck too close to the Pacific High and there is wind 30 miles south, we will just get there and enjoy the rest of the ride.

"When sailing we will go as fast as we can without compromising the safety of



Med Viking

the crew and in the integrity of the boat," continues Bernard who is apparently very good at keeping this all in perspective. "This might be the only real difference between a racer and a cruising crew like us. We do the Newport-Ensenada as cruisers and with the same spirit!"

Alaska Airlines Division A

The semi-cruising nature of the nine boats in this division shouldn't fool anybody.

There are two Cal 40s racing, and they were practically designed for this race, as many will tell you. Rodney Pimentel raced *Azure* in 2012 and won this division. Victoria Lessley and husband Timm have raced *California Girl* to Hawaii numerous times and may very well be the boat to watch this year.

But don't count out the likes of Michael Moradzadeh, who's racing his Passport 40 *Cayanne* to Kaneohe Bay for the third time — he placed third twice before. "For me the approach is to stay



Azure

out of the light air, make fewer mistakes, and don't break stuff," Mike says matter-of-factly. "I have a great crew this year and think we will be stronger tactically and make better decisions." Michael's done this race a total of seven times and



'Locura' hails from Lima, Peru, and measures in at an impressive 92 feet.

You'll notice that each of the divisions is now either named after a sponsor or given an aptly-appointed Hawaiian name association.

Holo Holo Cruising Division

Holo Holo means something akin to going out for a leisurely ride. From the looks of it that's what this division of five boats is all about. This newest addition to the PacCup fleet is based on the premise that you aren't racing so much as you are enjoying the ride.

One of *Latitude 38's* avid readers, Bernard Debbasch, has been putting a lot of time and effort into outfit-

ting his Beneteau 411 for the event — like most other PacCup sailors. "I was going to be in the Pacific Cup in 2014 regardless," he says. "But *Med Viking* has a furling main, a big heavy arch with solar panels, old sails, fishing gear, etc.," His expectations are realistic and well within the parameters of the Holo Holo's. "We can definitely sail but we would never be able to compete with racers. When the Pacific Cup decided to create a cruising division, I thought that it was a perfect fit

one's fingertips, making pre-and post-race planning as easy as possible.

There are also some new and returning sponsors this year, including Sonnen BMW, Alaska Airlines, Quantum Sails, Passage Yachts, Rockskipper Photography, Bay Marine Boatworks, Lee Chesneau's Marine Weather, Easom Rigging, Sierra Nevada Brewing, Matson Shipping, Weems & Plath, Blue Water Sailing, Dry Creek Vineyards, Spectra Watermakers, Cliff Bar, West Marine and

was actually the tactician on board *Valis* when they won in 2012 — He was PCYC's commodore in 2010 and was also kind



Cayenne

enough to give us a few insights into this year's competition.

Iwi Doublehanded Division

The 'iwi is a land bird, according to the PCYC, "whose red plumage was prized for the cloaks of Hawaiian royalty. Its curved bill is ideal for extracting the sweet nectar of many Hawaiian flowers, leading to its other name: the honeycreeper. The 'iwi commonly lays just two eggs in its nest."

Honeycreepers or not, this division is competitive. Jim Quanci and his wife Mary Lovely have raced their Cal 40 *Green Buffalo* to Hawaii extensively. Jim alone has 17 crossings under his belt. "The boat is impeccably prepared, and there's enough energy between them to power a small city," according to Moradzadeh.



Mirage

It should be interesting to watch the Santa Cruz 27s as well — they make up 50 percent of this eight-boat division.

On board first-time PacCup racer Karl Robrock's Moore 24 *Snafu* is Gilles Combrisson. Gilles has a lot of experience going into this race and is likely an excellent co-pilot. The biggest question might be, "How are they going to fit all their gear into such a small boat?"

Raising awareness of and money for putting a stop to illegal sex trafficking are the father-daughter duo of Kerry Hallyburton and Stan Perkins. They have come all the way from Hood River, OR, to race *Mirage* across the Pacific.

Weems & Plath Division B

As Moradzadeh says, "*Sweet Okole* has raced more times than I change my socks on the race course, including the inaugural race." This is Dean Treadway's fifth PacCup, and his cold molded Farr 36 is certainly a contender.

Gary Troxel is racing his Beneteau 423 *Tiki Blue* on his fourth PacCup and "shows a great deal of tenacity in his repeat showing," according to Mike. It might be a fight for second or third this year.

Matson Division C

This division may have only five boats in it but they are pretty fast ones. If the



Sweet Okole

weather gods shine this year, these folks are either going to have a blast or get very tired very quickly.

There are two Hobie 33 Joe Wells' *Aero* and John Denny's *Por Favor*. Then there's Eric Devaney's J/109 *Blue Crush* and Wayne Koide's Sydney 36 CR *Encore* — Gordie Nash is tactician. And Thomas Palmatier has entered his Custom Barnett Offshore 41, *Shoofly*.



Por Favor

Kolea Doublehanded Division

The Kolea (Pacific Golden Plover) apparently has an innate ability to navigate for very long distances. The faster of the two doublehanded divisions will certainly need these skills, as the boats and the crews are certainly capable.

Bill and Melinda Erkelens won their division back in 1994 and this will be Melinda's fifth race. Needless to say they'll be a force to watch out for on

board the reconditioned Donovan 30 *Wolfpack*.

Jim Antrim designed the Class 40 *California Condor* for these conditions,



California Condor

and if the stars align, she should be very fast. Jim and *Condor's* owner Buzz Blackett are going to give it their best shot.

Mark Howe and Shana Bagley have been training hard on their Farr 36 *War Pony* and certainly have the drive to make this happen — as long as the *Pony* doesn't overpower them.

The second of two crews raising charitable funds this year are Charles Devanneaux and Fred Courouble on board the Beneteau First 30 *Thirsty* as they help find a cure for ALS.

Hokulea Multihull Division

Hokulea is the name of a recreated Polynesian catamaran used centuries ago by native peoples. You've probably seen these modern interpretations racing around the Bay doing SSS or BAMA events.

Lawrence Olsen and crew will be doing their first PacCup on the trimaran *Humdinger*. The PacCup veterans on board Rick Walton's *Transit of Venus* are sure to keep *Humdinger* on her amas.

Sonnen BMW Division D

There are a lot of competitive boats in this nine-entry division. Sebastien de Halleux's Swan 45 *Swazik* was the corrected overall winner of the 2012 PacCup, bringing home a lot of hard-



Transit of Venus

ware. She's a clear favorite for this year's event.

Bob Hinden's well-known Schum-

2014 PACIFIC CUP

acher 46 *Surprise* should prove interesting to watch. Kame Richards is on board and he alone has done this race 11 times. Combined with other crew's passages, they have at least 18 trips among them.

Steve Stroub has been racing his Santa Cruz 37 *Tiburón* extensively for a few years inshore and offshore. Although this is his first PacCup he's got an able crew — including Will Paxton — to help get them there. After spending a lot of



Swazik

time and effort preparing for the race, here's hoping the team can settle down and focus on sailing fast once the race starts. *Tiburón* is a lightweight boat with only five crew. Weather permitting she

may have a chance to show us what she's got.

J World's Santa Cruz 50 *Hula Girl*, skippered by Wayne Zittel, will have a mix of three coaches and three clients on board. "Given the newness of the team for each Hawaii race, we have learned that we are usually a little slow out of the gate," Wayne says. "But as people figure out the boat under the watchful guidance of our coaches and earn their stripes, we get better and better, and the mighty *Hula Girl* usually has a pretty good run in the second half of the races...so I have high expectations!"

Latitude 38 Division E

This is the first time ever that *Latitude 38* has sponsored a division of racers in the PacCup, and frankly it's pretty exciting news. All you have to do is look at the five-boat lineup and you'll understand why. The smallest entry (relatively speaking) is the 52-ft Reichel/Pugh-designed *Scarlet Runner* owned by Melbourne, Australia's Robert Date. Robert has literally raced and sailed

Scarlet Runner all the way to the San Francisco Bay and is now taking her back to Australia via Hawaii by participating in the PacCup.

Another international entry and the biggest of the lot is Hector Velarde's Nelson/Marek 92, *Locura*. She's come all the way from Lima, Peru, to take part in the PacCup.

But international status aside, Roy Disney's Andrews 68 *Pyewacket* is perhaps no more at home than sailing to Hawaii. She's got a stellar crew that includes Scott Easom and Hogan Beatty among other notables, who have at least 21 PacCups in their collective pockets.

Frank Sloodman's been doing a lot of work on his Reichel/Pugh 62 *Invisible Hand* this year. And Max Klink's Botin 65, *Caro* should certainly be in the mix as well.

Stay tuned and be sure to follow the fleets online after the race begins. Tracking will be delayed six hours after the start until the first boat has sailed 200-miles offshore and then tracking goes live.

— **latitude** / ross

Don't Miss the Reggae Party 'Pon da Ocean

The SoCal Ta-Ta

September 7-13

Beginning at Santa Barbara and ending at Catalina, with three stops along the way, this no-pressure sailing rally is open to only 50 boats. So if you'd like to join the reggae-themed fun, don't delay in signing up online at

www.socaltata.com

You'll find event details at that website also.



Planning to travel to some far-flung destination?



If you're planning to fly out to meet friends in Mexico, the Caribbean or the South Pacific, why not stop by the *Latitude 38* office before you leave and pick up a bundle of magazines to share with cruisers? We promise you'll be a hero — and you'll probably earn a few beers for your efforts.

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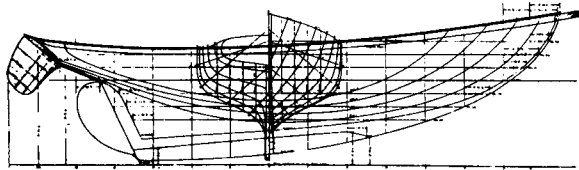
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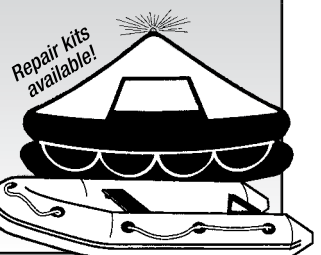
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DO IT YOURSELFERS —

It's long been a *Latitude 38* tradition to venture into Bay Area boatyards every spring or summer and check out the diehard do-it-yourselfers who choose to spend their free time laboring over their nautical mistresses.

As is typical, in this report you'll meet a wide range of sailors who are upgrading or refreshing a diverse assortment of vessels. As with the DIYers profiled in previous years, the future sailing plans of these boat owners also vary. Some are headed for far-flung landfalls, while others simply look forward to lazy daysails on the Bay.

Pohutu, Endeavour 37 — *Pohutu* means 'handsome girl' in the Marquesan language. Paul and Jennifer Mazza aptly named their winter 2013 acquisition to honor their union. Says Paul, "Forty years ago I made a promise to my then-girlfriend, Jennifer. A promise that we would once again set sail bound for the Marquesas." The backstory is that in 1975, the newlywed couple were due to set sail from Hawaii to French Polynesia when a change of plans forced them back.

Fast forward to today: the couple is renovating their 1979 Endeavour 37, *Pohutu*. Married, retired from two careers, finished with both raising a daughter and paying off a home, the couple is now almost ready to set out again. They purchased the boat after combing through various alternates. One nice thing about this Craigslist find is that *Pohutu* came with a surprise: a ukulele. It just so happens that Jennifer is learning to play the uke, and with the new addition, Paul will learn to accompany her.

Paul, who was smoothing out the keel while we talked, was prepping things for a fresh coat of paint to be applied the next day. He's restored more than 10 vessels previously, five of which were sizable projects. Before *Pohutu* leaves the yard, a new prop will be installed, thru-hulls and seacocks will be replaced, and the bottom will be faired and painted. Paul will have the boatyard pull the mast and replace the rigging. And while the stick is out, he'll add a radar and new mast instruments.

Once tidied up, *Pohutu* will be found at Alameda's Aeolian YC. But come mid-2015, the couple will set sail for the Marquesas — an inaugural cruise of at least 3,000 miles.



ALL PHOTOS MARTHA BLANCHFIELD

Paul would probably agree that there's a certain satisfaction that comes from doing your own bottom job. But it's hard work.

A' Deux, Hans Christian 36 — J. Stuart Grady and his son Miki ended up in the Bay Area several months ago after hunting for a seagoing craft. "This is a 1975 cutter-rigged Hans Christian with a full keel and canoe stern that was designed by Robert Perry," explains John. "A dealer helped me locate the boat, and I flew down from Alaska to give her a once-over. The engine showed only 36 hours, but she had definitely been left neglected. It was obvious we'd find rot and damage from all the moss that clung to her mast, underside, decks and other regions." Stuart made an offer that was accepted, then he and Miki set out on their mission to ready *A' Deux* for a voyage to Maui, then Tahiti and beyond.

Stuart walked toward the boat and picked up a remnant removed from the deck — the wood flaked like Turkish baklava. "A little dry rot, but nothing too surprising. It was nice to learn that only two small sections of the 44-foot Sitka spruce mast needed to be replaced." Stuart and Miki have been working with a craftsman who has skillfully removed the bad wood and is scarfing replacement sections into position.

"We've refinished or replaced nearly every area of ex-

IN BAY AREA BOATYARDS



Father-son bonding: Stuart and Miki worked side by side on a long list of projects. By now they should be headed south.



posed wood up top," says Stuart. "Sanding and varnishing the teak deck, gunwale, cabin top, companionway doors, lattice floor sections and other areas on the boat have occupied a lot of time." All the rigging had been stripped off and lay in a clean pile. Stuart noted that the boat now has a new rudder, and that the fuel and water tank systems have been updated. At the time of our visit he was contemplating LED lighting, electronics and safety gear installations as the next tasks to tackle.

When asked, this captain did not really have a hard travel agenda to follow once the boat got in the water, so we assume plans are flexible. Stuart, who is a retired pilot, has ample background in restoring old objects, such as the vintage square-back Land Rover parked nearby. "That car is one of my completed projects." It was filled with lots of supplies, and also served as home base for Stuart's friendly golden lab.

The last item on Stuart and Miki's DIY list was the bottom. Sanding and prep had already commenced and things were looking smooth. Both father and son have enjoyed working in the boatyard, but are anxious to set sail. After relaunching *A' Deux*, they'll start wending their way south.

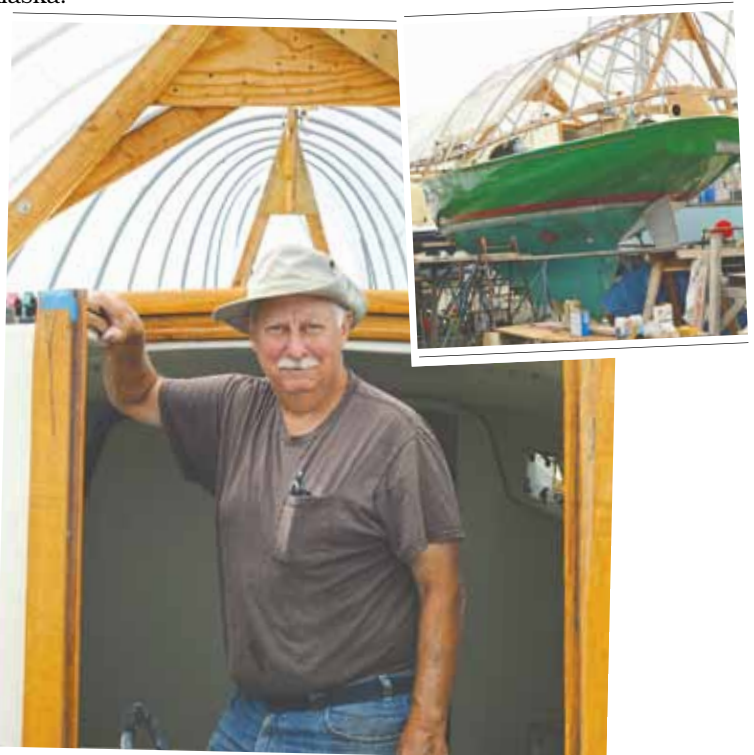
Sheer, Columbia 38 — At age 70, Harry James takes his time with the ladies. His most recent fascination is with *Sheer*, a Columbia 38 Constellation. Only 39 of these boats were built. Harry has been courting *Sheer* since 2012. Chancing upon an ad in Sausalito, this Alaska native purchased her, towed her to the yard, coordinated a haulout and soon thereafter began renovations with a friend, along with some help from the boatyard's experts.

"The engine was trashed," he says. "We removed just about everything on and in the boat, then either cleaned it up or updated it." James himself wriggled into every corner to inspect and correct. He custom-built a fuel tank, corrected a problem with the stuffing box, reset the rudder, rebuilt all shelving and countertop areas, patched, sanded, faired, painted, and there's more to come.

The amount of woodwork tackled was ambitious, but the result is divine; no doubt courtesy of the skills Harry acquired from his father, who was a shipwright. A most impressive upgrade is the installation of ceiling boards along berth and salon walls. Harry personally measured and cut each 2-inch-wide strip of yellow cedar, then precisely positioned them. He's rearranged the salon, and removed and refinished all cabin-top wood and cockpit sideboards. Other *pièce de résistance* elements: building from scratch a companionway door set, plus fashioning new cabinet enclosures with woven rattan inserts.

On the exterior, he's been working to an exact vision. With every element on the deck removed, a creamy white paint was applied and non-skid added where needed. Down below, the hull was waiting for a glorious coat of emerald green. Smiling, Harry tells the backstory to *Sheer's* red sheer stripe and boot stripe. "I had a great, great, grandmother who wore a red petticoat. She donated a corner of the fabric for the star and stripe that were sewn to the first bear flag of California, so says family legend."

When Harry brought the boat into the yard in 2012, he figured he had about five months of work to do. That estimate has obviously been revised more than a few times. His current launch target is February 2015, after which he'll sail *Sheer* up to Washington and on to Alaska.



Harry's haulout of 'Sheer' took just a wee bit longer than expected. He's now hoping to launch next winter.

DO IT YOURSELFERS

Kismet, America Marine motorsailer — Cory Lancaster moved from Boston to the Bay Area for a change of pace, and to experience the West Coast lifestyle. A fan of old wooden boats, he found himself drawn to a liveaboard experience, and bought *Kismet* via Craigslist in 2009.

Since then, she's been in the yard twice. "While the interior was well maintained, the boat was initially unfit for sailing. I knew this restoration would be an ongoing project," says Cory. In the first round he installed nonexistent running rigging and cleats of all sorts. The mast was re-finished and re-stepped, and the old swim deck was installed. *Kismet* was reintroduced to sailing in the fall of 2012, after having been hobbled at the dock for well over a decade. Built by American Marine in 1962, her design features a mainsail that runs the length of the pilot house.

During her recently completed second haulout, Cory tackled an extensive round of DIY projects that took six weeks to complete. *Kismet's* hull was sanded clean and all caulking was removed from the seams. With some instruction from the boatyard's shipwright, Cory re-inserted cotton into the seams and caulked them, then re-sealed the hull. Several soft frames were replaced, and some new plank sections were scarfed by the boatyard's seasoned pro. Once the woodwork was complete, Cory applied primer and two top coats of a soft cream, replacing the original hunter green. Up top, all the brightwork was freshened up, and Cory also did some electrical upgrades.

Kismet has been Cory's first renovation project, but he reasons that logic, research and friendly advice have gone a long way in aiding the boat's progress. "The work is not that daunting, just time-consuming. Because *Kismet* is an older wooden boat, so there's always something to take care of," he says with a grin.



It's not every sailor who knows how to recaulk a seam. Thankfully, that job is now complete.



Yet another haulout. Having owned 'Aaron' for the past 28 years, Ken Byers has probably lost track of how many haulouts he's done with her.

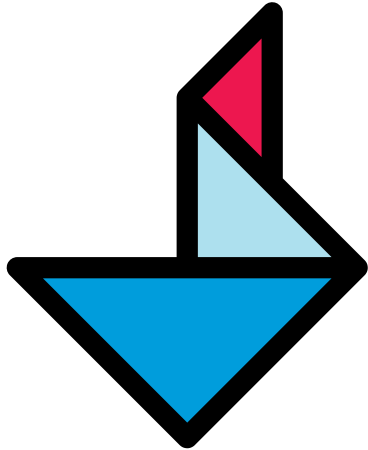
The Aaron, Brewer 44 — For the past 28 years, Ken Byers and his family have been the keepers of *Aaron*, a 1980 Brewer 44. She's a beauty. According to Ken, "The Alan Boles shipyard in Gwynn, Virginia built the boat using hand-laid glass set to Ted Brewer's exacting design. She has copious teak and mahogany trim."

The thing is, Ken did not set out to own such a resplendent boat. The way he tells it: "I was hobbling about on crutches looking to buy a rowing shell so that I could continue some form of aerobic exercise while recovering from a climbing accident. I wasn't looking to acquire a big, high-maintenance boat." After checking out the shell, he decided against buying it. But his way out of the marina he stopped to check out the postings in a yacht broker's window. A few weeks later, he was the owner of a custom one-off sailboat that had spent its first four years in the Caribbean. Later trucked to California, the boat served as Greenpeace's West Coast campaign vessel for two years. *Aaron* is Ken's first sailboat, and he likes to joke that, "my previous boat was a nuclear sub."

The *Aaron* recently left the boatyard, following a week of pampering that included a laundry list of DIY tasks — essentially an extensive refit of all areas below the waterline. In addition to Ken's efforts, the boatyard staff assisted on a portion of the list. "For the first time ever I entrusted the bottom painting to the boatyard crew. A longer-than-usual interval between haulouts swayed me to give in to the help," smiles Ken. "That freed up at least three days for me to concentrate on my to-do list." Ken personally handled replacement of two through-hull fittings, blister repairs, replacement of zincs, numerous plumbing upgrades and the pulling of both shafts to refurbish the shaft logs, props and packing glands.

The boat takes its name from Ken's son, who died in a tragic car accident at age 17. "This boat is thus a manifestation of his spirit, plus it has the karma earned as a Greenpeace vessel. So keeping her in the best care is important to the family."

— martha blanchfield



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OFFSHORE COMMS —

Where were you in '92? If you were a personal computer user, you probably spent a lot of time listening to squeaks from your modem as it connected you to email and forums on CompuServe or a new service called AOL. If you were cruising, you were probably picking your mail up at American Express offices or yacht clubs and waiting until you got home to share your photos.



NIGHT FLIGHT

Compared to switching on a satphone, installation and setup of an SSB system is complicated. But cruisers consider SSBs to be lifelines.

Satellite communication has revolutionized options for keeping in touch with family and the office offshore. But as Steve Chamberlin and Eric Steinberg told a packed house of attendees at a Richmond YC's recent Pacific Offshore Academy talk in preparation for the 2014 Pacific Cup, a single sideband radio using SailMail can perform many modern communications functions, and in addition, can be used to help control data and time charges on new satellite systems such as Iridium and Inmarsat.

Older SSBs are fine for voice communications, but you'll need a modern unit like this to interface with a Pactor modem for email.

The room was filled with sailors preparing for the PacCup and other offshore races. Some were new to marine communications, while others who had satellite phones were there to hear how they could cut — or at least cap — their communications bills, by using SailMail to keep their time and data charges down. (One boat owner said he was there because his Inmarsat charges ran \$1,000 a month while he was cruising.) At \$250 a year, SailMail (www.sailmail.com) deserves a new look.

Most offshore sailors are familiar with the service, which comes in two forms, both based upon the Winlink software originally developed by amateur radio enthusiasts. AirMail is free but restricts any commercial usage — theoretically including ordering boat parts or giving a sell order to your broker — and is reserved for emergency contact through a network of global amateur radio bases. The SailMail association maintains its own worldwide network of SSB-Pactor private coast stations in the Maritime Radio Service, and a subscription gives you up to 90 minutes of SailMail station time per week, with no limit on the number of messages that can be handled over satellite or other Internet access. The SailMail system can pass email messages of a length of up to 10kBytes (five text pages) and file attachments of up to 30 kBytes.

The downside to SSB services — Sail-Mail or AirMail? SSBs can be expensive to install on a boat and they take time to learn to operate. And you don't get the 'full-fat' version of websites such as Facebook to see those cute kitty videos. But Steinberg, who owns Farallon Electronics, said in some conditions an SSB connection can be faster than Iridium. (The answer, of course, is to have both

systems if you can afford it.)

Chamberlin, who has been on the SailMail board since 1998 and describes himself as a "SailMail crash-test dummy," spent several years cruising the South Pacific aboard his Schumacher 46 *Surprise*. He said it wasn't until he began delving into the less-than-friendly user manual for SailMail and the companion information company Saildocs, that he discovered how much he could do through his SSB. Saildocs is an email-based document-retrieval system for the delivery of text-based Internet documents either on request or by subscription. It can deliver web pages, including text weather forecasts, and provides subscriptions for automatic delivery. It can even deliver graphical images through GRIB files. (Here's the answer to that question you've always wanted to ask: GRIB stands for either GRIdded Binary or General Regularly-distributed Information in Binary form.)

The following are a few party tricks Chamberlin performed that night:

Email — Check your regular email inbox. Shadoinfo returns inbox headers

The SailMail association maintains its own worldwide network of SSB-Pactor private coast stations in the Maritime Radio Service,

from your online email accounts, including Gmail and Yahoo. You can then retrieve the text from specific messages you select. You can't see attachments, but it's extremely useful for screening your messages to check for important notices from your boss, your bank or your bookie, and others who don't have your direct SailMail address.

Web page look-ups — Check the baseball scores or the latest news at *Lectronic Latitude*. Simply send an email to query@saildocs.com with a URL in the body of the message and, in return you'll get an email with the contents of any suitable text-based webpage.

Weather, News and Images — Get local weather data and graphics for your area automatically. This was the most impressive presentation of the evening.



ICOM

MAKING THE MOST OF SSB & SATPHONES

By setting up a subscription through SailDocs, you can get GRIB files showing storm fronts and updates including forecasts from NOAA at any interval you choose. Connect your GPS, and you can set them specifically for your area. Viewfax 5 — still in beta testing — shows GRIB files with wind, sea state, barometric pressure and rain.

Position reports — An electronic breadcrumb trail for your boat. Do you have loved ones who would like you to check in hourly? Save your sanity and your crew's time by setting up updates that go out automatically with the position of your boat. You can do this on SailMail with close friends and family who want to know where you are every hour.

Blog and photo updates — Cruising terrorism made easy. Part of the point of cruising, Chamberlin said, is to torture

Using your satellite phone effectively requires software and services that are designed to make the best use of the limited bandwidth.

the folks back home with reports and photos of gorgeous beaches and exotic underwater fish. *Sailblogs.com* is an independent service that charges \$95 per year for the Advanced, no-ads version with automatic tracking via a transponder. For that, you get a custom blog with

photos and group email functionality. You can upload text and photos (at low resolution) that link to specific Google Earth plots and then distribute email updates through a group address. And when you get to port, you can upload videos automatically. Sailblogs will also update your blog with your position report and send updates to blog subscribers — a smaller group than will probably want your hourly text reports.

And isn't that what cruising is really all about? Staying safe through weather forecasts and torturing the friends back home with photos and "what I did today" reports? While the value of cruising terrorism is priceless, you're keeping the data costs down. You give up the kitty videos, but keep your beer kitty full. It seems like an exchange worth looking into.

— elisa william

EQUAL TIME FOR SATPHONES

In the interest of keeping this discussion balanced, we checked in with Jeff Thomassen of OCENS, a satphone sales and service provider:

While satellite phones can cost less than a new SSB/Pactor modem and are much easier to install, they do not replace your basic SSB for ship-ship communications. That being said, when looking at data communications for things like email and weather, using a satellite phone is point-and-click — actually more like the older dialup connections of the past — and has a much shorter learning curve than SSB.

Like SSB, using your satellite phone effectively requires software and services that are designed to make the best use of the limited bandwidth and takes into account the cost of airtime and reliability of the connection. OCENS (www.ocens.com) does this by utilizing data compression and firewall management to help reduce data usage and curb unexpected or runaway data charges. We do this with software such as OCENS Mail and WeatherNet as well as hardware such as the Optimizer.

OCENS Mail runs \$240 per year and

provides unrestricted email access allowing you to conduct any type of business via your email and includes automatic data compression as well as customizable size restrictions to cache and manage large files. You can post to services like *Sailblogs.com*, Facebook and Twitter directly via the OCENS Mail client. OCENS also provides a number of tracking solutions that can be used with OCENS Mail and/or your satellite phone directly for automatic reporting or semi-automatic or manual updates.



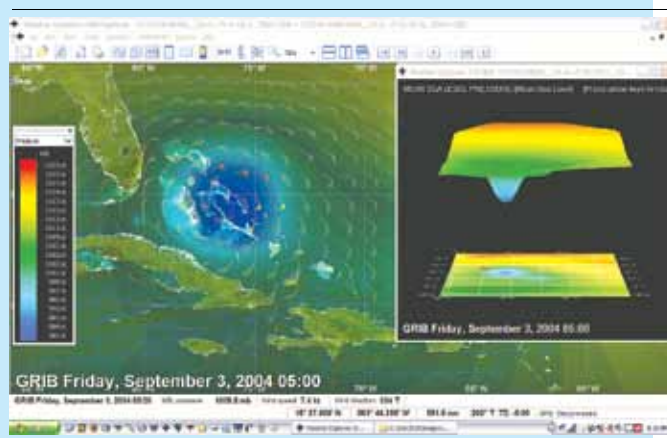
The Iridium 9575 Extreme.

One of OCENS'

key products is WeatherNet. This service allows you to download weather on demand easily and for any location on earth in a variety of formats (text, GRIB, weather charts, satellite imagery). This service eliminates the need to request weather files via email, which would require making two phone calls (one call/message out to request the data and then another call to receive the message a few minutes later). Instead, you just select the file you want and hit download. The request is made and processed and returned to you all in the same call, thus reducing your

airtime costs.

Unlike SSB, a satellite phone can give you standard Internet access, allowing you to actually load a webpage if you need to. We do, however, recommend utilizing web compression service that



Programs like GRIB Explorer are designed to be user-friendly.

will greatly improve performance and reduce data usage when doing this.

Having a satellite phone onboard does have more ongoing costs than an SSB, but you are also gaining quite a bit in simplicity and flexibility. You can make a phone call whenever you want, download whenever and whatever you want, and you have a key safety component for your ditch bag should the need arise.

Bottom line, if you are going to pay to have this phone on board for emergencies, then why not utilize the airtime that you have already purchased and put that asset to work for you?

— jeff thomassen

IF IT'S TOO LOUD —

Everything was going fine at the bon voyage party until the music started. What had been a room full of animated discussions about race strategy, safety equipment, rating formulas, offshore cooking and watch rotation systems suddenly turned into a room full of people shouting to be heard over bad covers of pop songs from the '80s.

"I thought the band was supposed to be playing soft Hawaiian background music," I yelled into Lee Helm's ear. "Loud is only appropriate when people are dancing, in my humble opinion."

"I can ask them to turn it down," shouted one of the crew, a member of the host club.

"Let's just move to the bar," I suggested.

That seemed like a more polite strategy than asking a rock band to lower its volume, so we picked up our plates and relocated in a quieter part of the building.

"You can't minimize the importance of music to sailing," remarked the owner and skipper of Lee's ride to Hawaii as we settled into the chairs around a table in the much-quieter bar. "I never cross an ocean without a full playlist."

"For sure, everyone brings their tunes," Lee confirmed. "They live on my phone, and, like, I have a thumb drive for backup too. Plus, if you end up on watch with a 'talker,' the earbuds are the most tactful way to get some quiet time on those long night watches."

Lee seemed to be looking right at one particular crew as she spoke — but quickly shifted her attention to the skip-

per to thank him for installing a USB port and a 12-volt cigarette lighter power plug at every berth.

"The crew's individual music collections are very different from the boat's official playlist," explained the skipper. "Crew music tends to be escapist. They bring their favorite comfort songs. But my boat playlist is designed to get them into the game and keep them there. I have a pre-planned sequence of musical selections that wakes up the crew for breakfast and serenades them to sleep after dinner."

"Uh-oh," whispered Lee, glancing over at me with a subtle roll of her eyes.

"You mean you predetermine which songs to play?" I asked. "Seems like you'd want to read the mood of the boat before subjecting everyone to a track selected weeks earlier."

"It's the music that sets the mood," he insisted. "I start them off on the morning of day two, the first morning at sea, with *Life on the Ocean Wave* sung by none other than Thurl Ravenscroft."

He paused as if expecting a nod of recognition.

"Who?" I said.

"The great Thurl Ravenscroft!" he repeated. "The voice of Tony the Tiger!"

"Oh, that Thurl Ravenscroft," I said. I was sure I had never heard the name, but I certainly remembered the voice of Tony the Tiger.

"Who is Tony the Tiger?" asked Lee.

"Tony the Tiger!" I repeated. "Cartoon character in commercials for Kellogg's Frosted Flakes. Way before your time. Probably the deepest human voice ever recorded."

"Yes, and he sings of the sublime joy of being at sea after a long spell ashore," said the skipper. "Crew who are a little seasick find the song to be particularly inspiring."

"I can imagine," I said, matching the irony in his voice with my own. "What comes next?"

"A *Whale of a Tale* sung by Kirk Douglas playing Ned Land in the 1954 Disney version of *20,000 Leagues Under the Sea*. It's more of a placeholder, because



even on the second night some people are still not feeling very well. But it's a song worth reviving, and gets the crew in the mood for sea stories on those moonlit night watches.

"Okay, that brings us to the morning of day three," I calculated. "What do you wake them up with?"

"Well, even before day three I might put on the *Pirates of the Caribbean* movie theme. It's perfect for heavy air beam reaching, when we first get out into the real offshore wind. If conditions are a little more mild, then I play the theme song from the Disneyland *Pirates of the Caribbean* ride, not the movie: *A Pirate's Life for Me*. Gotta get the crew motivated to get to the finish line fast so we can do our version of pillage, plunder, rifle and loot."

"...kidnap and ravage and don't give a hoot," added another one of the crew to complete the couplet.

"Targeted motivational material," suggested Lee.

"Right. And by the afternoon of day three, they are ready for that classic of all ocean sailing songs, Martin Mull's *Men, Men, Men, Men*."

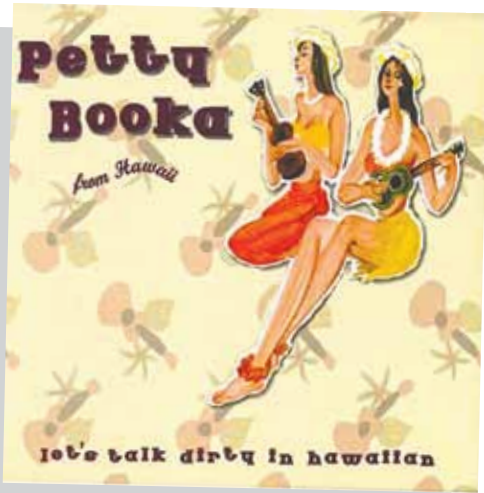
"I knew that had to be on your list," I said.

"Great song, except for the sound of gulls at the beginning," complained Lee. "To a clueless record producer that's the sound of the sea. But to us sailors, it's, like, the sound of land."

"Lots of so-called deep-water nautical music does that," observed the skipper. "Bothers the heck out of me too." Which reminds me, I still need to use the *www.mp3cut.net* utility to trim that intro off the file.

HAWAII RACE TUNE TIMING

- First full day at sea: *Life on the Ocean Wave* — Thurl Ravenscroft
- Second night at sea, with moon: *A Whale of a Tale* — Kirk Douglas (from Disney version of *20,000 Leagues*)
- Beam reaching in heavy air: *Pirates of the Caribbean* — Klaus Badelt (movie theme)
- Third day: *Yo Ho (A Pirate's Life for Me)* — Pirates of the Caribbean (Disney ride)
- Light air, in the ridge: *Men, Men, Men, Men* — Martin Mull
- More light air: *Who Hid the Halibut on the Poop Deck?* — Yogi Yorgesson
- Edge of trade winds: *The Mermaid* — Great Big Sea
- Finally in trade winds: *Trade Winds* — Sinatra
- First surfable waves: *Surfin' USA* — Beach Boys
- Near halfway point: *Lula Rock-a-Hula* — Teresa Brewer
- Frequent surfable waves: *Catch a Wave* — Beach Boys; *Let's Talk Dirty in Hawaiian* — John Prine; *Life on the Ocean Wave* (Norwegian sea chantey from the movie *Windjammer*)
- Big squall: *Wipe Out* — The Surfaris; *The Hawaiian Lei Song* — Ruth Wallis
- Late night, heavy air: *Loving You Is Surfing You* — Rap Reiplinger
- Great sunset: *Hawaiian Sunset* — Elvis
- More surfable waves, especially with female driver: *Surfer Girl* — Beach Boys; *Hawaiian Cowboy*; *My Little Grass Shack* — Lisa Loeb
- Final approach to finish: *Hawaii Five-0* theme
- Arrival, night: *Harbor Lights* — Dinah Washington
- Arrival, day: *Adventures in Paradise* (TV theme)
- Party in progress: *All for Me Grog* — Rube Waddell



"What's the wakeup selection for day four?" I asked.

"A rare gem," the skipper boasted. "Who Hid the Halibut on the Poop Deck?" by novelty artist Yogi Yorgesson."

"I know that song!," I recalled. "I think Dr. Demento used to play it."

"It's a good reflection of the onboard sanitary conditions by day four," said the skipper, "when the water's still too cold

She has a seductive voice and sings a line that goes: 'waiting for a sailor-boy like you.'

for bucket baths."

One of the older crew had to explain to Lee who and what Dr. Demento was.

"Later on day four," the skipper continued, "we have another novelty number, *The Mermaid* by a modern group called Great Big Sea. It has a great surprise ending, much appreciated by sailors who are beginning to really miss you-know-what."

"Is it, like, rude enough," asked Lee, "to send the level of discourse right down to locker room level?"

"That happens with or without the music," volunteered another crew. "Although I've found with one or two women on board things usually stay just a little more civilized. I like the dynamics among the mixed crews much better than among the all-guy teams. But if you want really rude sailing music, there's a group called the Salty Dicks that's way down in the gutter."

"Day five," said the skipper, "is when

we can expect to be through the high pressure ridge and into the trade winds. Maybe earlier, in which case I swap things around a little. The obvious selection is *Trade Winds*. I like the Sinatra version. And that night — if the winds are up and the seas are starting to build — it's the Beach Boys with *Surfin' USA*. That cut begins the transition from sea chanteys and maritime novelty to surf guitar and music for fast sailing."

"Now wait a minute," objected Lee. "Even I know that, like, the Beach Boys don't play real surf guitar..."

"You're right, Lee," admitted the owner. "But it gets the crew humming because it's a tune they know. I have a big collection of Surfaris, Atlantics and Volcanoes. Also Gary Hoey, who does Beach Boys covers that run rings around Beach Boys originals."

"Cool," said Lee. "Can't wait for the first squall."

"For that," said the skipper, "We have..."

"*Wipeout!*" I answered. "Surfaris, 1963."

"Of course," he confirmed.

"Now we're up to day six by my count," I said.

"We're about halfway, so I start introducing the Hawaiian theme. First up is *Lula Rock-A-Hula* by Teresa Brewer. She's been called 'the pop singer who transistorized jazz.' It's corny, like most of those tracks from the '50s Hawaiian pop music fad, but she has a seductive voice and sings a line that goes: 'waiting for a sailor-boy like you.' It keeps the trimmers working."

"I guess you build up to better Hawaiian selections from there," I said.

"There are more surfing tunes first,"

the skipper explained. "I have to throw in another Beach Boys cut, *Catch a Wave*, if the weather is good. And I also find a more quiet time to put on an old favorite also called *Life on the Ocean Wave* from the 1958 movie *Windjammer*. But it's a different song entirely from the one mentioned earlier."

"I've lost count of the days," I said. "Where are we after the *Windjammer* cut?"

"It varies, because the playlist is adjusted to match conditions. But we're into the second half of the race, so we need more preparation for Hawaii. *Let's Talk Dirty in Hawaiian* by John Prine is perfect."

"Another old Dr. Demento favorite," I noted, not sure if I should be admitting in public that I was once a fan.

"What, not the Petty Booka version?" asked Lee.

"Oh, I have that too," the skipper assured Lee. "But that's a novelty act covering a novelty song, so the Prine version has to be heard first."

Petty Booka, as everyone else at the table learned, is a Japanese girl duo who play ukuleles and sing Hawaiian songs.

"I follow that up with a genuinely good song about Hawaiian surfing, *Hawaiian Roller Coaster* from the *Lilo and Stitch* movie. That movie also produced a great version of *Little Grass Shack* sung by Lisa Loeb, but that comes later. First I get back to the novelty genre, with *The Hawaiian Lei Song*, better known as *He Got His Very First Lei in Hawaii* by Ruth Wallis, 1950."

"That sounds like it would be hard to top," I said.



"Some people think *He's got the Cutest Little Dinghy in the Navy* is better. But it's not Hawaiian. For more Hawaiian-themed tunes I have *To Love You Is to Surf You* which is by far the best work of Rap Reiplinger. It's a spoken piece, appropriate for a squally night watch."

"We must be getting near the finish

IF IT'S TOO LOUD — YOU'RE TOO OLD

by now," I said.

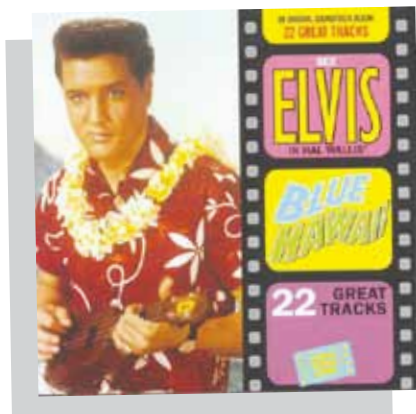
"Depends on how fast the race is. Sometimes I have to start each watch with a new song to get through the playlist before the race ends. For example, we can't leave out the Elvis version of *Hawaiian Sunset* when we're deep in the trades, or the Beach Boys' *Surfer Girl*. And *Hawaiian Cowboy* by Sol K. Bright has to be in there too."

"Another old Dr. Demento favorite," I thought to myself, concluding that it was better not to reveal in public how much of that old show I remembered.

"When Hawaii is in sight I put on the *Hawaii Five-O* theme," the skipper continued. "Works best on Transpac as we approach Diamond Head, when Waikiki first comes into view. Did you know there are lyrics to that tune? They're sung by Sammy Davis Jr! That tune is in contention for worst song ever recorded, but I play the original TV intro."

"Do you have something inspirational for crossing the finish line?" I asked. "Theme from *Rocky* or something?"

"No, I don't want to distract the crew at the finish. But I do like to play *Harbor*



Lights, the Dinah Washington version, if we come into the yacht club at night. If it's during the day, I have the theme from the late '50s TV show *Adventures in Paradise*."

"Where do you find those old tracks?" I asked. "Do you digitize them from a vast collection of vinyl?"

"Some are from iTunes and other fee-based music stores," explained the skipper, "but a lot of them are too old and obscure. Some can be found on a free mp3 download site. There's one called www.mp3juices.com that I found useful."

"Yikes, make sure your shields are up when you go there," warned Lee. "And be

careful with links to sites with Cyrillic characters in their URLs. I mean, like, talk about pirate waters..."

"True, those free download sites try hard to install things you don't want, so you have to be careful. Don't download anything but the mp3 file, especially not their download utility. Another useful site is www.listentoyoutube.com, which will convert the audio part of almost any YouTube video into a downloadable mp3."

By the time dinner was finished, there had been a marked improvement in the sounds coming from the dining room. No more '80s covers. Now the band was kicking out some credible surf guitar.

"Let's bring our dishes back to the dining room," I suggested.

It wasn't bad. People were filling up the dance floor.

"They're still playing a little too loud," I shouted into Lee's ear.

"No they're not," she shouted back. "If it's too loud... you're too old!"

— max ebb

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Barth Race: Sep. 20

Social

4th of July BBQ*: Jul. 4
Island Time Party*: Jul. 5
Western BBQ*: Sep. 20
Oktoberfest*: Sep. 27
Drop-in Dinners*:
7/11, 7/25, 8/8, 8/22, 9/12
* Members, Guests and Reciprocal Club Members Only Events

Other Activities

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- Delta YC: Jul. 28 - Aug. 1
- San Juan Islands: Aug. 17 - 23
- South Beach: Aug. 30 - Sep. 1

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THE RACING

The month of June was jam-packed with phenomenal summer racing. On the very cusp of June there was the annual **Delta Ditch Run** to the Stockton Sailing Club — a remarkable 'spinnaker' year; then in June the **Woodies Invitational** at St. Francis YC, the **June Invitational** at San Francisco YC, the **El Toro North Americans** were held up at Clear Lake, there was the first-ever San Francisco YC **Multihull Regatta**, an exciting **IMOCA Ocean Masters Race** from NY to Barcelona, and Corinthian YC's **One-Design Invitational**. Just down the road there are a few other events we'd like to tell you more about as well — the upcoming **Victoria-Maui Race**, the 106th **Chicago to Mackinac Race** on Lake Michigan, and what is hoped to become the largest regatta throughout the world, September's **Bart's Bash**, memorializing the late British Olympian Andrew "Bart" Simpson.

Delta Ditch Run

The 153 boats that finished this year's Delta Ditch Run from the Bay to Stockton Sailing Club enjoyed relatively light but welcome conditions. "Conditions this year were great," says Tom Lueck, the Delta Ditch Run's event chair and skipper of the Hunter 40 *Sir Leansalot*. "We saw winds in the 12-15 knot range. In all the years of my racing the Delta Ditch this was the first year we carried a symmetrical spinnaker the whole race including past the barges and through the S-turns. We never went to white sails."

The first multihull to finish was Charles Froeb's F-18 *Kaos vs. Control*. The first monohull finisher was Rufus Sjoberg's Melges 32 *Rufles*. Overall corrected time winner in the monohull division was Mike Hopper's *Majic Dragon*, a turboed J/22.

— latitude / ross

DELTA DITCH RUN (5/31)

EXPRESS 27 — 1) **Get Happy!!**, Brendan Busch; 2) **Motorcycle Irene**, Will Paxton; 3) **Mag-**

Eau, LaCoste 42, Patrick Felten. (8 boats)

HEAVY 2 — 1) **Arcadia**, Santana 27 Mod, Gordie Nash; 2) **Shaman**, Cal 40, Steve Waterloo; 3) **Stink Eye**, Laser 28, Jonathan Gutoff. (8 boats)

HEAVY 3 — 1) **Captain Midnight**, Challenger 24, Adam Helms; 2) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook; 3) **Raven**, Freedom 40, Evelyn Ivey. (12 boats)

J/70 — 1) **DFZ**, Eric Kownacki/Tom Jenkins; 2) **1FA**, Scott Sellers; 3) **Cake**, Scott Deardorff. (11 boats)

LIGHT 1 — 1) **Average White Boat**, Melges 24, Kent Pierce; 2) **Outsider**, Azzura 310, Daniel Alvarez; 3) **Stretch**, Hobie 33, Todd Bredehoff. (13 boats)

LIGHT 2 — 1) **Majic Dragon**, Turbo J/22, Mike Hopper; 2) **Navasana**, Custom Mull 22, David Paudler; 3) **Flygfisk**, Melges 20, Tom Kassberg. (14 boats)

MOORE 24 — 1) **Morjito**, Douglas Archbald; 2) **White Trash**, Pete Trachy; 3) **Gruntled**, Bart Hackworth. (26 boats)

SANTA CRUZ 27 — 1) **Furthur**, James Clapper; 2) **Don Quixote**, Craig Smith; 3) **Magic**, Magdalena Naef. (7 boats)

WABBIT — 1) **Wild Bunch**, Aaron Sturm; 2) **Kwazy**, Colin Moore; 3) **Weckless**, Tim Russell. (6 boats)



CRUISING — 1) **Zeehond**, Newport 30 Mk II, Donn Guay; 2) **Good Way**, Sabre 34, Thomas Johnson; 3) **Elli**, Newport 28 Mk II, Doug McDougall. (5 boats)

MULTI TEXEL — 1) **Kaos vs. Control**, Hobie Wildcat F-18, Charles Froeb; 2) **Phantom Zebra**, Phantom F-18, Paul Galvez; 3) **20**, Hobie 18sx, Brett Peterson. (5 boats)

Woodies Invitational

Back in the Bay there was a weekend full of healthy competition on the Cityfront where the Woodies Invitational brought Birds, IODs, Knarrs and Folkboats together for three days of racing. Perhaps the most challenging competition was among the 16-boat-strong Knarr fleet. After five races Chris and Phil Perkins in '*Tree Boays and a Girl*' won their regatta with 16 points. Just one point behind them was Jon Perkins and crew in '*Empty-Fempty*.'

Despite everyone's best efforts in the Folkboat fleet nobody managed to outpace nor outmaneuver Dave Wilson's *Windansea*. Their flawless performance earned them five straight bullets.

Although the Birds had seven boats signed up for the series, three appeared at each of the starts and the fleet had also elected for a total of four races. Charles Wixford and crew had an impressive run of it with three bullets and



CHRISTINE BRIGHTMAN SMITH

A tight flock of Birds captured during the WBRA #3 series at the Olympic Circle on June 21.

ic Bus, Paul Deeds. (13 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards; 2) **Expeditious**, Bartz Schneider; 3) **Loca Motion**, Mark Chaffey. (7 boats)

HEAVY 1 — 1) **Yucca**, 8-Meter, Hank Easom; 2) **Marrakesh**, Express 34, Craig Perez; 3) **Croc**

MULTIHULL 1 — 1) **Adrenaline**, Custom D-Class, William Erkelens; 2) **Liftoff**, Marstrom 33, Malcolm Getter; 3) **SmartRecruiters**, Extreme 40, Jerome Ternynck. (5 boats)

MULTIHULL 3 — 1) **Peregrine Falcon**, Corsair F-27, Bill Gardner; 2) **WaterWings**, Corsair F-31 RS, Jim Lawson; 3) **Centurion's Ghost**, Corsair F-28 R, Martin Sances. (5 boats)



Two Express 27s and a Santa Cruz 27 head toward the Stockton Sailing Club during the Delta Ditch Run.

LESLIE RICHTER / WWW.ROCKSKIPPER.COM

a third on board *Widgeon*.

The tightest competition for a podium finish came in the IOD fleet where only one point separated each of the top finishers. Ultimately, it all went to Paul Zupan on board *One-hundred* with nine points.

— latitude / ross

WOODIES INVITATIONAL (5/30-6/1; 5r, 0t)

BIRD — 1) **Widgeon**, Charles Wixford, 6 points; 2) **Oriole**, Jock MacLean/Hugh Harris, 9; 3) **Cuckoo**, Bill Claussen, 9. (3 boats)

FOLKBOAT — 1) **Windansea**, Dave Wilson, 5 points; 2) **Polperro**, Peter Jeal, 11; 3) **Freja**, Tom Reed, 17. (9 boats)

IOD — 1) **One Hundred**, Paul Zupan, 9 points; 2) **Xarifa**, Spencer Fulweiler, 10; 3) **Fjaer**, Richard & Mark Pearce, 11. (4 boats)

KNARR — 1) **'Tree Boays and a Girl'**, Chris & Phil Perkins, 16 points; 2) **'Fempty-Fempty'**, Jon Perkins, 17; 3) **Gjendin**, Graham Green, 27. (17 boats)

Complete results at www.www.stfyc.com

June Invitational

At San Francisco YC's June Invitational on the Olympic Circle, racers enjoyed winds into the mid-20s on Saturday and somewhat lighter breeze on Sunday. It was a particularly tight race for first place in the J/105 fleet. Leading the entire division through the third race was Shawn Bennett, driving *Jose Cuervo*,

with only four points. Then in the fourth race a late over-early call found Shawn and crew minutes into the race before turning back and added a whopping 13 points to their total — that dropped them to fourth place at the end of the weekend.

With *Jose Cuervo* out of the immediate picture Bruce Stone's *Arbitrage* team found themselves in a heated battle with Jeff Littfin's *Mojo*, leading by four points after four races. But in the fifth race, the tides turned and Littfin pulled off a bullet, while Stone came in a disappointing fifth. This dramatic turnaround brought Stone up to 16 points while Littfin held on with only 15. Third place went to *Akula* with 21 points.

In the J/120s Barry Lewis' *Chance* dominated the five-boat fleet. Lewis and crew took five straight bullets and left the others to fight for scraps. David Halliwill's *Peregrine* took second with 11 points, and Stephen Madeira and crew took third on *Mr Magoo* with 17 points.

Dorain McKelvy and crew on board the J/111 *Madmen* continued to keep their competitors in this fast-growing fleet on their toes. Scoring three bullets and twin seconds, they totaled out with only seven points for the weekend. Rob Theis' *Aeolus* crew broke a tie for second over Roland Vandermeer's *Big Blast*, which came in third.

— latitude / ross

JUNE INVITATIONAL (6/7-8; 5r, 0t)

J/120 — 1) **Chance**, Barry Lewis, 5 points; 2) **Peregrine**, David Halliwill, 11; 3) **Mr Magoo**, Stephen Madeira, 17. (5 boats)

J/105 — 1) **Mojo**, Jeff Littfin, 15 points; 2) **Arbitrage**, Bruce Stone, 16; 3) **Akula**, Doug Bailey, 21. (19 boats)

J/111 — 1) **Madmen**, Dorian McKelvy, 7 points; 2) **Aeolus**, Rob Theis, 12; 3) **Big Blast**, Roland Vandermeer, 12. (6 boats)

Complete results at www.stfyc.org

Sequoia YC's Summer Series #3

In the South Bay, Sequoia YC's Summer Series #3 participants enjoyed, "a moderate 11- to 16-knot breeze, a sunny 79 degrees and flat water," says series captain John Draeger. "It was another one of those 'it doesn't get any better than this' days for South Bay racers. Even the water temperature in the Redwood City turning basin was logged by NOAA at 70 degrees!"

"The sportboats dominated the lead-erboard in the spinnaker division as Tim Anto's Melges 24 *Daredevil* and Stan Philips' Farr 30 *Frequent Flyer* continued their series duel and exchange for first and second place." Third place went to Rich Butts and his J/105 *Melilani*.

In the non-spinnaker division Dan Lockwood's Catalina 36 *Ohana* took first place. In second place was Rick Dalton's Hunter 380 *Iowa*, and coming in third was Ray Collier's Catalina 320 *Linda Carol*.

— latitude / ross

SEQUOIA YC SUMMER SERIES #3 (6/7)

NON-SPINNAKER — 1) **Ohana**, Catalina 36 Mk II, Dan Lockwood; 2) **Iowa**, Hunter 380, Rick Dalton; 3) **Linda Carol**, Catalina 320, Ray Collier. (4 boats)

SPINNAKER — 1) **Daredevil**, Melges 24, Tim Anto; 2) **Frequent Flyer**, Farr 30, Stan Phillips; 3) **Melilani**, J/105, Richard Butts. (8 boats)

Complete results at www.sequoiayc.org

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

June's racing stories included:

Newport-Ensenada • OYRA Duxship • Round the Rocks • Swiftsure Regatta • Women's Skipper Regatta • Elite Keel • SSS Farallones Race • Regatta Previews and much more!

THE RACING



This year's Delta Ditch Run was spectacular in the sense that racers could fly their chutes from the start all the way to the finish — just the way it was intended! Clockwise from top left — Charles Froeb and crew on board 'Kaos vs Control'; Santa Cruz 27s enjoying the windy conditions; the J/70s had their own division this year; high times on Bill Erkelens' 'Adreneline' slightly on edge; 'Majic Dragon' won overall on corrected time; Moore 24 and others en route to the finish; happy crewmember clearly enjoying the weather; Kathryn Meyer looking relaxed as she sails 'More Cowbell!'

El Toro North Americans

Idyllic conditions greeted sailors at this year's El Toro North Americans on Clear Lake. Former tactician for the American Youth Sailing Force, David Leibenberg took home first place after competing in seven races. Initially he was in a close battle with another youth, four-time El Toro national champion Patrick Tara.

Although Patrick won the first race, he stumbled in the second, scoring tenth, and never quite recovered. Gordie Nash then got into the mix and managed to come in only two points over David with a total of 17. Third place went to Art Lange with 23 points, and Patrick Tara came in fourth with 24 points.

Gordie Nash provides the weekend's details: "Saturday morning the wind on Clear Lake started out light so we set up the course in the area between Sunrise Point and the town of Lower Lake. Four windward-leeward races

were sailed in moderate winds with different sides of the course being favored at different times. John Pacholski, Fred Paxton, Art Lange and Patrick Tara guessed it right and each won a race.

Sunday morning the wind started to blow. We set up the course behind the point and had three moderate-wind races in perfect El Toro sailing conditions. David Liebenberg and Patrick Tara traded the lead in all three races with David taking two firsts.

"Monday morning the wind started blowing early, eased a little and then by 12:30 was in the low 20s. The two scheduled races were not sailed. There were even white caps where the course was raced on Sunday."

— latitude / ross

EL TORO NAS (7/14-15, 7r, 1t)

EL TORO — 1) David Liebenberg, 15 points; 2) Gordie Nash, 17; 3) Art Lange, 23. (19 boats)
Complete results at www.eltoroyra.org

Inaugural Multihull Regatta

San Francisco YC hosted the two-day Multihull Regatta this past June 14-15. The F-18s and Weta fleets sailed three races on the Olympic Circle Saturday, followed by three more on Sunday off Knox Buoy.

In the seven-boat F-18 fleet, Charles Froeb and crew sailed *Kaos vs Control* consistently each day, save for the first race, where they took second, and a DNF in race three. Ultimately, they came in first place with only six points including one throwout.

In the five-boat Weta fleet, David Bernsten barely fought off Jonathan Weston's *Hot Donuts* for a total of seven points to Jonathan's eight.

— latitude / ross

MULTIHULL REGATTA (6/14-15, 6r, 1t)

F-18 — 1) **Kaos vs Control**, Charles Froeb, 15 points; 2) **Water Bison**, Alexander Van Brunt, 11; 3) **Eclipse**, Ben Brown, 11. (9 boats)
WETA — 1) **740**, David Berntsen, 7 points; 2) **Hot Donuts**, Jonathan Weston, 8; 3) **WetaPun-**



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ga, Gerard Kuperus, 12. (5 boats)
Complete results at www.sfyc.org

IMOCA Ocean Masters New York to Barcelona Race

After a long, hard-fought battle with both *SAFRAN* and *Neutrogena*, American Ryan Breymaier and Spaniard Pepe Ribes onboard *Hugo Boss* have claimed victory in the IMOCA Ocean Masters inaugural New York to Barcelona race on June 15.

Breymaier and Ribes had to overcome much more than just the competition and Mother Nature to claim victory in the race. Beginning with a new-to-them boat (Jean Pierre Dick's ex-*Virbac Paprec 3*), the two IMOCA veterans dismasted while delivering the boat from England to New York before the race. Limping into Newport, RI, the *Hugo Boss* team pulled the carbon fiber spar, spliced it back together and put it back in the boat just days before the start of the race. With a fully-crewed upwind delivery and the dismasting, the two co-skippers had virtually no chance to sail the boat doublehanded or downwind to learn their sail crossovers. To make matters worse, the duo was plagued with a faulty

autopilot that caused the boat to round down into multiple crash jibes, breaking a section of track off the mast, which required Ryan to go aloft for a repair. With several other challenges presenting themselves along the way, winning the NY-BCN required a truly Herculean effort from both Ryan and Pepe.

Check out Breymaier's just-released promo video (www.vimeo.com/98393071) where he talks about "being an example of getting out and doing what you love, and good things coming to you because of that."

— *ronnie simpson*

Corinthian YC One Design Invitational

Corinthian YC held the One Design Invitational for the J/105 fleet June 21-22 in breezy conditions. A season counter, the series of races attracted 17 boats. Three races were held on Saturday just west of the Circle between E buoy and the end of the Berkeley Pier. The first two races were "your normal one-mile leg, windward-leewards, twice around," says Jeff Zarwell who assisted PRO Don Weineke with the mark sets. "And the third race was up/down and a

final three-mile windward leg finishing at Little Harding."

Conditions for the first two races ranged in the 15-18-knot department with a building ebb. The third race saw 18-24 knots, and the ebb had built to three knots. The healthy chop sent the Race Committee's support boat airborne numerous times as Committee members set off to get the finish pin placed.

Sunday's racing was set up at Southampton with two scheduled races. The first race went off flawlessly with flat water and about 17 knots breeze. Trying to start the second race proved more challenging. Two general recalls were issued, the I Flag was raised, and the start line was then adjusted to de-favor the pin end. Once the race began everything went according to plan until two boats retired after a collision. Nobody was injured.

— *latitude / ross*

CYC ONE-DESIGN INVITATIONAL (6/21-22, 5r.1t)

J/105 — 1) **Godot**, Philip Laby, 11 points; 2) **Blackhawk**, Ryan Simmons, 12; 3) **Arbitrage**, Bruce Stone, 16. (17 boats)

Complete results at www.cyc.org

THE RACING



PHOTOS LESLIE RICHTER / ROCKSKIPPER.COM

San Francisco YC's June Invitational brought out a great mixture of J/Boats this year. (Clockwise from top left) — 'Big Blast' enjoying some downwind speed; Shawn Bennett and crew on 'Jose Cuervo'; 'Aeolus' in a tricky jibe; J/105s beat to windward; 'Yunona' makes an appearance going downwind; 'Kookaburra' makes a douse before the leeward mark; 'Peregrine's' crew prepares for a jibe; and 'Swift Ness' looking good on an upwind leg.

On The Horizon

Chicago Yacht Club Race to Mackinac

This year marks the 106th in the event's history, making it one of the oldest freshwater regattas in the world. Three hundred and thirty-three boats are registered to start on July 18 and 19 for the 333-mile journey to Mackinac Island.

The invitation-only race has 70 new entrants this year bringing the total number of sailors participating to over 3,000. Of those, most are from the Midwest save for 27 who hail from California.

The race is one that should be on your bucket list in the years to come. There's nothing quite like sailing out of Chicago's harbor, viewing the dramatic skyline and then heading out to take on the great Lake Michigan. Ask people who've sailed the race and they'll tell you to expect just about any weather condition. If you are lucky, you'll hit it in a "downwind" year. Last year was remarkable for its lack of wind, while three years ago racers experienced everything from dead calm to over 100-mph squalls.

One of the most gratifying aspects to the race is finishing at Mackinac Island. Free from cars, horses and bicycles roam

the streets as tourists and lots of sailors enjoy the fine weather and confections in this small town.

You can learn more about the race and follow its progress here at the event's website: www.cycracetomackinac.com

Victoria-Maui International Yacht Race

The Victoria-Maui International Yacht Race has been taking place since 1965 and has been run biennially since 1968, or for about the last 46 years.

On July 3-7, 15 crewed boats between 30 and 50 feet in length will sail from Victoria, British Columbia, through the Strait of Juan de Fuca and southwest toward the North Pacific High. From there they'll hopefully catch the tradewinds to Hawaii. Racers are expected to cover the 2,308-mile leg in approximately two weeks. The majority of the boats are relatively large and should make good time in reasonable comfort.

The awards ceremony takes place at Lahaina YC on July 26. The Hawaiian Islands will have been full of racers from the Pacific Coast by the end of July. Along with the Vic-Maui Race, there's the Pacific Cup, whose racers should arrive in Kaneohe YC about a week earlier, and the Singlehanded TransPac Race which ends sometime after July 9.

Bart's Bash

Labeled as "the largest sailing race in the world," Bart's Bash has taken tragedy and turned it into an opportunity for the betterment of young adults through sailing.

You may recall that Andrew "Bart" Simpson died tragically on May 9, 2013 during a training session on board Artemis Racing's AC72 catamaran after it capsized on San Francisco Bay.

The British 36-year-old, two-time Olympic champion sailor is now being remembered during this remarkable sailing race to be held at yacht clubs small and large throughout the world on September 21.

Participants sign up online for as little as £5 (www.bartsbash.co.uk) for the global sailing race and fundraising event. Yacht clubs are asked to meet minimal requirements in order that the event can break a Guinness Book World Record.

Money raised will go to the Andrew Simpson Sailing Foundation. To date, the event's website shows participation is strongest in England with remarkable support throughout the rest of the world. There are approximately 442 sailors signed up. Take a look and see if there's an event near you. If not, you still have time to participate.

— latitude / ross




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With reports this month on the **Dealing with Inevitable Bareboat Gear Failures** and **A Troublesome Caribbean Charter with a Happy Ending**.

Attitude Is Everything When Mishaps Occur

It's a familiar joke among voyaging sailors that the definition of cruising is "doing maintenance in exotic places." Depending on your luck, bareboat charter trips can sometimes involve equipment challenges too. But how they impact your sailing vacation often depends on your attitude.

Modern charter yachts have complicated systems that get lots of wear and tear, week in and week out. So even boats from highly rated companies with conscientious maintenance staffs suffer occasional breakdowns — as does every cruising yacht and, undoubtedly, the boat you sail in your home waters.

We've done lots of charter trips in different places, using boats from a variety of companies, and on quite a few of them there was some sort of minor gear failure to deal with along the way. But we've always tried to roll with the punches because we weren't about to let a minor mishap spoil a much-anticipated sailing getaway. With possible breakdowns in mind, we think it's wise to build a fudge factor into your proposed itinerary in case you have issues to deal with or simply want to chill out for an extra day at one anchorage or another.

One time Wayne volunteered to climb into the engine compartment and see why our transmission wouldn't shift. He fixed it and was a hero.

Over the years, the problems that we or our friends have had on rented boats have usually been similar issues to those you may have experienced on your own boat: a clogged head, a disintegrating impeller, torn sails, a frozen windlass, a shorted-out windlass controller, and a disconnected tranny linkage.

During your pre-charter briefing at the charter base you'll probably be advised that if you have gear failures you should simply call the charter base and let the technicians deal with it. That's fine if you're sailing in a relatively small venue like the British Virgin Islands. But if you sail in more remote locations such as a far corner of the Sea of Cortez — and you're mechanically minded — you may want to do a little investigating on your own. We're not suggesting that you disassemble an engine or an air conditioning unit, but if you can unclog a drain, sewage line or pump, you might be able to keep your crew from grumbling, earn an extra ration of grog, and keep your trip on schedule. Besides that, you'll gain the personal satisfaction of knowing that you self-sufficient-



JULIE TURPIN

Then there was the time a hatch dog failed and our bunk got soaked with gallons of green water. No worries. We dealt with it.

ly dealt with the problem, just as you'd need to do if you were out cruising.

Sometimes it's not your own charter boat that has issues, but your neighbor's in an anchorage. Lending them a hand with minor repairs can be a great way to earn a few cocktails, or perhaps even strike up a lasting friendship.

On most bareboats you'll be lucky if a screwdriver and a pair of pliers are



LATITUDE / ANDY

supplied in the emergency kit, along with must-have elements like flares and bung plugs. Again, most charter companies do not encourage charterers to mess around with complicated gear. But if you're a handy guy or gal, we suggest you bring along a few basic ditty bag items such as a few lengths of Spectra line for lashing, a rigging knife, a Leatherman or similar, some sail repair tape, and yes, at least a few feet of duct tape. Hopefully, you'll never need any of it, but if you do you'll be really glad you brought it — and if these items help you solve a potentially debilitating boat problem, your boatmates will think you're a frigg'in' genius!

Here's a case in point: One time when we were sailing on a long-haul island-hopping cruise with a flotilla of catamarans, the mainsheet block assembly broke loose from the traveler car on our buddy's boat. Luckily, he'd thrown a length of Spectra cordage into his seabag. Within minutes he'd lashed the car assembly back together and was able to use his mainsail for the rest of



LATITUDE / ANDY



Martinique.

We often advise you to book charters in far-flung destinations at least four to six months in advance, so you'll have the widest choice of charter dates and boat types. With that in mind, we try to run Caribbean charter reports such as the following one during the summer — several months before the region's peak winter chartering season.

Our group of five decided to charter a catamaran for the first time with Dream Yacht Charter. The plan was to take two weeks, starting in Guadeloupe, then on to Antigua, back to Guadeloupe, followed by visits to Dominica and Martinique, where we would drop the boat off. We eagerly anticipated sailing the Catana 42, which was promoted as a fast cat with carbon-infused hulls and centerboards.

We had a fast 18-mile passage from Pointe à Pitre to Isle les Saintes, hitting 10 knots with a single-reefed mainsail. We picked up a mooring at the little island of Terre de Haute (no anchoring allowed) and hiked up the hill to tour Fort Napoleon.

The next day, we decided to drop anchor at a nearby bay. That's when our troubles started. We let out about 40 meters of chain but decided to move because of the depth. The gypsy

If you have to have a breakdown, the idyllic French islands call Les Saintes are a pretty sweet place to be stuck.

When you charter in places like the BVI or the San Juan Islands help is always close by. But elsewhere you may have to get creative.

the 12-day trip. Without it, he would have had to leave the fleet for repairs or chase our wakes the whole 150 miles to the finish, sailing under jib alone.

Then there was the time the transmission linkage went out on one of the engines of our charter cat just as we were trying to go stern-to the wharf at Gustavia, St. Barth in a 20-knot crosswind. After we finally got tied up, one of our crewmen volunteered to see what he could do, and a local French mechanic — who'd observed us backing and filling with one engine — dropped by to see if he could lend a hand. Turned out he was a guy we'd raced with in Antigua 20 years earlier. He and our crewman managed to reattach the linkage, despite having only a rudimentary tool kit to work with. Naturally, we all celebrated their success with a spontaneous party, complete with French hors d'oeuvres and *petit punch* cocktails made from French West Indies rum.

Such great memories have taught us to be flexible, keep calm and always look for the silver lining.

— latitude / andy

Another Take on Eastern Caribbean Cruising

Last month, frequent charterer Art Hartinger reported on his one-directional catamaran cruise through the Eastern Caribbean's Leeward Islands, beginning at Antigua and ending at St. Martin. This month, Dean Deitrich reports on a catamaran cruise that covered some of the same territory, but also included the Windward Antilles isles of Dominica and



LATITUDE / ANDY

on the windlass spun but didn't raise a single link of chain. While we tried to adjust the tension, all the chain ran out to the bitter end of the attached rope. This was a fatal trap because the gypsy only worked with chain, not rope. And the anchor was not holding.

After several futile calls to the charter base and with night approaching, we had no alternative but to cut the line. We attached two fenders to mark the spot, took readings on the GPS, and motored back to the previous night's location.

But by this late hour, the bay was full and there was nary a mooring to be had. And we didn't have an anchor! We circled around and noticed a catamaran flying a Canadian flag. Playing on the stereotype of friendly and helpful Canadians we hailed him, told him we had lost our anchor and asked if we could tie up to his stern. He graciously agreed and we invited the singlehander to our boat for dinner.

The next day, we picked up two locals sent by the charter base to recover



Photo memories from an ambitious, island-hopping charter. Dean and his crew had fun despite the gear failure.

the anchor and chain. We were able to locate the fenders but it was impossible to pull 75 meters of chain and anchor by hand. In the process, we also lost the fender connection to the chain. We returned to a mooring and a few hours later, per the base's instructions, we picked up a French diver, Eric, who all the girls agreed was a hottie.

After spending several hours trying to locate the precise GPS position (no fender marker), Eric dove and within 15



minutes, located the rig. But getting it aboard the boat was a challenge. After several hours and much trial and error he finally got the chain and anchor back on board.

To add to our woes, the sump pump in one of the heads stopped working and the sump, which was quite deep, was beginning to smell. Given the broken windlass and a broken throttle handle and sump pump, the charter base agreed to try to find us another boat. By this time, our only requirements were that it be large enough to accommodate our group. To the base

British Virgin Islands Belize The Grenadines

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OF CHARTERING



tal, followed by the passage to St. Pierre, Martinique, which was destroyed in 1903 by a volcano where 28,000 people perished.

To accommodate our truncated schedule, Dream Yacht

staff's credit they came through with flying colors: they texted us that they were sending us a brand new Oceanis 48 from Martinique to arrive the following morning.

And she was a beauty! Four state-rooms, a spare crew cabin, three heads, electric toilets, a watermaker, generator, power winches, bow thruster, TV screen, a hydraulically lowered stern platform — and a functioning windlass. Our charter was finally ready to restart!

We sailed to Antigua's English Harbour where an Oyster Rally/Regatta was taking place. We took in the pan-

oramic view from Shirley Heights and also drooled over the gold-platers in the harbor that were preparing for the Classic Yacht Regatta.

Heading south, we stopped at Pigeon Island, which lies off the west, or leeward, side of Guadeloupe. Thanks to the Cousteau family, it is now a nature preserve called Réserve Cousteau where the snorkeling was great.

The next day we made the 40-mile passage to Dominica. We were met there by Pancho, who arranged for a guided tour of the rain forest and waterfalls. Later we sailed on to Roseau, the capi-

tal Charter allowed us to bring the boat to a marina in Fort du France in Martinique instead of their base farther south at Le Marin, which was a closer dropoff. The base manager who met us there also paid for half of the hotel bill for our group and, after I signed a release in his favor, gave us cash for the two days we'd lost at the beginning of the trip.

In hindsight we should have shortened our itinerary, but the islands will still be there for a second look in the future.

— dean dietrich

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CHANGES

*With reports this month from **Hana Hou** in New Zealand and waiting out a low at Minerva Reef; from **Moonshadow** in the Sea of Cortez; from **En Pointe**, a rare cruising trimaran, in Vanuatu; from **Tamasha** in the Eastern Caribbean after a circumnavigation; from **Cirque** on cruising the Caribbean side of Panama; from **Shindig** in the Sea of Cortez; and **Cruise Notes**.*

Hana Hou — Norseman 447 George Deane and JoAnne Clarke Cruisers Gather At Minerva Reef (Nawiliwili, Hawaii)

By May 1, the official end of the tropical cyclone season in the South-

ern Hemisphere, a large fleet of cruising yachts had assembled at Opuia, northern New Zealand, ready for the sometimes-rough 1,100-mile trip back to the South Pacific Islands. The fleet included two groups from New Zealand's Island Cruising Association, one headed for Tonga, the other for Fiji. Initially the weather didn't cooperate, much to the benefit of the Opuia Cruising Club bar, which had become the yachting gathering point.

Most of the fleet, ourselves included, departed on May 9 or 10. A week later we, along with 29 other boats, stopped at Minerva Reef to wait out a low. The reef, which is all but awash at high water, is 800 miles along the 1,100-mile path to Fiji or Tonga from New Zealand. It is the only protection along the way.

The wind in the lagoon blew up to 50 knots, so we had our entire anchor chain and rode deployed. Anchor watches on all of the boats made for a sleepy Minerva

Cruiser dinks tied up at the 'waterfall' on the leeward side of the lagoon at Minerva Reef — about 300 miles from solid land. Surreal.

Reef Radio Net the next morning, but none of the boats in this experienced group dragged or suffered any damage. Bob McDavitt, the New Zealand weather guru, thought that 29 boats at one time was a record for Minerva.

We were later joined by a Tonga Navy patrol boat, probably to protect us from those pesky Fijians, who also claim Minerva. In addition, a New Zealand Air Force Orion did a flyover and roll call for Customs and Search & Rescue purposes. It was an amazing amount of activity for one of the more remote anchorages.

The highlight of our stay in Minerva was a Reef Party at low tide on the afternoon of the 19th. Virtually all of the crews showed up with beverages in hand. The reef, which is about a quarter of a mile wide, completely submerges at high tide. At low tide, the inner lagoon is about three feet below the reef, which results in a 'waterfall' all along the reef, as the tradewinds keep pushing water over the windward side of the reef. So everybody nosed their dinghy up to the 'waterfall', threw an anchor onto the reef, then climbed up. Weird. Folks stood around in their reef walkers with incredibly warm ankle-deep water flowing over the reef. As always, it was good to put faces to some new names we had come to know over the radio.

There was a mass exodus on the 20th following a favorable weather report from Gulf Harbor Radio, which provides a comprehensive report covering the tropics every morning at 7:30 a.m. It was fascinating to watch the boats diverge, as some headed to Fiji and others to Tonga.

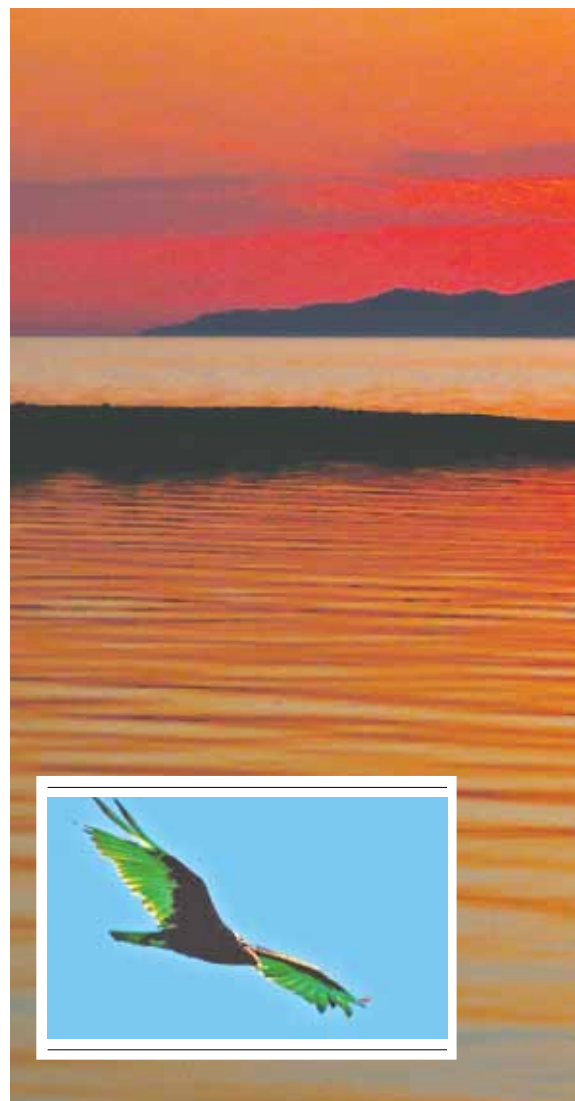
After a leisurely sail north, we arrived in Nuku'alofa on the 23rd, and dropped the hook at Mama's YC across from the main harbor. Mama's is a mile away — and a world apart — from the commercial wharf, and is the only place to hang in Tongatapu. Upon arrival, it was time to throw our kayaks into the water, do some snorkeling, and begin taking deck showers.

The trip from New Zealand to Tonga is a lot like San Francisco to Hawaii in that you start off wearing all of your foul weather

HANA HOU



Cruisers standing on Minerva Reef waiting for a low to pass.



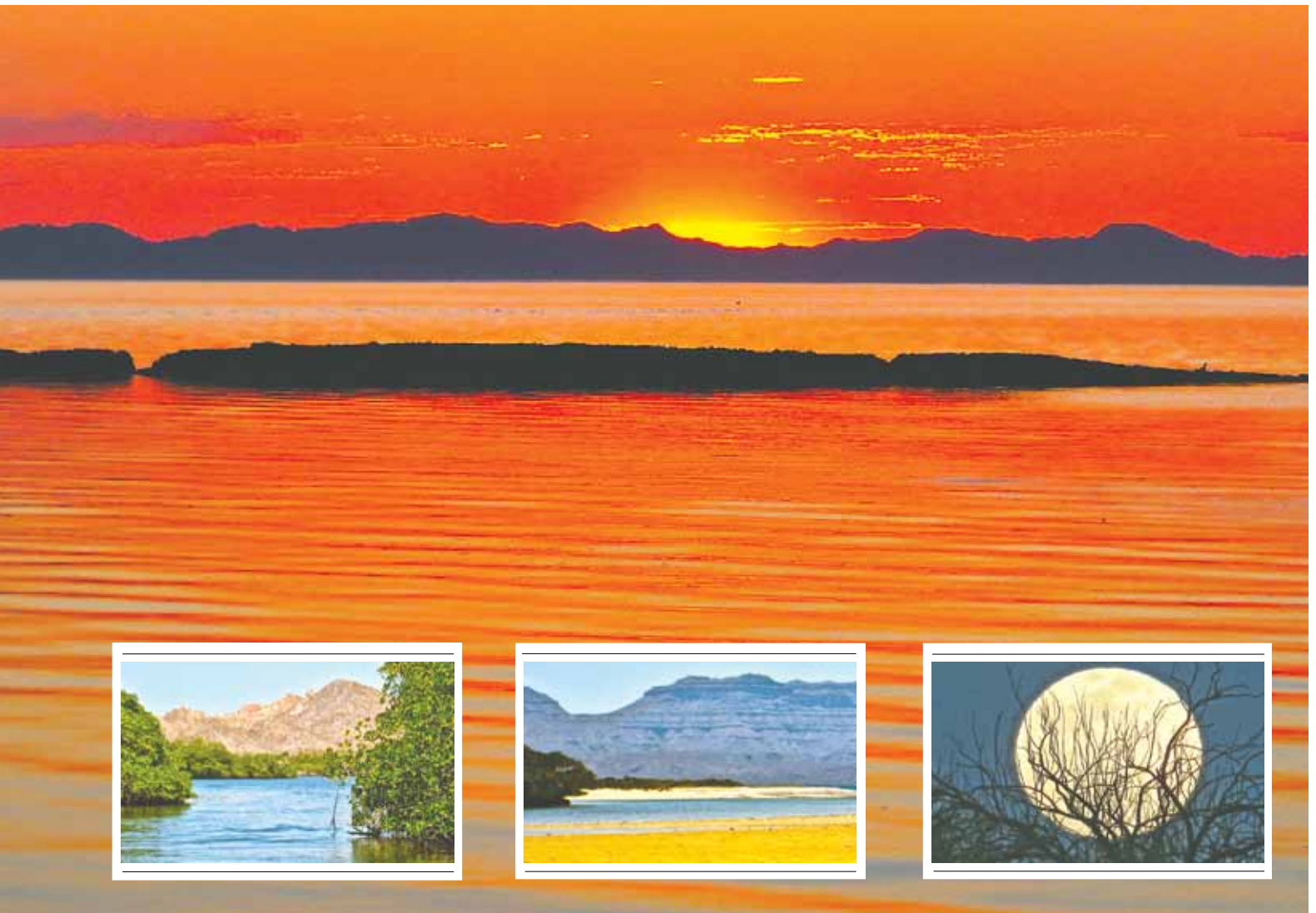
gear and several layers of fleece. Then you peel a layer or two off every couple of days until it's trunks and t-shirts. We have to admit that our bodies have come to appreciate tropical air and warm water.

Our year in New Zealand had flown by. We spent two months traveling around the North and South Islands in our Toyota camper van. The bottom of the South Island stays pretty chilly, but I guess that's why you get to see glaciers and penguins. The scenic beauty was over the top.

We spent December — summer in these parts — cruising the Bay of Islands, one of the world's premier cruising grounds. A lot of cruisers either return home or settle into Opuia and don't take the time to explore what's right next door. We spent New Years out at Great Barrier Island with what seemed like every boat from Auckland. It made Fourth of July

HANA HOU





Deb Monnie Rogers took these shots in the Sea of Cortez. Spread: A stunning sunrise from Agua Verde. Insets right to left: A full moon rises over the Sea. The contrasting colors of the mountains and the sand. The mangroves of Isla San Jose. A vulture's white wings turned green by the sea.

at Catalina seem tranquil.

We'll stay here for a week or so, then head north through the Ha'apai Group of Islands, and then on to Vava'u, where we'll spend about a month exploring the anchorages and reefs. I suspect we'll be off to Fiji before this year's Milk Run fleet catches us, and stay through September. At that time we'll begin heading back uphill to Western Samoa and Palmyra, and should arrive in Honolulu by November.

— *george* 06/15/2014

**Moonshadow — Deerfoot 2-62
John and Debbie Rogers
The Sea of Cortez
(San Diego)**

One thing we discovered about the Sea of Cortez is evident in all of the pictures we took — there are no cell towers,

thus no Internet, thus no Facebook, and thus pretty much *nada* of contact with the outside world. While that is certainly some of the charm of the place, it is also why we were unable to post on our blog for long periods of time.

The wind in the Sea, which is usually out of the north in the winter and out of the south in the summer, is often impacted by the local surroundings. So it's not uncommon to see boats anchored relatively close together pointing in opposite directions. There is another common type of weather phenomenon in the Sea — no wind at all. This

results in photographs where the land is mirrored so perfectly in the water that you don't know which side of the photo is up.

It's hot in the summer desert climate of the Sea. One problem with the heat is that it starts to melt the wax in the bee hives. That's when bees frantically seek

The Deerfoot 2-62 'Moonshadow' as seen in the British Virgins a little more than a year ago. She previously did a 16-year circumnavigation.



COURTESY MOONSHADOW

CHANGES

water. Once they get it, they return to the hive, put the water on the honeycomb, and fan their wings to cool it down.

Where do bees find water in a desert environment? Anywhere they can —

including on the decks of *Moonshadow* at Puerto Ballandra, where we unwittingly washed the salty decks off with fresh water. Word s p r e a d s quickly in

the bee community, because six bees turned into dozens, then into a few hundred. Cowering down below and looking out through the bug screens, we could see that the bees were determined to see if there was still any water down our cockpit scuppers. We sprayed DEET and Windex, and lit some mosquito coils. The bees laughed at us and took off to get reinforcements.

Finally John climbed out through a forward hatch and armed himself with the salt water washdown hose. He probably killed a hundred bees, but then there were maybe three hundred. That got his attention. Keeping the salt water hose handy for defense, he started the engine and raised the anchor. We then motored about a quarter mile out of the cove, keeping up the salt water defense. Before long most of the bees were gone. We didn't get stung, but we were sure glad when it was over.

The bees notwithstanding, we found the Sea to be amazing. Having started our cruise in Florida and gone through the Caribbean, we hadn't seen anything

After backtracking 90 miles to Cabo because of an engine exhaust leak, John and Deb gutted it out to the San Diego YC.

COURTESY MOONSHADOW



Deb and John

quite like it.

One of the common topics among cruising couples is 'How did you two get together?' In our case it was 1973, 40 years ago. We were just dating when we entered the Second Annual San Diego Parade of Lights with a sailboat we'd rented from Jack Dorsee. We also rented a gas generator so we could illuminate a string of Christmas lights we put on the lifelines. Then we made reindeer antlers out of wire coat hangers and brown paper grocery bags, and wore the antlers on our heads. Don't tell anyone, as the statute of limitations may not have run out, but it was so cold that we drank whiskey to keep warm. Whenever we saw a judge on the parade route, we broke out of the line, got as close to the judge as we could, and sang Christmas carols at the top of our lungs. We took first place for sailboats, and have pretty much been together ever since.

After our time in the Sea was up, we were eager to get back to San Diego, as it would be the first time in our home port with the boat we are so proud of. But it wasn't going to be a quick trip, as after getting just 90 of 750 miles north, we discovered a leak in the engine exhaust. As much as all sailors hate to backtrack, we turned back to Cabo, thinking the problem could be best repaired there. That turned out not to be true, so we still had an exhaust leak while Bashing, but only when heeled far enough to starboard to put the exhaust under. The engine room was a sooty disaster, but we made it to San Diego on June 16.

— john and deb 06/20/2014

En Pointe — Brown Searunner 31 Tom Van Dyke Santa Cruz Tri in Vanuatu (Santa Cruz)

There was an unexpected gale upon my arrival at Port Vila, Vanuatu a couple of weeks back, but it was no problem for my boat. The more I sail my little Jim Brown Searunner, the more impressed I am. *En Pointe* was built in Alviso in 1982, and rebuilt in Moss Landing in 2011-2012. Jim Brown drew the plans a half century ago



in San Francisco while apprenticing to Arthur Piver.

One reason I came to Vanuatu from Fiji — rather than the more direct route and shorter legs to Australia via New Caledonia — was the idea I might schmooze my way into the Island Cruising Association's feeder rally to their Sail 2 Indonesia Rally. The feeder left from New Zealand, and was to terminate at Mackay on the Queensland coast of Australia. At least there was supposed to be a feeder rally to Mackay. Only four boats turned up, and apparently it was poorly organized. People I've heard from report that they weren't getting promised discounts on marina stays and such.

The Sail 2 Indonesia Rally, which has been around for many years and itself subject to complaints, has been a bit upset with the Island Cruising Association for having picked a name for their event that was so similar to Sail Indonesia.

In any event, there are a handful of

MOONSHADOW



IN LATITUDES



ALL PHOTOS COURTESY EN POINTE



EN POINTE

On the hook at Moorea.

Spread: Tom Van Dyke on a broad reach away from Bora Bora. Top left to right. Tulia, a medical researcher who crewed with Tom from Mexico to Fiji, rides bareback in the Marquesas. The restored 'En Pointe' just before leaving California. Another female crewmember trims the spinnaker.

cruising boats, and a powerboat, that have stopped here. The crews have been good company while I await a new autopilot upgrade courtesy of Raymarine.

I can't thank Raymarine enough for customer service above and beyond, the likes of which puts Apple Computer to shame. My iPad was diagnosed as having hardware faults during my visit to New Zealand, but Apple said I can only get it fixed under warranty in the United States! That's food for thought for anyone relying on their iPad and Navionics apps for navigation.

While waiting for parts is a drag, I'm not leaving without my new EV100 autopilot, which supplements my Autohelm windvane in my self-steering program. I burned up two ST2000s, and was surprised when Raymarine told me they weren't designed for bluewater cruising.

I'm not upset, as they generously offered to upgrade the two dead units for the superior model. We'll see how it turns out, but it sounds like a good deal to me. But I might buy another ST2000 to back up the new improved unit.

Before leaving Vanuatu, I'm heading to Tanna Island to see the famous erupting volcano and the members of the John Frum Society. The JFS is a cargo cult whose members worship their eponymous idol to this day, expecting to suddenly find they have been left all kinds of material things by departing Westerners.

I might also make a trip to Malakula, just north of Efate. My friend Jacques, a retired architecture professor from Paris who is single-

handing his Trismus 37, says Malakula is as close to paradise as he has seen. That dugongs, sea cow-like mammals, proliferate there is another attraction.

After that, I'll likely continue on to Cairns. I've been reading up on Papua New Guinea, and I'm afraid I'd short change it with a quick visit or have to compromise the time I have to spend at the Great Barrier Reef.

This is my sophomore year cruising *En Pointe*, as I left Santa Cruz for the 2012 Ha-Ha in October that year. I was also part of the Pacific Puddle Jump class of 2013.

There is much I've learned on this trip, but I still learn something new every day. One lesson that stands out is there is just too much to see. Last year when I was pondering the options upon departing Bora Bora — Suvarrow and Raratonga, or just head west — Santa Cruz-based circumnavigator Anna Tench gave me the best advice: "You're going to have a great time wherever you go." Tench went around on the elegant Santa Cruz-based *Redwood Coast II* with her husband, Don Taber. He commissioned the John Marples trimaran design and built the first hull.

Some future cruisers may wonder whom I've gotten to crew with me. Natalie Boerger, a Swiss woman, found me on the *Latitude 38* Crew List and joined me from Santa Barbara to San Diego. The F-31 sailor had only so much time before she had to return to Lausanne and sail—
Van Dyke's first crew was Natalie Boerger from Switzerland, who found him on the 'Latitude 38' Crew List. She's an F-31 sailor.'



EN POINTE

CHANGES

ing on Lake Geneva.

For the Ha-Ha, I got Mike and Linda Gilman, a couple from La Paz who usually do deliveries but who wanted to try the Ha-Ha for fun. They had sailed up and down the Baja Coast many times, and were thus great for the peace



Tom, right, with crew and friends in Fiji.

of mind of this first-time cruiser. Mike showed me how to land and clean a tuna while sailing under spinnaker.

I was joined by Tulia in La Cruz, and we sailed together until Fiji. She found another ride there, as she needed to get to New Zealand to meet a friend.

Tulia is a brilliant medical researcher from Irapuato, Mexico, who fell in love with the idea of sailing when she lived in San Francisco and studied at UC SF. She went on to work for the World Health Organization in Geneva before quitting to travel the world. Tulia means a "flower that brings happiness", and is a fitting name. Her personality and charm made an impression on many people during our travels through the South Pacific. She was also a brilliant cook in all weather, and put up with my idiosyncrasies, which is a testament to her perseverance.

Funny that the publisher of *Latitude* should ask about cruising trimarans, because just the other night at the cruisers' gab fest, I met someone who pointed out that mine was the only cruising trimaran he'd seen so far. There are plenty of catamarans around, but not a lot of tris.

As for *En Pointe*, I invested many hours doing my own work on her, and also spent a lot of money — including some to hire some very talented professionals — to fabricate and install

Cruising in the dinghy with Tulia at French Polynesia. Her personality and charm made a positive impression on everyone she met.



customized parts such as the hardtop that supports my solar panels, collects rain, and provides shade. I could write a book about it, but the point is when you're bouncing off confused seas in a gale thousands of miles from nowhere, you appreciate knowing how your boat is put together.

— tom 06/08/2014

Tamasha — 59-ft Herreshoff Bounty Peter and Cathy Weaver Eastern Caribbean (Santa Barbara)

Santa Barbara is one of the more attractive harbor cities in the world, bearing a vague resemblance to Beaulieu sur Mer in the South of France. Although the Weavers have a home and some rental properties in Santa Barbara, they don't do much sailing out of their home port, preferring to spend six months a year on their boat in more exotic locations.

"*Tamasha* is one of eight or nine Herreshoff Bountys that were built by Alan Oram's Sea Glass Marine in New Zealand," Peter told us during a chance visit with him at the Columbie anchorage in St. Barth. "What makes her different from the other Bountys is her interior, and the fact that she has a center cockpit and a solid dodger."

Having professionally driven sailboats around the world since the 1970s, Peter knew exactly what he wanted in a personal boat: "An extremely strong, high-quality boat with a ketch rig. *Tamasha* has proven to be just that, as we've had her in some big seas when going around the world and she's been just fine."

After buying the ketch in the Pacific Northwest in 2005, the Weavers sailed down the coast, and after a brief stop in Santa Barbara, took off for the Canal and the Caribbean. But it was premature.

"After we got to Mexico, I said "No, no, no, this boat needs too much work to be cruised quite so soon," Peter remembers. "So we brought the boat back to Santa Barbara, where I worked on her for a year. By the time I got done, I decided we'd go to the South Pacific instead of the Caribbean. We just love the South Pacific."

The Weavers departed Santa Barbara in 2007. "We left *Tamasha* in New Zealand for two or three off-seasons," remembers Peter, "then sailed her to Australia



and across the top of the country. We had a very fast trip across the Indian Ocean, and were shown excellent hospitality at Cape Town for Christmas. We then had a pleasant crossing of the South Atlantic."

It was after they crossed the equator that they ran into some trouble. "We were doing about 10 knots in the middle of a pitch-black night about 200 miles off the Amazon River when we hit something. God what a bang! I thought the mast had come down. Seeing it was still up, I quickly opened up all the floorboards, but there was no water coming in. We couldn't figure out what happened."

"A couple of days later, I went to start the engine. When I put it in gear, the engine stopped. So I put it in reverse. It stopped again. Obviously the bang from a few days before was something slamming into the prop. We no longer could use the engine for propulsion, so it was lucky that we had the current with us and a good wind.

"After anchoring at Carlisle Bay, Barbados, I jumped over the side to see

IN LATITUDES



PHOTO BY TIM WRIGHT COURTESY TAMASHA

The mighty 'Tamasha', with her thick, solid fiberglass hull, revels in the challenging conditions of this year's Classic Regatta in Antigua.

what the problem was. I discovered that my two-inch bronze prop shaft had been bent 30 degrees! I can only assume that something big and strong had collided with one blade of the shaft. When I started the engine and put it in forward, a second blade was bent. When I put the engine in reverse, the third of three blades was bent. In addition, the stern tube was pulled out a bit."

For the last three years, the Weavers have spent the high season cruising the lower Caribbean. "We spend most of our time between St. Lucia and Grenada, and we do a few one- or two-week charters for friends. For example, there were some older members of the Santa Barbara YC who had never sailed in the Caribbean. So we picked them up in Grenada, spent a week sailing the boat up to Antigua, and entered *Tamasha* in the Classic Regatta.

"Although it wasn't quite as breezy a

Classic as last year when *The Blue Peter* and some other boats lost spars, it was windy enough that we passed on the final race. By today's standard's *Tamasha* isn't that fast, but she held her own. The great thing is that everybody was so welcoming and we saw many great yachts. We were anchored alongside another California boat, Ira Epstein's Clark 65 *Lone Fox*, which had taken overall honors in the Classic twice. The great Herreshoff 72 *Ticonderoga* was nearby, as were boats such as the 100-ft Bruce King-designed *Whitehawk*, which looks like a big sister to *Ticonderoga*. Having sailed around the world rather quickly, we were sort of the ugly duckling in terms of cosmetic work, but we were warmly welcomed."

One of the things Peter likes best about the Caribbean is the boat characters. "The guy who really surprised me was

Mick Jessop of Grenada, who has spent the last 45 years living aboard his 110-year old 55-ft cutter *Lily Maid*. Mick, who must be 75, and a couple of sons and friends of the sons, just weighed anchor and sailed up to Antigua for the Classic. When they got in the lee of Martinique, Mick, who only has one tooth as a result of playing lots of hockey in his youth, turned on the engine, but the boat didn't move. The prop had fallen off, so they had to sail to Falmouth Harbor.

"Mick managed to find a replacement propeller, but had to have the shaft pulled to be machined. Alas, it fell to the bottom when they pulled it out. Mick doesn't like to go in the water, so I dove down and got it for him, and later put it back in. Anyway, Mick and *Lily Maid* went on to win their class. I love classic sailing guys like him who have been around the Caribbean forever. Mick is a hell of a shipwright, and did a lot of work on Don Street's boat."

Although there have been a couple of incidents Down Island where locals boarded cruising boats and violently attacked cruisers, Weaver says he feels safe in the area they sail between St. Lucia and Grenada.

"Yes, there have been a couple of incidents, and it seems Down Island incidents are more violent, but no matter where you go there are people with problems. I feel safe down there. Grenada is especially peace-loving, and Bequia is great. On the other hand, no way would I ever go to Venezuela."

Peter points out that it's not always locals who are the problem.

"Consider the story of this little French guy with rasta hair on *Poseidon*, a converted North Sea trawler with towering masts. We first saw him at Richard's Bay, South Africa when he came into the harbor, drove his boat right up **Even though this is Peter's fifth decade driving yachts, he's still spry and knowledgeable enough to work the bow in a breeze.**



TIM WRIGHT

CHANGES

on the beach, dropped the anchor, and went below! The next day the harbor people came around and told him he couldn't keep his boat on the beach. They made him move to the commercial harbor, where his boat got covered in coal dust. He was so pissed. But he was one of those guys who was always either drunk or on drugs.

"When he got to the Caribbean, there was a big stink because, according to the French guy, a West Indian who had come onto his boat drowned. Authorities later determined the two were having a dispute over a woman, and that the French guy hit the West Indian over the head, then threw him overboard. So you never know."

The one thing the Weavers know is they like the South Pacific best.

"We like to get off the beaten track. French Polynesia is nice, but Bora Bora, in our opinion, has been ruined. If you go to Maupiti, which is right next door, it's perfect, like it used to be. Mopelia is even better. If you look at the pass at Mopelia, you'd be terrified. But if you pick your time and put somebody up the mast, you can get in.

"Generally speaking, we think the further west you go, the better it gets. We like New Guinea, Vanuatu, and the Solomons, the latter being home to my favorite island in the world. Fiji is still great, but I'm not so happy about Tonga. I'd been there in the 1980s, and was not pleased with what I saw when I returned 20 years later."

Peter is fully aware of how quickly places can change. "I remember coming to sleepy St. Barth in the 1970s. We just dropped the hook in the middle of the harbor at Gustavia because there were

'Tamasha' off tropical Antigua. Peter declines offers to sail on Santa Barbara Wet Wednesday beer can races. "It's too cold!" he insists.

no other boats. I don't even recognize it now. Similarly, I remember coming in on the only boat in the Tobago Cays in 1975. There wasn't another boat."

— latitude 05/03/2014

Cirque — Beneteau First 42s7 Louis Kruk The Caribbean Coast of Panama (San Leandro)

Three Northern California friends and I left Shelter Bay Marina on the Caribbean side of steamy Panama on April 17 for a bit of local cruising. Thanks to nice northeasterly trades, we made the 20 miles to Portobello's lovely natural harbor by that afternoon. A sleepy town of 3,000, Portobello is a UNESCO World Heritage Site because it was the booming transportation center for getting silver from Panama to Spain — until its fortifications were destroyed in the mid-18th century during the War of Jenkins' Ear.

Portobello is also home to the Black Jesus of Portobello. It's a mystery how the life-size figure of a black Christ appeared in the village in the 1600s, and legend has it the statute has "refused" to leave on several occasions. The Black Jesus is now venerated, as many Panamanians consider it to be responsible for numerous miracles. The big celebration is on October 21, during which time tens of thousands of devotees make a pilgrimage. Some walk 53 miles from Panama City, thousands walk the last 22 miles from Sabanitas, and many crawl the last mile on their hands and knees. Ouch!

Portobello is home to Captain Jack's Restaurant, which bills itself as a "little bit of the First World in the Third World". I have to agree with that self-evaluation. An incredibly friendly and gracious host, Captain Jack, who is originally from New Jersey and who has cruised extensively, keeps his boat on the hook in the harbor.

The Portobello fortifications provided for a wonderful afternoon of exploration. There were lots of cannons pointed at the boats in the harbor, but I was assured they weren't loaded.

Our next stop was seven-mile-distant Isla Linton, home to three relatively domesticated spider monkeys. They charged up to us, stood tall on their hind legs, and one

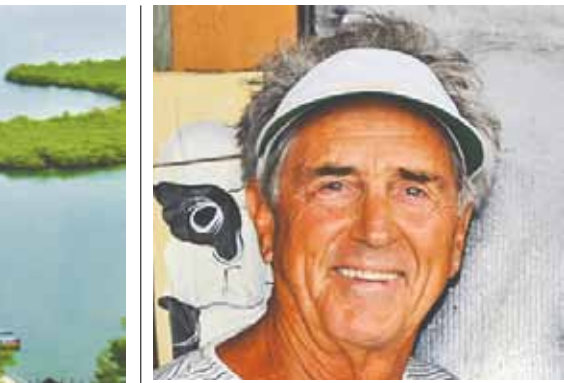


extended a hand to shake. While two of the monkeys stood around and diverted our attention, the third got into the dinghy and began to rummage through our stuff. Spider and howler monkeys normally stay high in the jungle canopy and don't interact with humans.

Our next stop, lovely Isla Grande, was only three miles away. It's a popular vacation spot with Panamanians, so it was lucky we got there the day after Easter. Since Eric Bauhaus' definitive *Panama Cruising Guide* recommended Pupi's Bar for its Rastafari decoration, constant slow reggae, and complete "arsenal of drinks" with lots of people, we went in search of it. The only hangout we could find was an establishment painted in the Jamaican color scheme of red, yellow, green and black. I guessed we'd found Pupi's, but there was no reggae music, no arsenal of drinks, and no people. Just one lonely man sitting at a table in the middle of a bundle of empty tables.



IN LATITUDES



ALL PHOTOS COURTESY LOUIS KRUK

Scenes from a mini cruise on the Caribbean side of Panama, clockwise from top left: The Red Frog Marina at Bocas; Louis Kruk; 'Optical Illusions' being lifted onto a ship; the now quiet cannons at Portobello; Guillem, Kruk's crew; a red frog; Pupi; and center, the colors of the Caribbean.

When I asked the man about the promised slow reggae music, he sprang into action. He opened the fortified door that hid the liquor behind the bar, plugged in the music machine, and before long Pupi was making piña coladas with fresh pineapple and a mixture of special ingredients. It was another of those unexpected but great interactions with a local that makes cruising special.

After returning to Shelter Island, my guests left and I had the opportunity to take Bill and Janet Jackson's *Optical Illusion* to the waiting ship *Pac Acrux* for loading and shipping to Canada. My pickup crew Guillem and I spent most of the day in the Canal Zone anchorage finessing the boat into position to be lifted by the ship's cranes. It was quite a process. Once the boat was placed on the jack stands that would support her

on the way to Vancouver, the stands were welded to the deck!

Guillem proved to be a capable crew for *Cirque's* 130-mile trip to Red Frog Marina in the Bocas del Toro archipelago. Since Bauhaus described Escudo de Veraguas as the "most beautiful island in Panama", we had to stop. Parts of the island are reminiscent of the mushroom islands of Palau. The water was so clear that we watched the anchor meander to the bottom. It was very calm despite the waves breaking on the reef, and the snorkeling was fantastic. The only inhabitants are a couple of indigenous families.

We also stopped at Isla Zapatilla. Actually, there are two adjacent islands known as Zapatilla One and Zapatilla Two. One has the more comfortable anchorage and receives a few

day tourists by panga.

If you've never heard of some of these islands, don't worry, as there are over 7,000 of them in the 28 countries that front the Caribbean Sea. My goal is to avoid the heavily marketed ones. As far as I'm concerned, the attraction of the Caribbean is the tropical climate, the sailing winds, the water clarity, the beauty of the sparsely populated islands, and the locals who haven't been jaded by years of tourism. If an island has a Domino's or Taco Bell or KFC, it's not very appealing to me.

Red Frog Marina at Isla Bastimentos, Bocas de Toro is *Cirque's* new home, and the nearby waters will be her new San Francisco Bay. An archipelago of islands in the west of Panama, Bocas del Toro is recognized as Panama's Caribbean jewel, and is a prime tourist destination. The Bocas region boasts clean, calm waters, and has huge tracts of virgin hardwood and rain forests. It is a last refuge for many endangered species. The diversity of birds, coral and aquatic life is rivaled by few places in the world.

The sea, the beaches, the architecture, and the people with their relaxed pace is Caribbean with a Latin flavor. Also setting Bocas apart from the rest of Panama is the climate, which is wettest during Panama's dry season (Dec.-Apr.) and drier during Panama's rainy season.

I'll fly to *Cirque* at her new home as the spirit moves me and/or at the interest of guests. There are bundles of anchorages here without having to go into the Caribbean Sea. On the other hand, Isla Providencia and Isla San Andreas are only 200 miles away.

— louis 05/15/2014

Shindig — Oyster 485 Rob and Nancy Novak A Sea Monster and a Raft-Up (Sausalito)

We're vets of the 2012 Baja Ha-Ha and Nancy started the season catching water balloons from on high during the Banderas Bay Blast activities in December.



LATTITUDE/RICHARD

CHANGES

wanted to give readers an update on the fun we've had in the Sea of Cortez.

After a month of 'March Madness' on Banderas Bay, which included a continuous stream of visitors from the Bay Area, a visit from son Bryan on college break, and a spectacular win at the Banderas Bay Regatta, we sailed north to Mazatlan and then to the splendid town of La Paz over on Baja.



Rob, with weird looking 20-ft-long oar fish.

week trip north into the Sea of Cortez. While at Isla Montserrat, 12 miles north of Agua Verde, they found two oar fish washed up on the rocks. Oar fish are spooky looking sea monsters of the deep. Rob paced one off at 20 feet and the other at 16 feet.

The 'boys' trip' ended with Loreto Fest,

"And on keyboards . . ." Nancy, an accomplished cellist and pianist, took a month off from cruising to enjoy the culture of La Paz.

In order to fully enjoy the many musical and cultural opportunities at La Paz, Nancy rented an apartment for a month. A classical cellist and pianist, she found a welcoming place at the *Escuela de Musica*, and also played with other *gringos* and local musicians.

Meanwhile, Rob and brother-in-law JD Starling set off for a slow three-

where JD hopped a flight back to the Bay Area. Rob continued north, singlehanded *Shindig* in northerlies, southerlies, and other interesting weather patterns. He was later met by Nancy, who took an Aguila bus from La Paz to meet Rob and *Shindig* in Santa Rosalia. "The 10-hour bus ride might sound daunting," says Nancy, "but it felt like cheating, as there were comfortable assigned seats, AC, continuous movies and Wi-Fi. Riding the bus was easier than passage making."

We found the beautiful mountains and remote islands to be picturesque backdrops to our sailing and motoring to new and favorite anchorages. By May we mostly had mild winds out of the south, an occasional boisterous northerly, and many opportunities to motor.

In mid-May we were getting reports that it was 100 degrees in La Paz, while the air temps were in the high 80s a couple of hundred miles north where we were. The water temperature had slowly warmed from the mid-70s to 80 degrees, and was no doubt going to get warmer.

With so few people in the middle to northern part of the Sea of Cortez, there was instant camaraderie with other cruisers who were either on the same path north from La Paz or who were headed north toward San Carlos. *Shindig* hosted several notable onboard shindigs with other cruisers.

One of the best cruiser get-togethers was the dinghy raft-up at Isla Coronado, northeast of Loreto. We had eight dinghies and a kayak. Boats represented were *Interlude*, *Traveler*, *True Love*, *Kanga*, *Scott Free*, *Moonshadow*, *Matowi*, *Moon Drifter* and our *Shindig*. Sorry, but we didn't get the names of the skippers and mates.

With the heat of summer starting to hit with full force, we'll be visiting family and friends back home, including visits to New England and a fun house-/dog-sitting stay in West Vancouver for another cruising couple. Then it's back to La Paz in October for more adventures and shindigs.

Shindig is in what we'd call the 'wash, rinse, repeat cycle' of cruising Mexico. We think we'll be cruising Mexico for another two years before Puddle Jumping.

— rob 05/29/2014

Cruise Notes:

On May 2, Hurst



Lehmann, 59, of Germany, having sailed his 47-ft boat across the Pacific from Mexico, sought a berth at Honokohau Small Boat Harbor on the lee side of the Big Island. The harbormaster told him all the slips were reserved for local boats, and directed him to Kailua Bay. Charts and the *Hawaiian Cruising Guide* confirmed that the bay was a designated anchorage. As there were no mooring buoys in the bay except for local boats, Lehmann anchored in sand. But the winds shifted, as they often do in the lee of the Big Island, which resulted in about half of the chain coming to rest over some coral.

It just so happened that a local law had been passed the day before that amended penalties for maliciously damaging coral. Before May 1 the maximum fine was \$1,000 per incident. As of May 1 the maximum fine was \$1,000 per square meter of damaged coral. (The original law was \$1,000 per square inch!)



IN LATITUDES

PHOTOS COURTESY SHINDIG



Spread; Fun in the Sea of Cortez, as eight dinghies and one kayak got together for a raft-up at Isla Colorado. Inset left, Rob with one of the many large cacti on the Baja peninsula. Inset top: 'Shindig' showing her winning form at the Banderas Bay Blast. She repeated in the BBR.

It also just so happened that swimmer Pam Miller and friends noticed Lehmann's chain lying on a bed of coral. Most coincidentally of all, Miller had an underwater camera with her. She took photos of the alleged crime, which somehow ended up in the possession of DOCARE, a division of Hawaii's Department of Land and Natural Resources. They investigated and charged Lehmann.

Reports of what happened next are conflicting. One report says that Deputy Prosecuting Attorney Terri Fujioka-Lilley asked for a \$1,000 fine. District Court Judge Joseph P. Florendo then offered Lehmann the option of going to a full trial so he could plead not guilty on one or more of the following grounds: 1) He had been directed to that location by the harbor master; 2) He'd taken all reasonable precautions to make sure his boat was

anchored in sand; and, 3) The Division of Boating & Ocean Recreation was negligent in not providing moorings in the bay for transient vessels. For Lehmann, the downside of going to trial was that it would have been very expensive, as he probably would need an interpreter as well as a lawyer, and that it would take up to three months.

The other version is that Fujioka-Lilly recommended Florendo impose only the minimum fine because "Lehmann was very apologetic" and it was his first offense. Judge Florendo offered Lehmann the opportunity to pay the \$100 fine, plus \$30 in court costs. With his crew already arriving for a long-planned trip to Alaska,

Lehmann came up with \$130 and took off for Alaska. Mahalo.

What, you might wonder, about the case of John Berg, the legally blind sailor whose Nordic 40 **Seaquel** ran aground near Kailua-Kona on May 18? Investigators didn't find any damage to the reef. Berg had some luck going for him: the reef there is in deep water, there was relatively big surf, and the boat went aground at high tide just a few days after a full moon. Despite Berg's disability and the loss of his boat, it's our understanding that he has no plans to stop sailing.

Controversial and garrulous **Norm Goldie** passed away in May in San Blas, Mexico, reports Neil Multack. Originally from Brooklyn, Goldie was an outsized waterfront presence in San Blas for close to 40 years. There is no doubt that he helped save a couple of lives and that he provided assistance to some cruisers. On the other hand, he was also notorious for driving cruisers crazy by making up phony harbor rules, dominating the net in San Blas, and falsely claiming that he had some sort of official status in Mexican law enforcement. Norm perpetually threatened to sue *Latitude*, but we'll still miss him. RIP.

The good and the bad luck of Bashing from Cabo to Portland. "I had a beautiful 5½ day Bash from Cabo to San Diego," reports Craig Shaw of the Portland-based Columbia 43 **Adios**. "My wonderful crew up from Cabo was John Colby from Portland YC, who last summer finished a seven-year circumnavigation with his Hylas 42 **Iris**. I then spent a couple of days at the San Diego YC, a couple more on Bill Lily and Judy Lang's mooring in Newport Beach, and then had an easy run up to San Francisco, arriving two weeks to the day from leaving Cabo. I had picked perfect weather windows using Passage Weather, and mostly motorsailed at six

Watching a full moon rise over the East Bay span is enthralling — unless you're stuck in Sausalito waiting to head north to Portland.



COURTESY ADIOS

CHANGES

knots, burning 200 gallons from La Paz to San Francisco.

"When I did the rest of the Bash from San Francisco to Portland last summer with my dad's Hunter 54 **Camelot**," Shaw continues, "I had to wait 12 days on the hook off Sausalito for good weather. But then I had an easy three-day run to the mouth of the Columbia River. I'm really enjoying Sausalito, but the accompanying photo shows the second full moon I've seen here. So while I've been visiting old friends and getting projects done on the boat, and Sausalito is a cool place to be stuck, I'm ready to be home on the beautiful Columbia River. This is not normal weather for May and June!"

While Shaw was waiting, a Pacific Northwest entrant in the Singlehanded TransPac — sorry, we can't remember which one — reported 40 knots of wind from the northwest, with 14-ft seas at eight seconds on the way down. Ugly.

There was also a Baja Bash group that got stuck at Turtle Bay in June. "We couldn't leave for five or six days," reports



CAPRICORN CAT

Turtle Bay respite: Cruisers from several northbound boats took a respite from the Baja Bash to relax and play some volleyball.

Wayne Hendryx of the Brisbane-based Hughes 45 **Capricorn Cat**. "There were about four boats when we arrived, and 15 by the time we left. The problem was that if the wind got to over 17 knots, the seas were so steep and close together that you pounded yourself to death. We were alongside a DeFever 42 motoryacht

and neither of us could go more than two knots, so we decided to hang in Turtle Bay. Wanting to make the most of it, I gave Rogelio, owner of the beer depository and adjacent restaurant on the beach, \$100 to buy tequila to make 50-peso mango margaritas for our group. There were about 25 of us cruisers stuck there and we had a great party, with lots of volleyball, too."

Hendryx, who plans to sail the Bay this summer before doing another Ha-Ha this fall, then leaving the cat in Mexico for good, says the tricky part north of Turtle Bay is getting away from Cedros Island. "The first four or five miles north of the island features a lot of compression of the adverse wind and current. If I were to do it again, I'd head off toward the mainland at a 45-degree angle to find relief from the current on the beach. It would add some miles, but getting out of the current was the difference between our doing 8.5 to 9 knots and just six knots. But we always stayed in more than 200 feet of water to avoid

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the kelp."

Hendryx wants to give a big shout-out to Mark Schneider of the Portland-based Norseman 447 **Wendaway**, who started a 9 a.m. Bash Net when he took off from Cabo. "He had 15 boats on his roster, and it was very helpful to the trailing boats to get live weather reports from the leading boats. Mark also asked for my opinion about sneaking out of Mexico by not doing an international checkout, something that was common in year's past. I agreed with Mark that this was not something people should do, as it would be insulting to Mexico — which had been so good to me in the 40 years of cruising there — and because Mexico now uses computers extensively, and not checking out could result in big trouble if you or somebody else came back to Mexico with the same boat. For \$20 Marina Coral walked us through the checking-out process at the 'one window' paperwork center. The folks at Cruiseport Marina do the same. We had a great time resting up around the marina pool, and enjoying the sights, sounds

and smells of Ensenada. So I say do it right."

We can't remember where we read this, but somewhere Paul West and Pamela Stone of the Long Beach-based Irwin 43 **Tug Tub** wrote, "It is interesting that all our 'land friends' think that **El Salvador** is a crime mecca and that **Costa Rica** is very safe. Our experience has been the opposite. In El Salvador, no one ever tried to take our stuff. In fact, one night my wallet fell on the floor in a restaurant, and a local ran up and handed it to me as I was leaving. In Costa Rica, however, attempts were made to rip us off on a daily basis. Cabbies, stores, Immigration — everyone seemed to be on the take. We'll take El Salvador over Costa Rica any day."

We at *Latitude* have had the same impression: Costa Rica isn't the progressive paradise that it often portrays itself to be.



Bill Edinger, the big Kahuna of Spectra Watermakers, with crew aboard the 45-ft Cross trimaran 'Defiance' at Moorea.

It's not that it's the worst place in the world, because it is a great place, but it does have warts it doesn't seem to want to acknowledge. What do you think?

"We just survived a rough passage from Auckland to Tahiti, and were anchored in Opunohu Bay, Moorea when this racy-looking 45' Cross tri named **Defiance** sailed in," report John and Amanda Swan Neal of the Friday Harbor-based Hallberg-Rassy 46 **Mahina Tiare III**.

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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!"

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



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"Since the trimaran was sporting a big Spectra Watermakers logo on the bow, we thought it was either one of Spectra's roving tech cruisers — or maybe the big Kahuna himself, Bill Edinger. Turns out it was Bill on his first-ever four-month mini cruise, from San Francisco to the Marquesas, Tuamotus, Tahiti, Hawaii and back home by late August. Every berth was taken with crew, including Bill's wife Sandy, their lovely daughter Annie, Bay Area marine surveyor Francoise Ramsay, and boatbuilder Michael Lael. Bill said *Defiance* was a somewhat tired and forgotten ex-race boat when he bought her about 10 years ago, and that he's enjoyed fixing her up.

"As for us," Neal continued, "Amanda and I are headed to Rarotonga with students, then Hawaii, Alaska, and home to Roche Harbor."

Neal has done over 313,000 ocean miles, been around Cape Horn six times, and done 170 open-ocean sail training expeditions with six students per trip. From 1983 to 1995, John had a Hallberg-Rassy 42, and from 1995 until now, John and Amanda have had a Hallberg-



LATITUDE/RICHARD

One of the Sea-Tek workers gets to work on top of the section sent south by Ballenger Spars. It's not easy replacing a mast in Mexico.

Rassy 46, which oddly enough is 48 feet long. When they ordered the bigger boat, they opted not to go with a genset, but rather use their main engine to generate electrical power. After 19 years and 12,500 hours on the Volvo diesel, Neal says it still runs great. It's another 'use

it or lose it' diesel story.

While in La Cruz last month, we ran into Ed and Connie Quesada of the Newport Beach-based Cardinal 46 **Sirena**, which was dismantled in mild winds early in the year. The cause?

"A chainplate had pulled out of the boat because the yard in Taiwan had used 3/8-inch bolts in 1/2-inch holes!" Getting a mast in Mexico proved to be difficult. "We sent emails asking for quotes to every mast maker in the States. The only reply we got was from a company trying to sell us a carbon mast. Finally, **Ballenger Spars** in Watsonville said they could do the mast for us, but it would take 16 weeks. We didn't want to wait that long. Fortunately, we dismantled near the La Cruz Shipyard, home to Peter Vargas and Sea Tek. When he lived in California, Vargas built many of the masts and booms for racing boats. So we got Ballenger to send the aluminum sections to La Cruz, and Peter — our hero! — is almost done with the mast."

If you're a 'six and six' cruiser, who likes to cruise for six months then go



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home for six months, we encourage you to use your **satphone** a couple of times before you restart cruising each season. If you don't, there can be problems.

The first type of problem is that you ran out of minutes or time in which to use your minutes, and didn't realize it or weren't alerted. This was the cause of several Puddle Jump boats discovering mid-Pacific that their old SIM cards were no longer good. So a couple of weeks before you're going to use your phone in Bongo Bongo, check how many minutes you have left by making a call, and check with your provider when the time to use the minutes will run out. If you don't add minutes in a timely fashion, your SIM cards become no good, and if you need a new one sent to Bongo Bongo, it can be very expensive.

The second satphone problem is of a 'use it or lose it' nature. Kevin and Marcie Millet of the Kauai-based custom 50 cat **Kalewa** came to La Cruz to sail their cat home when they discovered their SIM was apparently no longer good. After frustrating days of trying to figure

out the least expensive way of getting a new card to Mexico — the shipping along with startup fees were going to come to many hundreds of dollars — their crew Anthony discovered that the SIM card simply hadn't been making proper contact with the phone. Corrosion? If you don't use it, you're going to lose it.

It's hurricane season in both the Eastern Pacific and Atlantic/Caribbean. The graphic at right shows the paths of hurricanes in the Atlantic since 1851 and in the Eastern Pacific since 1948. We publish it as a public service showing places you can hide from hurricanes in those areas.

How are American cruisers dealing with the **Schengen Area** visa regulations, which require all Americans — as well as Australians, South Africans, Kiwis and Canadians — to leave the Schengen Area (which is most of the countries in the European Union, plus a



This graphic makes the hurricane situation look bleak. In reality, thanks to better weather forecasting, it's not so bad.

couple that aren't) every three months for three months? Jim and Debbie Gregory of the Pt. Richmond-based Schumacher 50 **Morpheus** report they have applied for 'Non-Lucrative Visas' from Spain, which will get them around the counterproductive restriction. "It was a long, pain-in-the-ass process," reports Jim, "but we've just been approved. All we have to do now is return to the States to get our passports stamped, Can you

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believe that we have to go all the way back to the United States to get our passports stamped?" While anchored at Mahon, Menorca, the Gregorys were treated to the sight of the magnificent J Class yachts racing inside the harbor.

Then there are Ed and Sue Kelly of the Iowa-based Catalac 37 **Angel Louise**. "Thanks to *Latitude* from all of us cruisers who have to worry about complying with Schengen in Europe," they write. "We are keeping a low profile because of it. (We'll let everyone decide what they mean by "keeping a low profile".)

"But to show you how Kafkaesque the visa restrictions can be," they continue, "according to the Kiwi Embassy, New Zealand has bilateral visa waiver agreements with many — Austria, Belgium, Denmark, Finland, France, Germany, Greece, Iceland, Italy, Luxembourg, The Netherlands, Norway, Portugal, Spain, Sweden — of the individual countries in the Schengen Area. These visa-waiver agreements allow New Zealanders to spend up to three months in the relevant country, without reference to time spent in other Schengen Area countries. Kiwis



ANGEL LOUISE

Capt. Sue Kelly in front of the Tour Solidor, three towers arranged to look like the ace of clubs. It's at Saint-Servan and was built in 1392!

can therefore move visa-free among the above countries for periods of up to three months in each country. If, however, you move to other countries in the Schengen Area, the restriction of no more than three months out of a six-month"

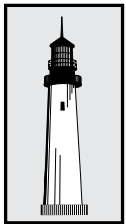
Blah, blah, blah. We don't know about the rest of you, but the more we travel, the less respect we have for most government regulations, which only apply to those who obey the law anyway. Enough red tape, here is more from the Kellys:

"We are now in Saint Malo, France, moored next to the old walled city, which was internally rebuilt after being bombed just short of rubble after the Normandy Invasion 70 years ago. We sailed down after our second winter moored in London. The spring is much colder here on the Atlantic Coast of France than at our home in Des Moines, but the wine is much better. Previously we were hanging around the Channel Islands, which are within 25 miles of the French Coast, but are British Crown Dependencies. The Channel Islands consist of two separate bailiwicks: the Bailiwick of Jersey and the Bailiwick of Guernsey. The Channel Islands are friendly to American and other foreign cruisers in that they are not part of the European Union and they are not part of the Schengen Area. We plan to continue down to the Cape Verdes and across to the Caribbean this winter."

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WHAT'S IN A DEADLINE? Our Classy Classifieds Deadline is the 15th of the month, and as always, it's still pretty much a brick wall if you want to get your ad into the magazine. But it's not so important anymore when it comes to getting exposure for your ad. With our online system, your ad gets posted to our website within a day or so of submission. Then it appears in the next issue of the magazine. So you're much better off if you submit or renew your ad early in the month. That way your ad begins to work for you immediately. There's no reason to wait for the last minute.

24 FEET & UNDER



23-FT RANGER, 1974. Marina Bay, Richmond. \$3,000. Clean, tight boat. New: outboard, bottom paint, running rigging, fathometer. Perfect cabin cushions. Jib, main good, genoa and tri-radial excellent. Everything works as it should. Contact (510) 235-7770 or (510) 863-1135 or andy@tricoastal.com.



22-FT BAYLINER US YACHT, 1983. Modesto. \$7,500. Fresh water sailed only, dry stored, new rigging, fresh bottom paint, 7.5hp Honda motor newly serviced, custom double-axle trailer, good condition, registrations current, sails, covers and many other extras. (209) 534-3346 or curtgrafx@sbcglobal.net.

19-FT WEST WIGHT POTTER, 1998. Sunnyvale. \$17,000. Trailer, motor, new sails, furling genoa. Marine radio, depth sounder, knotmeter. Sails and lines controlled from cockpit. Fitted boat cover. Need to see. Ask for pictures and list of extras. Contact (408) 245-3218 or sebakewes@gmail.com.

24-FT J/24, 1978. \$5,500. TP built, vermiculite job, main bulkhead replaced, Dyform standing rigging, calibrated turnbuckles, windward sheeting, roller stations all at minimum height, 8:1 boomvang, Ullman class sails and two-axle trailer with gear box. Fun fast boat. (209) 603-7991 or ccorbin@costco.com.

24-FT NEPTUNE, 1981. Napa. \$4,000. Excellent condition inside and out. Shoal keel. Two main and two jib sails. 9.9 Yamaha outboard. Sleeps 5 comfortably. Tandem-axle trailer with brand new tires. (707) 290-3662 or myklive@yahoo.com.

SANTANA 22, 2001. San Francisco. \$12,000. Latest production model (2001). Rigger for singlehanding. New Harken roller furling, Mercury Sailpower 4-stroke motor (<30 hours), autopilot, reef points, etc. Top condition. SF berth available. (415) 845-5393.



16-FT LOFTLAND SNIPE, 1968. Capitola, CA. \$1,500. Cash only. With trailer, all in good or better than good condition. New centerboard. Pineapple sails with original sails as backup. Call and I will email more pictures. (831) 345-5246.

25 TO 28 FEET

25-FT COM-PAC, 1997. San Jose. \$9,000. Formerly berthed in Redwood City, now on trailer in SJ. Well cared for until recently. Needs a little TLC to restore to former condition. Yamaha 8 outboard with hydraulic lift and remote control. Water heater, marine head, GPS, VHF radio, spacious main cabin, furled jib and main both in good condition. Trailer completely reworked, brakes, new wheels and tires. (408) 264-9221 or (408) 768-4992 or mark@westgatechurch.org.



19-FT OPEN 5.70, 2011. San Jose. \$27,500. Ready to race Open 5.70 (USA 305) one-design with trailer. Fast, stable, and really fun to sail. Twenty-boat fleet in San Francisco Bay. See www.facebook.com/groups/128447353893746. Contact (408) 406-9209 or ross01@pacbell.net.

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29 TO 31 FEET



25-FT CAL, 1983. Sausalito. \$4,200/obo. Beautifully restored, teak rails, mahogany cabin sleeps 4 with head. Great for SF Bay in light wind or strong! Easy to handle. Inexpensive to maintain. Engine recently tuned. Great shape, extra sails, ready to sail! Slip available in Sausalito. (510) 655-1845 or carsailing@gmail.com.

27-FT NOR'SEA, 1977. Santa Cruz. \$29,000. Aft cabin. Restored and partially refit. See web site: <http://sites.google.com/site/norsea27forsale>. Contact (831) 345-9384 or lewiskeizer@gmail.com.

28-FT PEARSON TRITON 28.5, 1976. Marin. \$1,500. Help me save this classic. Major refit '09: hull, topsides, rudder, running gear. Very sound, but needs rig and TLC. Atomic 4. With little work, you will have a world cruiser. For more information email: challengesea@yahoo.com.



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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. More at www.bastress.com/bahama25. Contact woodshop@bastress.com or (510) 457-8982.



27-FT SEA ISLANDER, 1954. Oakland Yacht Club, Alameda, CA. \$5,500. Wooden sloop built in Japan, 1954. She is built of mahogany on oak, with oversized rigging, nearly-new diesel engine (Yanmar), bronze fastenings, lead keel and recently hauled (November 2013) for her yearly "bottom job" at Svendsen's boatyard. She was exquisitely cared for by her owner for 40 years, recently deceased. All surveys are up to date. (510) 506-8578 or sandrbackovich@sbcglobal.net.



26-FT MACGREGOR, 1996. Auburn. \$16,000. Engine 60hp E-TEC, Tahoe-legal 2-stroke, Raymarine C-80 chartplotter, autopilot, radar, AIS, VHF radio and a CD radio, dual group 27 AGMs. Lots of extras, 2 mainsails, 1 jib, 1 genoa, upgraded rudders and brackets, dodger, bimini. Trailer has 2 axles, disc brakes and double spare tires. This is the boat to trailer to Bellingham and head north, has been there 3 times and never had a problem, go see the San Juans, Desolation, Princess Louisa, Inside Passage to Alaska. Or hang out in the Bay or Tahoe. Reason I'm selling: bought a bigger boat. Email: gacowan100@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 HELMS, 1975. Burson, CA. \$3,999. Catalina of the South, pop top, sleeps 4, new rigging, paint, sails in good condition, main, jib and genoa, motor mount, and nice interior. Sold with excellent trailer. Contact kittygutierrez@comcast.net or (209) 981-2449.



26-FT RANGER, 1969. Brickyard Cove, Richmond, CA. \$5, #11, in great condition. Ever Quantum rudder and .5oz spinnaker. Great slip transferable. Reluctantly selling.



27-FT CATALINA, 1986. Santa Cruz. \$10,500. Excellent condition boat-show model Catalina 27 sailboat #6261 has all the updates Catalina put into the C27 over time, further upgrades for NorCal ocean use. Details and email contact on website. <http://harker.biz>. Call (831) 566-7730.



25-FT OLSON, 1984. Tiburon. \$11,000. Ready to race one-design/PHRF or day sail. Clean, fast, fun, easy. 2013 Pineapple Sails main, 155% genoa, 95% jib. 2 older chutes. New Dyneema lifelines and new bottom paint 2013. 4 winches, 2 self-tailing primaries. Clean seat cushions and gimbal stove. (415) 686-2603 or peteboland@yahoo.com.



28-FT PACIFIC SEACRAFT ORION. 1980. Sausalito. \$34,500. Acknowledged as one of the best built, full keel, seaworthy designs. 31-ft LOA. Excellent Yanmar diesel, Profurl, new standing rigging, sail cover, and much more. Very good condition. Email: Ohana854@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 mcalistermichaelr@gmail.com or (415) 725-1868.

30-FT SANTANA 30/30, 1983. Emery Cove. \$14,000. Fast fun boat set up to race or day sail. Volvo diesel, rod rigging, new Profurl system four headsails, spinaker, autopilot, CNG stove, dinghy and 4hp outboard. (925) 376-1081 or (925) 212-6080 (cell).



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.



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 mrkrite@yahoo.com.

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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. For more info contact (510) 339-9369 or mzimmerman@sonomaconnections.com.



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.



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. One 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.



30-FT BAVARIA, 2006. Empuriabrava, Spain. \$33,000. Sloop, lying Spain, USCG doc, ideal for Med. cruising, bought new, lightly used, 100 hrs plus on engine, sails like a dream! Fully equipped for cruising, roller furling, in-mast main furling, 2 anchors, electric windlass, VHF, GPS, dodger, bimini, wheel steering with autopilot, too many extras to list. Available after June 25. (510) 237-9959 or (510) 230-3814 or lhteasley@aol.com.



31-FT PEARSON SLOOP, 1978. Brisbane. \$18,500. Excellent Bay boat. Volvo diesel, new Hugin 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.



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.



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

30-FT WYLIECAT, 1998. Oxford, MD. \$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.



31-FT ALLMAND, 1984. Rio Vista, CA. \$15,000/obo. 31-ft cruising sloop. Roomy 11'3" beam. Draws 3'9" with shoal keel. Hood furling headsail. FX fully battened mainsail. 12' boom. Lewmar rope clutches. 2-speed self-tailing winches. GybEasy jibe device. Wheel steering with teak-lined seats in cockpit. Crystal 1000 watt windlass with 120' 5/16" chain. 3 anchors, 12 volt electric fridge, EtOH stove. New upholstery. Teak/holly sole, teak and mahogany interior. Force 10 cabin warmer. 24-mile radar. Navman instruments and chartplotter. Raytheon autopilot. Contact (209) 479-4752 or sandyxpete2002@yahoo.com.



30-FT WYLIECAT, 2008. Monterey. \$119,000. Yanmar YSM8 2-cyl diesel, 12 gal aluminum tank, Racor filter, ducted fire retardant engine box with automatic fire suppression, dripless prop shaft seal, new sail, Blue Sea commercial electric system, 4 batteries, battery charger. VHF, Autohelm ST2000, Raymarine fathometer/speedometer, holding tank, macerator pump, fixed prop installed, comes with folding prop, watertight crash bulkhead in bow, grill, recent haul. Will deliver within 250 nm Monterey, CA, at seller expense. See <http://monterey.craigslis.org/boa/4506401941.html>. Contact (831) 372-7245 or capt_dutch@yahoo.com.



29-FT KNARR, 1980. San Francisco. \$42,000. US 133 for sale. Fiberglass, teak deck Knarr completely refurbished during the last 18 months, including all new standing and running rigging; new long-boarded bottom, new main and 2 new jibs, plus cruising set of sails. The list is comprehensive. Completely ready to race. Built 1980. Hull #893. Cityfront slip. See photo. Contact (415) 710-2021 or thomas.sponholtz@1rex.com.

30-FT WYLIECAT, 1997. Pt. Richmond. \$89,500. *Dazzler*. Major refit 2007-08, Pineapple carbon sail, Icom VHF, Garmin GPS color plotter, Raymarine speed/depth, XP5 and ST2000 autopilots + remote. Fusion iPod stereo. AGM batteries, shore power, charger. Yanmar diesel. (510) 526-2216 or Tom.Patterson@iCloud.com.

30-FT TARTAN, 1971. Sausalito. Sparkman & Stephens design. Dependable A-4, Awlgrip paint, slab reef, lazy jacks, lines aft. Strong, stiff and fast Bay sailer. Contact charlieholmquist@yahoo.com or (415) 459-7210.



OLSON 30, 1981. Long Beach, CA. \$20,000. For sale is a pristine Olson 30. Too much gear to list. Racing and cruising sails included. 7 bags total. Contact racer_ext@yahoo.com or (310) 925-9386.

32 TO 35 FEET



ISLANDER 32 MK II, 1978. South Lake Tahoe. \$16,500/obo. Tahoe boat since new. Diesel, main, 135% jib, 3/4oz. spinnaker, w/sheets and pole. BBQ, new CD w/speakers in/out, alcohol 3-burner stove/oven enclosed head, cockpit cushions, bimini, 2-speed winches, 2 anchors w/line, life jackets, etc. Dry, safe, fast boat. Great for Bay. Price includes newer galvanized triple-axle trailer. Contact (530) 541-7725 or (530) 545-1423 or jcollier56@hotmail.com.



35-FT ISLAND PACKET, 1991. Emeryville. \$117,000. Very clean IP set up to cruise Mexico, which she has twice done. Autopilot, solar, water maker, fridge, asymmetrical. (760) 616-4203 or (760) 616-4130 or seahorse.ip35@gmail.com.



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33-FT HOBIE, 1983. Healdsburg, CA. \$18,500. Hobie 33: Ballenger double spreader mast, recent high-tech running rigging as well as lifelines and standing rigging. Halyards led aft for single-/double handing. Large sail inventory including new asymmetric jibs in fine condition. Many upgrades including galvanized steel trailer with new SS brake rotors, removable bowsprit, oversized rudder by Foss, Honda powered 12hp sail drive, Raymarine instruments. The Hobie 33 is an enduring legacy of Hobie Alter, about the biggest bang for your racing buck. (707) 433-3692 or dijon1@sonic.net.

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.



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/na9ddzs>. Contact (408) 685-7070 or rfenchel@yahoo.com.

CATALINA 34 MK I, 1986. Alameda. \$24,000/obo. Asking. New forestay. New pulpit. New Racor 500 fuel filter. New TRUECharge2 battery charger. New batteries. New head. Autostream self-feathering prop. Needs some work. (510) 504-0565 or reneybob@gmail.com.



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.

32-FT GULF PILOTHOUSE, 1985. Fortman Marina, Alameda. \$39,000/offer. Cruise the world in spacious comfort! Radar, GPS, davits, fridge, microwave, hot water. Includes 9-ft Achilles and 2hp motor. Contact dickfolger@aol.com or (510) 303-9533.



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.



SANTANA 35, 1979. Fortman Marina, Alameda. \$12,000/obo. Very good shape, Alameda berth. For pictures and more info see website below, call or email. More at <http://lexingtoninc.com/fabarchitects/Rocket/index.html>. Contact (415) 515-3524 or santana35rocket@gmail.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.

33-FT HOBIE, 1983. San Diego. \$23,000. H-33 in great shape, newer 3DL sails, kelp cutter, LED nav lights, Dyneema running rigging. Fun day sailer, race winner. Plan your assault on TransPac 2015 now! Many pictures on blog: <http://hobie33forsale.blogspot.com>. Contact (619) 405-9349 or h.33.sdy@gmail.com.

34-FT CATALINA, 1987. Emeryville. \$35,000. Nice clean boat, engine professionally maintained, Hood sails 5 years old, have all receipts for maintenance and repairs. Please serious only. Email: beatys2@aol.com.



33-FT JEANNEAU SUNFAST 3200. 2009. San Diego. \$139,500. Veteran of Pacific Cup doublehanded, TransPac and Cabo. Turnkey ready for 2014 Pacific Cup doublehand or SHTP. Excellent condition with many extras. Full details and photos on website: www.mechdesign.com/3200. Contact sail@mechdesign.com or (435) 640-0587.

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.

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.

35-FT J/105, 1998. Berkeley Marina. \$70,000. #181, *Wianno*. Top 10 Fleet #1 finisher 2011 and 2012. Excellent condition. Two full sets racing sails, 1 set cruising sails. Race ready. Photos at <http://picasa-web.google.com/Gnuggat/J105181WiannoForSale#>. Email: gnuggat@gmail.com.

32-FT WESTSAIL, 1975. Pillar Point Harbor, Half Moon Bay. Best offer. Launched in 1980. Original owner. 3 headsails, one drifter, Perkins 4-108, propane stove with oven. Recent haulout, June 2013. Come see, make an offer. (650) 303-3901, (650) 712-1425 or pgclausen@gmail.com.



35-FT J/105, 1999. SFYC. \$75,000. Race in the largest one-design fleet on the Bay with this proven winner. Meticulously maintained. Large sail inventory. Priced to sell. Contact steve@supersteve.org or (415) 999-9526.

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 ALBERG, 1965. St. Croix Yacht Club. \$19,900. Solid FRP hull, classic lines, great sailer, Yanmar 3GM. Sail around the world, have the prettiest boat at the club. Points with racers. (340) 332-2472 or stanfordjoines@hotmail.com.

36 TO 39 FEET



37-FT ZEELAND YAWL, 1956. San Diego. \$60,000. *Cyrene* is gorgeous. Dutch-built, with classic lines of a wood boat but done in steel; round bilge. Warm interior of African mahogany and leaded glass accents. Lovingly restored bow to stern. New engine, all new electronics, radar, autopilot. Full sail inventory, SSB, 12v fridge/freezer, 2-burner stove/oven, lots more. Dry and comfortable, immaculate, well-maintained. A pleasure to sail! Surveyed good/excellent in 2013. Check out the website! www.sailcyrene.weebly.com. Contact (858) 752-3198 or sailcyrene@yahoo.com.

36-FT CHEOY LEE CLIPPER KETCH. 1969. Alameda. \$10,000. A very sought-after Luders design. World cruiser. Needs TLC and elbow grease. Full keel, Perkins 4-107 diesel. Too much equipment and cruising gear to list. Contact Joe. (510) 368-6523.



37-FT TARTAN, 1979. Brisbane Marina. \$42,000. Beautiful, classic Sparkman & Stephens sloop. Ocean cruising deep keel, 4 spinnakers, 1 storm sail, roller furling jib, EPIRB, refrigerator, good diesel. New \$20,000 refitting, bottom paint and survey. Set up to race. Tartan strong and ready to sail. (650) 728-5605 or (650) 296-8558 or sea4sue@aol.com.



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37-FT JEANNEAU SUN ODYSSEY. 2002. Long Beach. \$79,000. With Raymarine autopilot. Bimini, dinghy w/Yamaha 3.5, Volvo 29hp. Original owner. (760) 980-0204 or marshallkagan@yahoo.com.



36-FT JEANNEAU SUN ODYSSEY 36.2. 1998. San Rafael. \$79,000. Beautiful inside and out, just waxed, ready to cruise. Fast sailer re-rigged for singlehanded. Kevlar-reinforced hull. More at <http://hitchcraft.net/Zingara>. Contact (415) 299-0263 or miguel@hitchcraft.net.



38-FT BENETEAU M38, 1990. SF Marina, West Basin. \$69,000. Beautiful condition. Sailed Baja Ha-Ha in 2011 and 2012. Transfer of berth possible! Call for complete specs. (209) 988-4884 or (510) 703-2484 or email: donker@well.com.



37-FT TAYANA PILOTHOUSE, 1978. Sausalito, CA. \$85,000. Original owner, mechanical engineer, Perkins 4-108 2,900 hrs., heavy-duty hydraulic steering, autopilot, forward scanning sonar, 12V refrigeration, teak interior, no teak decks, excellent condition, many extras. (775) 345-0170 or Altajake@aol.com.



36-FT CATALINA, 1984. Alameda. \$54,500. *Gitane* has gone through an extensive \$25,000 retrofit and is by far the best older Catalina 36 on the Bay. New sails and running rigging. See more at <http://sfbay.craigslist.org/sfc/boa/4517459668.html>. Contact (925) 922-2305 or henryalvarez@comcast.net.



37-FT PEARSON 365 SLOOP/CUTTER. 1978. Sausalito. \$40,000. Price reduced. Well maintained, upgraded, sailed, and lived on for 22+ yrs. Recent LPU topsides, Mainsail, much more... Come see. (415) 297-4080 or art_epstein@yahoo.com.



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.

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.

37-FT PEARSON 365 KETCH, 1978. SoCal. \$29,000/obo. Many new systems: Garmin color radar/plotter, fuel tank, batteries, electronics, low hours on rebuilt Westerbeke. Liveaboard slip or cruise anywhere. Great boat! Photos and details at http://yachtsoffered.com/listing.php?yacht_id=246. Email: pearsonketch@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.



39-FT YORKTOWN, 1977. Vallejo. \$29,999. Turnkey 39-ft Yorktown sailboat with many upgrades. Well maintained. Very seaworthy. New paint, Harken traveler, Barlow winches, and more. Ready to sail NOW! Reduced price. Very motivated seller. Call for details. (925) 324-4226 or daltonm@scrantonlawfirm.com.

39-FT FREYA, 1978. Berkeley Marina. \$68,000. Very clean. Professionally built and maintained, beautiful. Custom light interior, maple sole, ash bulkheads, rigged for singlehanded, loaded with equipment. Don't miss this opportunity to own a legend. Contact (510) 917-5229 or dalydolphins@aol.com.



38-FT CHEOY LEE OFFSHORE, 1979. Berkeley. \$28,000/obo. Fiberglass hull is in good shape. Exterior teak and spruce mast and boom need to be sanded and redone and either stained, varnished or finished as the new owner sees fit. Purchased new mainsail from North Sails. Purchased used furling jib from Pineapple sails. New fuel pump. New fuel tank. Rewired engine. Complete rebuild of the entire exhaust system, new bilge pump and significant work on the diesel engine and alignment. Rebuilt starter motor. Purchased new sun awning for cockpit for \$815. Still in factory box unused. Replaced water pump. All in the past 5 years. 38hp Isuzu diesel engine with 900 hours. (510) 435-5575 or miltwerner@aol.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.



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.



36-FT NY, 1981. Boat Haven, Port Townsend, WA. \$30,000. Race/cruise ready. Sleeps 6. Refrigeration, 2-cylinder Yanmar diesel. Call to get a list of equipment, too extensive to include here. Contact (360) 379-1330 or (951) 255-3955 or marilyn@bizcardpro.com.



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40 TO 50 FEET



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39-FT BAVARIA, 1994. Everett, WA. \$129,000. Offshore-unique. Volvo MD2040A w/2200 hrs. Radar, auto, 2 GPS, SSB, digital barometer, EPIRB, liferaft, RIB, 4 solar panels. Hydro-wind generator. New winter cover and cockpit cushions. New upholstery! More at <http://1drv.ms/1Knc13>. Contact (509) 370-4222 or gastonfmartin@hotmail.com.



36-FT CAPE GEORGE, 1976. Moss Landing. \$27,000. Junk rig schooner. Solid cruising boat. Hawaii, AK, West Coast vet. North Sails, Aircraft aluminum masts, 4 anchors, Monitor vane, Taylor kerosene cookstove, 10-ft dinghy. Vetus diesel. Lots more gear. Contact (831) 682-1620 or svhaiku@hotmail.com.



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48-FT SPARKMAN & STEPHENS, 1970. Marina del Rey, CA. \$298,000. Beautiful steel circumnavigator. Recent 18-month total refit 2010-2012! Dutch-built S&S/Koopman's design, completed by Royal Huisman. *Lola* is a beautiful, fast, seaworthy, circumnavigating machine! No expense was spared in bringing her back to "new" condition from top to bottom! Electronics, rigging, sails, mechanicals, electrical, and paint. All NEW! She is very unique, sails like a dream, and must be seen to be fully appreciated! More at www.sailinglola.com. Contact (707) 509-9096 or mjboucher76@hotmail.com.



47-FT VAGABOND, 1984. San Diego. \$165,000. This Vagabond's latest upgrade: all new tankage, fuel, water, holding. Many previous upgrades. If interested contact Len at: lwohlsdorf@hotmail.com or (310) 357-9673.



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.



47-FT BENETEAU 473, 2006. Marina Village, Alameda, CA. \$215,000. 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. Contact jmbtahoe@yahoo.com or (530) 545-9540.



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. Call (415) 725-9581.



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.



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. See www.sail7seas.us/photos.html. Contact Captmaddog@gmail.com or (650) 533-7732.



44-FT CUSTOM ALUMINUM CUTTER. 1988. Russell, NZ. \$170,000/obo-NZ\$, \$146,000/obo-US\$. Bluewater cruiser. Professionally maintained. Comprehensive communications. Additional generating capacity. Lots of gear. Ready for South Pacific Islands or Antarctica. For access to the boat, email: ceckhoff@xtra.co.nz. For more information, go to blog: <http://zuluboot.blogspot.com>. Or contact via email: yachtzulu@gmail.com.



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. Contact larsons_5@yahoo.com or (206) 352-6453.



48-FT MAYFLOWER KETCH, 1985. Puerto Vallarta, Mexico. \$139,500 USD. Sleek and graceful bluewater cruiser properly equipped can fly up to five sails with a crew of two. Designed by third-generation naval architect George Stadel III, the *Oriana* has proven performance, good construction, and detailed appointments. The deck, hull, and spars were repainted in 2013. With its ample captain's cabin, attractive, roomy salon, and fully-equipped galley, the boat is a comfortable liveaboard in any of the world's ports. Powered by the proven Perkins 92M, the craft cruises comfortably at 7.5 knots. Equipment includes roller furling on all masts, self-tailing winches, 300 ft. chain anchor rode, three sturdy anchors, watermaker, and more. See more at <http://TheOriana.com>. Contact (480) 447-7316 or info@theoriana.com.

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44-FT KELLY PETERSON, 1977. Alameda. \$119,000. NEW: 150% jib, mainsail with StackPack, dodger, 4-person survival raft, 12 V refrigeration. 475 hrs on Perkins engine and transmission, asymmetrical spinnaker in sock, dinghy with 4hp, 3 CNG bottles, electric windlass, 60# CRQ with 300' chain, 45# CQR w/250' rope, LED lights, symmetrical spinnaker, 115 jib, storm sails, new clutches, big Lewmar winches, etc. The cleanest, tightest KP you will find. Outfitted for cruising. (209) 304-0444 or 10fba711@opayq.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. Email mybentley@yahoo.ca.



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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.



41-FT HUNTER, 2003. Ventura Harbor. \$135,000. Well equipped with wind generator, Spectra watermaker, asymmetric chute, davits, Achilles RIB and 8hp Yamaha. Inverter, microwave, fridge, freezer. Two staterooms each with a head. New bottom paint 8/13, surveyed hull, rigging, and engine analysis. Up-to-date maintenance. Chartplotter and radar. 50 gal fuel, 3 jerry cans mounted and canvased cover, 143 water. Baja Ha-Ha vet. (805) 320-5600 or robker2@comcast.net.

51 FEET & OVER



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. www.sailmarnie.com. (757) 971-1811 or sailmarnie@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.



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@casterock.com.



44-FT CATALINA MORGAN, 2007. Seattle, WA area. \$265,000/obo. Mint condition. Captain-maintained. Beautiful deck salon, light and airy. 75hp Yanmar, low hours. Batteries recently replaced. Two large solar panels, cruising spinnaker, power winches, hydronic heat, Raymarine C120, radar, autopilot, bow thruster. LLC available. Contact jerryf5a@aol.com or (408) 666-3261.



55-FT TAYANA, 1984. San Pedro, CA. \$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! See <http://yachtmaxgrody2.com>. (626) 321-7237 or maxgrody@hotmail.com.



42-FT WHITBY KETCH, 1981. Tiburon. \$45,000. The Whitby 42 is known for its high build quality (made in Canada), seaworthiness and good sailing manners. This Whitby is in good condition, ready to sail the Bay, ready for blue water with some upgrades. Has a good sail inventory, healthy Ford Lehman diesel, GPS, radar, electric windlass, below deck Autohelm, refrigeration, flat screen and DVD player, marine stereo, lots of miscellaneous equipment. Would make an excellent liveaboard. For more, email: gwsbristol@yahoo.com.



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. See www.dropbox.com/sh/gxjif56ktnxuvsa/4REqVCvoj. Contact maliarmoseley@gmail.com or (415) 948-9801.



42-FT ISLAND PACKET 38, 1986. Sausalito, San Francisco Bay, CA. \$129,000. Cutter rig. Yanmar diesel, main, stay-sail, jib and drifter. 2 staterooms, one forward, one aft, and 2 heads. Roomy salon, spacious galley. Very spacious and comfortable cockpit. Currently day sailed on the San Francisco Bay. Excellently maintained by lifelong sailor. Lots of new upgrades. See website for more photos and information: <http://sites.google.com/site/cutterjonesislandpacket38>. Email: cjbarc@gmail.com.



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58-FT SCHOONER, 1929. San Diego. \$31,900. *Allure*, Frank Prothero-designed and -built. Detroit 353. VHF, GPS, 5 sails. Owned by Johnny Weissmuller (*Tarzan*) in '30s. TransPacific vet, 2x each winner of Yesteryear Regatta and Schooner Cup. (619) 804-0675 or Guy_flsn@yahoo.com.

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33-FT SEAWIND 1000, 1998. San Francisco. \$149,000. New sails, motors, windows, canvas and rigging - all 2013. Safest and smoothest 33' cat on market. Radar, GPS, two autopilots, bow, pole and more. (512) 750-5735 or (510) 865-2511. Cabosportsfrank@yahoo.com.



34-FT CONTOUR TRIMARAN, 2000. Ventura, CA. \$88,750. *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. Contact Paul@PierpontPerformanceSailing.com or (415) 602-5880.

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 or (702) 448-8723.



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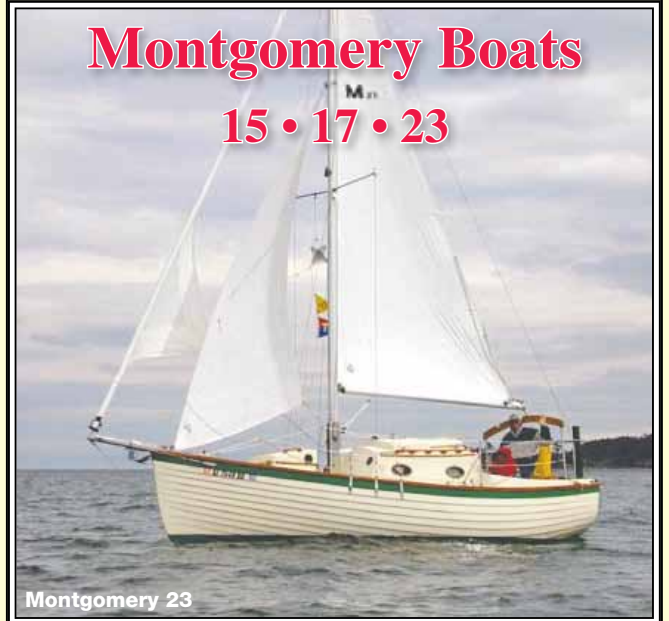
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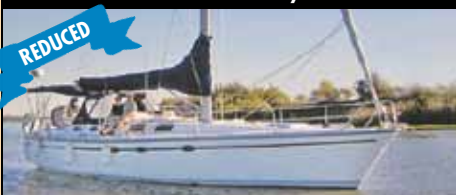
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57' CHINESE JUNK Twin Gardner dsls. Roomy, comfortable, unique & ideal for liveaboard. Just hauled & much upgrading/refit completed. 3 strms, large salon & galley, genset, wood carvings, great wheelhouse observation salon, high quality construction, ++. Asking **\$119,900**



BAJA HA-HA READY!

34' CATALINA Full cruise equipment. Baja Ha-Ha veteran and ready to go again. Aft and forward double staterooms, solar panels, radar and full electronics. Lots of gear. Dodger and bimini, spinnaker. Great condition and MORE! Asking **\$38,950/offers encouraged**



REDUCED!

42' PT-42 TRAWLER Outstandingly beautiful & well equipped motoryacht in exceptional cond. Flybridge, aft master strm, forward strm, 2 heads, beautifully appointed, many recent upgrades, twin dsls, full galley, comfortable salon, full electronics, aft cockpit, aux generator & much more. Asking **\$99,500/offers encouraged**



120' CHARTER/EXCURSION VESSEL. Legal for 12 paying passengers plus crew. Stand-alone high-endurance bluewater steel vessel. V-12 CAT, gensets, comfort, seaworthiness, safety and great accommodations, crane, HELICOPTER PAD and MORE! Alaska anyone? Asking **\$360,000/offers**



175' LIGHTHOUSE TENDER, "FIR" Designated National Historic Landmark by U.S. Dept. of the Interior. STEEL, twin diesel-powered small ship, fully operational and in great condition. Beautiful, comfortable interior, great accommodations and more. Asking **\$360,000/offers**



BARGAIN!

43' GULFSTAR TRAWLER Twin diesel, 7.5KW Onan, Fiberglass, 6'4" headroom, aft double stateroom, flybridge, windlass, two enclosed heads. Interior remodel partially completed. Fully operational, full galley and an excellent liveaboard cruiser. **GREAT VALUE!** Asking **\$19,950**



32' HUNTER VISION Hunter's much copied and highly successful breakthrough design in outstanding condition. Unstayed mast, lines led aft for shorthanded sailing, dodger, wheel, dsl, GPS, AP, radar on an arch. Great roomy layout & MORE. **Must see!** Asking **\$39,900**



37 JOHN HANNA Ketch. Beautiful, traditional double-ender by justly famous John Hanna. Beautiful, seaworthy & comfortable treasure & passagemaker; 4-108 dsl, well found & endearing. These vessels are rare to the market & she appears to be in excellent cond. Asking **\$42,500**



REDUCED!

34' SPAULDING Sloop. Beautiful bright red performance cruiser by Sausalito's legendary Myron Spaulding. Epoxy saturated Brunzeel cold-molded construction. Exc. cond. Monel, bronze, +. Low hrs i/b Greymaine, teak decks, 2 mains, 2 gennys & spinn. Very nice boat. **\$16,950/offers**



PRICE SLASHED!

38' ERICSON Sloop. Great Bruce King design. Diesel, roller furl., self-tending winches, dodger, full galley w/fridge & freezer, radar, GPS, plot, etc. with repeaters, spinnaker, wheel/pedestal, solar panel, tender w/motor, AP, liferaft, 2 dbl staterooms & MORE! Asking **\$51,500**



MAKE OFFERS!

35' ERICSON MkII Sloop. Near new standing & running rigging, & sails by Quantum. Profurl RF—all almost new, solid example of a great Bruce King design. Exc. cruiser, Atomic 4, 13 Barent winches, wheel, 2 spinn, refig., shower, dbl spreader rig, MORE! **\$12,950/Best Offer**



MAKE OFFERS!

29' CAL 29 Sloop. Solid, classic Lapworth design in sailaway condition. A fast fin-keeled beauty with a nearly new auxiliary diesel! Handles well and is a great daysailer or weekender — or for limited cruising. Roller furling, new LPU & MORE! **\$13,500/obo**



REDUCED!

34' GEMINI 105 CAT Lovingly maintained example of this popular, affordable cruiser. GPS, VHF, depth, CD, stereo, battened mainsail, roller furling, lazy jacks, fixed dodger, wheel steering, h/c water, cockpit shower, enclosed marine head w/shower, full galley & MORE! Asking **\$104,950**



REDUCED!

32' DOWNEASTER Cutter. An excellent cruiser with robust hand-laid glass construction. Good looks, roominess (6'6" headroom), comfort, cutaway forefoot full keel w/hung rudder for stability, true tracking in a seaway & nimbleness in close quarters. MORE! Asking **\$25,000**



REDUCED!

30' HUNTER Sloop. Nice, squared-away one-owner boat with lots of good features. Yanmar diesel, large aft dbl S/R, RF, all lines led aft for shorthanded sailing, GPS, VHF, wheel steering, H&C pressure water, spinnaker, walk-thru transom, more! Asking **\$25,950**



REDUCED!

133' CAR FERRY Conversion: Office/Studio. Ultra spacious. Fully operational. Set up for very comfortable living and working. Ice Class, built in Norway. Fine condition. Absolutely unique and VERY cool. Rare opportunity. Asking **\$390,000**



REDUCED!

40' HERSHINE TRAWLER Twin dsls, inverter, F/G, flybridge & pilothouse, 2 heads, shower, aft dbl strm + fwd + salon, full galley & MORE! Up or down the coast or up to the Delta in comfort & security. Seller wants fast sale! **\$49,950/offers encouraged**



REDUCED!

39' BENEteau 390 OCEANIS Well priced good 1993 potential cruiser in nice shape. Refit with Yanmar diesel, 3 cabins, 2 heads with showers, autopilot, GPS, RF, battened main, dodger, wheel steering on pedestal, full galley with refig, more! Asking **\$65,000**



36' KADEY-KROGEN MANATEE Trawler. Awesome roominess, storage space & comfort. Very economical, dsl powered. ALL/G. Easy handling (bow thruster). Easy to maintain. Ideal inshore cruiser/liveaboard. Asking **\$109,000**

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