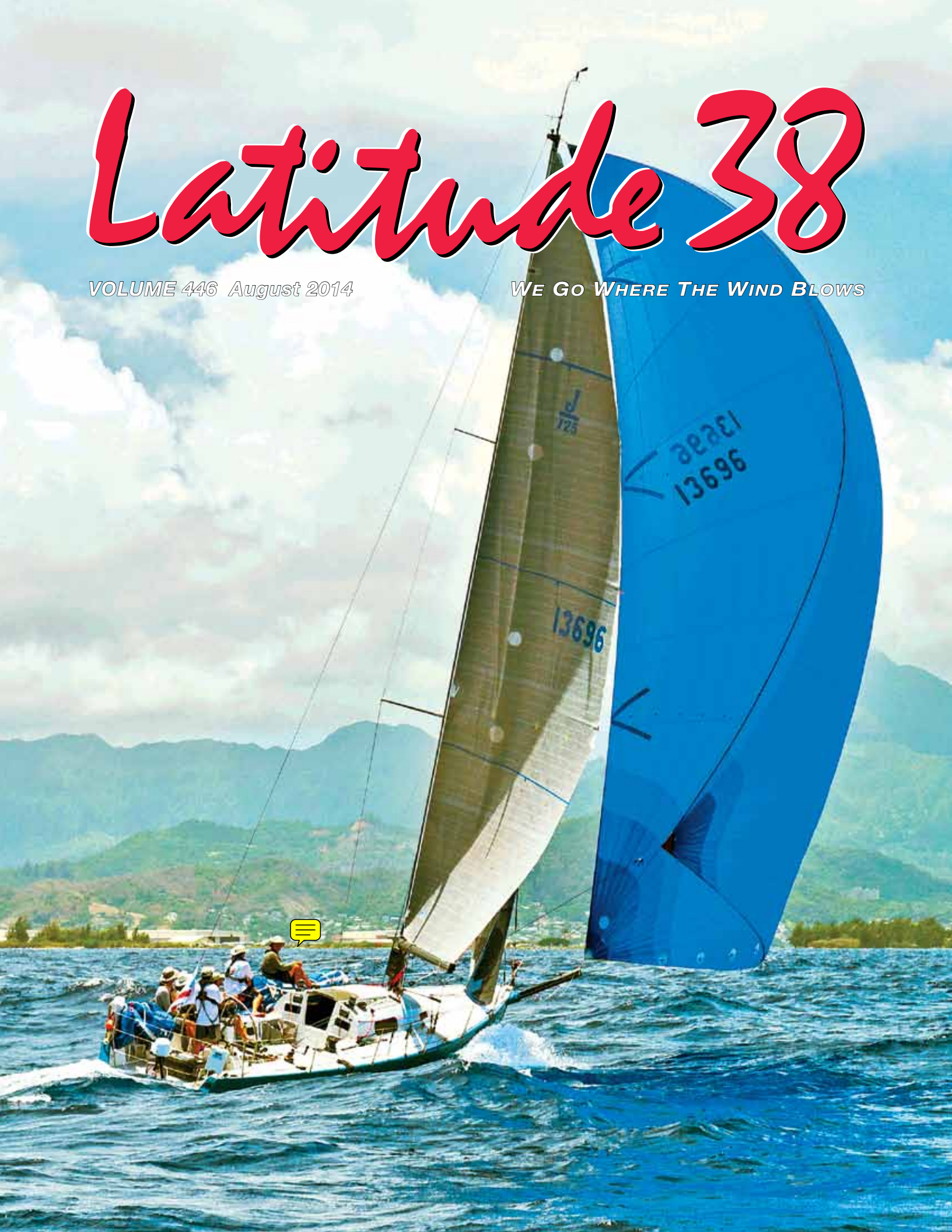


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Blue Pelican Marine .....	148
Boat Yard at Grand Marina, The...	33
Marchal Sailmakers .....	149
MarineLube .....	70
New Era Yachts.....	152
Pacific Crest Canvas.....	28
Pacific Yacht Imports .....	14
UK Sailmakers.....	67
Alameda Canvas and Coverings	
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This summer's Pacific Cup Race to Hawaii handed the racers weird weather, changes in position, humor onboard and on the radio, a Super Moon - and the fun and challenge of sailing 2,000+ miles across the Pacific.

Pineapple Sails handed a lot of those racers new sails, repairs and modifications, advice and encouragement.

We are cheering for *Avion, Back Bay, California Condor, Cayenne, Coyote, Green Buffalo, Humdinger, Lil Angel, Red Cloud, Shoofly, Surprise* and *Transit of Venus*.

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## CONTENTS

subscriptions	6
calendar	12
letters	24
sightings	72
pacific cup	84
tahiti rendezvous	94
singlehanded transpac	100
crewing clues	108
max ebb: scoring gone m.a.d.	110
the racing sheet	112
world of chartering	120
changes in latitudes	124
classy classifieds	140
brokerage	150
advertisers' index	151

Cover: Greg Slyngstad's J/125 *Hamachi* surfs toward the finish line at Kaneohe Bay, Oahu, at the end of July's Pacific Cup. She took first in the Sonnen BMW ORR division.

Photo: Leslie Richter / [www.rockskipper.com](http://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](mailto:editorial@latitude38.com), or mail to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see [www.latitude38.com/writers.html](http://www.latitude38.com/writers.html).



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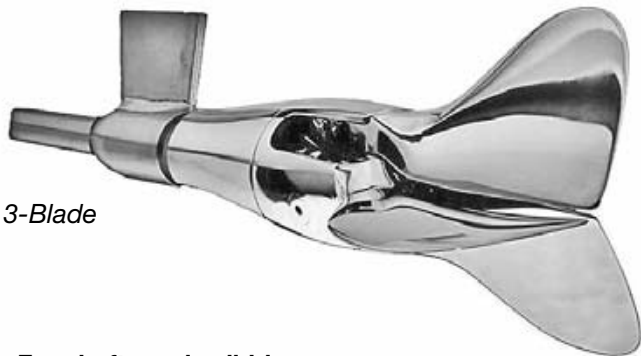
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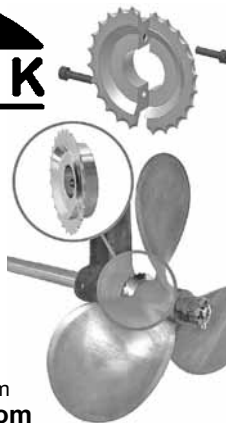
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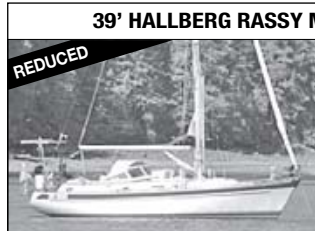
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## BAJA HA-HA MELTING POT

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

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

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](http://www.latitude38.com).

If you're new to the event, let  
us explain that the Ha-Ha is a  
750-mile cruisers' rally from San  
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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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Get a head start on the process at our constantly updated Crew List at [www.latitude38.com](http://www.latitude38.com). As many Ha-Ha vets will confirm, the best way to prepare for doing the event in your own boat is to crew for someone else first.

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## IMPORTANT DATES

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

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

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

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

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

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

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

Oct. 27, 11 am — Start of Leg 1

Nov. 1, 8 am — Start of Leg 2

Nov. 5, 7 am — Start of Leg 3

Nov. 7 — Cabo Beach Party

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

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

### Baja Ha-Ha, LLC

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WWW.BAJA-HAHA.COM

#### PLEASE NOTE:

Correspondence relating to the event can be emailed to [andy@baja-haha.com](mailto:andy@baja-haha.com).

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



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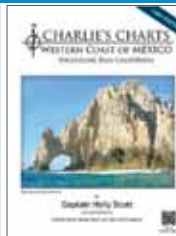
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## CALENDAR

### Non-Race

**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. Info, (415) 332-8554 or [www.galileeharbor.org](http://www.galileeharbor.org).

**Aug. 2-30** — Sail the Bay aboard SF Maritime Park's historic scow schooner *Alma*, most Thursdays & Saturdays, 12:30-4 p.m. \$20-\$40. Info, (415) 447-5000 or [www.nps.gov/safr](http://www.nps.gov/safr).

**Aug. 2, Sept. 6** — Chantey Sing aboard *Balclutha* at Hyde Street Pier in SF, 8 p.m.-midnight. Dress warmly and bring your own mug. Free, but RSVP to Peter, (415) 561-7171.

**Aug. 4-25** — 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](mailto:n8kraft@gmail.com).

**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' with author Wallace J. Nichols at the Bay Model, Sausalito, 5:30 p.m. \$10 includes 1 drink & light fare. Info, (415) 332-3871.

**Aug. 6-27** — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$25. All YCs' members welcome. More info under 'Events' tab at [www.stfyjc.com](http://www.stfyjc.com).

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

**Aug. 9** — Taste of the Delta, Tower Park Marina, Lodi, 1-4 p.m. Wine, food, live music, local arts & crafts, auction, door prizes. \$25-\$30. Info, [www.tasteofthedelta.com](http://www.tasteofthedelta.com).

**Aug. 10** — Go for a sail under the full moon on a Sunday.

**Aug. 10, Sept. 14** — Introductory Sail Open House at Cal Sailing Club in Berkeley, 1-4 p.m. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**Aug. 14, Sept. 11** — Are you a single boatowner needing crew? The Single Sailors Association has crew to help sail your boat. Monthly meeting at Ballena Bay YC in Alameda, 6:30 p.m. Info, [www.singlesailors.org](http://www.singlesailors.org) or (510) 239-7245.

**Aug. 16** — Suddenly in Command Boat Safety Course presented by the USCG Auxiliary, West Marine, San Jose, 10 a.m.-2 p.m. \$10 includes course material and certificate. Seating is limited. Info/RSVP, (408) 246-1147.

**Aug. 23-24, Sept. 6** — Amateur Radio Class, OYC. \$45. Info, [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net) or (510) 565-4706.

**Aug. 21-24** — Classic Jimmy Buffett SAILgate Catalina Island Rally. \$90/person. Monte, (619) 319-0136.

**Aug. 30** — Flea Market, Vallejo YC, 7 a.m.-3 p.m. Info, (707) 643-1254.

**Sept. 5-7** — Wooden Boat Festival, Port Townsend, WA. Info, (360) 385-3628 or [www.nwmaritime.org](http://www.nwmaritime.org).

**Sept. 7** — Classic & Unique Boat Show at the Fairgrounds in Grass Valley. Roamin Angels, [www.roaminangels.com](http://www.roaminangels.com).

**Sept. 7-13** — SoCal Ta-Ta II Cruising Rally from Santa Barbara to Catalina, with stops at Santa Cruz Island, Paradise Cove and Redondo Beach. Info, [www.socaltata.com](http://www.socaltata.com).

**Sept. 10** — Liferaft training at Encinal YC in Alameda, 3:30-5 p.m. \$49-\$60. Sal's Inflatable Services, (510) 522-1824.

**Sept. 10** — Cruising Mexico Seminars, downstairs at EYC, 4-6 p.m. Free. Info, Paradise Village Marina, 011 52 (322) 226-6728, or Marina El Cid, 011 52 (669) 916-3468.

**Sept. 10** — Latitude 38's Mexico-Only Crew List Party & Baja Ha-Ha Reunion, upstairs at EYC, 6-9 p.m. Free for registered 2014 Baja Ha-Ha skippers & first mates; \$7 cash for





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## CALENDAR

everyone else. Info, (415) 383-8200 or [www.latitude38.com/crewlist/CrewParty/CrewParty.html](http://www.latitude38.com/crewlist/CrewParty/CrewParty.html).

**Sept. 13** — Sea Music Festival on Hyde Street Pier and aboard *Eureka & Balclutha*, 10 a.m.-4 p.m. Music on the pier is free. \$5 vessel admission; kids free. Chantey sing, 7:30-10:00 p.m., is free, but RSVP to Peter at (415) 561-7171. Info, (415) 447-5000 or [www.nps.gov/sqfr](http://www.nps.gov/sqfr).

**Oct. 26-Nov. 8** — 21st Annual Baja Ha-Ha Cruising Rally from San Diego to Cabo San Lucas with stops in Turtle Bay and Bahia Santa Maria. Info, [www.baja-haha.com](http://www.baja-haha.com).

### Racing

**July 31-Aug. 3** — Laser Nationals. StFYC, (415) 563-6363 or [www.stfyc.com](http://www.stfyc.com).

**Aug. 1-3** — Santa Cruz 27 Nationals at MPYC. Info, [www.sc27.org](http://www.sc27.org).

**Aug. 1-3** — Columbia Gorge One Design Regatta (CGOD). CGRA, [www.cgra.org](http://www.cgra.org).

**Aug. 1-3** — Lido 14 Nationals in Long Beach. Alamitos Bay YC, [www.abyc.org](http://www.abyc.org).

**Aug. 2** — Midnight Moonlight Maritime Marathon. SFYC, (415) 435-9133 or [www.sfyc.org](http://www.sfyc.org).

**Aug. 2** — Jerry O'Grady Singlehanded Race. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Aug. 2, 16, 30** — Summer Series. WSC, (530) 539-4471 or [whiskeytownsailing@gmail.com](mailto:whiskeytownsailing@gmail.com).

**Aug. 2-3** — YRA Second Half Opener, a Party Circuit regatta hosted by EYC. Info, (415) 771-9500 or [www.yra.org](http://www.yra.org).

**Aug. 2-3** — J/24 District 20 Championship. BYC, [www.berkeleyyc.org](http://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](http://www.andreascoveyc.org).

**Aug. 2-3** — Koenigshofer Regatta for Shields. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Aug. 2-3** — Santanarama at Stillwater YC in Pebble Beach. Info, [www.sycpb.org](http://www.sycpb.org) or [www.santana22.com](http://www.santana22.com).

**Aug. 2-3** — El Toro Worlds on Pincrest Lake. Info, [www.eltoroyra.org](http://www.eltoroyra.org).

**Aug. 3** — Summer Series #3 at Lake Elizabeth. FSC, [www.fremontsailingclub.org](http://www.fremontsailingclub.org).

**Aug. 3** — Commodore's Cup Race, LTWYC. Steve, (530) 577-7715 or [www.tahoewindjammers.com](http://www.tahoewindjammers.com).

**Aug. 4-8** — Hobie North Americans. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Aug. 9** — Interclub Series #5 in the South Bay. BAMA, [www.jibeset.net](http://www.jibeset.net).

**Aug. 9** — Dinghy Delta Ditch. LWSC, [www.lwsailing.org](http://www.lwsailing.org).

**Aug. 9** — Double Damned, Cascade Locks to the Dalles, OR. Hood River YC, [www.hoodriveryachtclub.org](http://www.hoodriveryachtclub.org).

**Aug. 9** — WBRA #4, run by SYC. YRA, (415) 771-9500 or [www.yra.org](http://www.yra.org).

**Aug. 9** — YRA Summer #2, run by RYC. YRA, (415) 771-9500 or [www.yra.org](http://www.yra.org).

**Aug. 9** — Moonlight Marathon from Redwood City to TI and back. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Aug. 9** — Singlehanded Buoy Race. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Aug. 9** — Tahoe YC Jake's Regatta. Dan, (530) 581-4700 or [www.tahoeyc.com](http://www.tahoeyc.com).

**Aug. 9, Sept. 13** — Konocti Bay Series on Clear Lake. KBSC, [www.kbsail.com](http://www.kbsail.com).

**Aug. 9, Sept. 13** — Santana 22 Team Racing in Santa Cruz. SCYC, [www.scyc.org](http://www.scyc.org).

**Aug. 9, Sept. 13** — North Bay Series. VYC, [www.vyc.org](http://www.vyc.org).

**Aug. 9-10** — Albert T. Simpson Regatta. StFYC, (415) 563-6363 or [www.stfyc.com](http://www.stfyc.com).



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## CALENDAR

**Aug. 9-10** — BAYS #4 for junior sailors at SFYC. Info, [www.bayarea-youthsailing.com](http://www.bayarea-youthsailing.com).

**Aug. 10** — Tri-Island Pursuit Race around Angel Island. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Aug. 10** — Lady's Day Race, LTWYC. Steve, (530) 577-7715 or [www.tahoewindjammers.com](http://www.tahoewindjammers.com).

**Aug. 10** — Day on Monterey Bay Regatta benefiting Big Brothers Big Sisters of Santa Cruz Co. SCYC, [www.scyc.org](http://www.scyc.org).

**Aug. 10** — Summer 5 & 6 One Design. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Aug. 10, 23** — Club Races on Scotts Flat Lake near Nevada City. GCYC, [www.nccn.net/~gcyc](http://www.nccn.net/~gcyc).

**Aug. 15** — Zongo Yachting Cup, Morro Bay to Avila Beach. Paul, (805) 441-3344 or [zongoallstars.com/zongo-yachting-cup](http://zongoallstars.com/zongo-yachting-cup).

**Aug. 15-17** — Steele Cup/Dinghy Weekend at Rancho Seco. FLYC, [www.flyc.org](http://www.flyc.org).

**Aug. 16** — Shorteez Regatta #2. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Aug. 16** — Fox Hat Regatta. TYC, [www.tyc.org](http://www.tyc.org).

**Aug. 16** — Fall One Design #1. SCYC, [www.scyc.org](http://www.scyc.org).

**Aug. 16** — Tahoe YC Gar Woods Restaurant Regatta. Dan, (530) 581-4700 or [www.tahoeyc.com](http://www.tahoeyc.com).

**Aug. 16** — Dick Gardner One Design Race. LYSA, [www.lakeyosemite sailing.org](http://www.lakeyosemite sailing.org).

**Aug. 16-17** — Easom Founders Etchells Fleet Races at SFYC. Info, [www.sfetchells.org](http://www.sfetchells.org).

**Aug. 16-17** — The OYRA will be joined by the SSS for this year's Drake's Bay Race, with CYC providing RC duties. Info, [www.jibeset.net](http://www.jibeset.net) or [www.sfbaysss.org](http://www.sfbaysss.org).

**Aug. 16-17** — Summer Keel. SFYC, (415) 435-9133 or [www.sfyf.org](http://www.sfyf.org).

**Aug. 17, Sept. 14** — Baxter-Judson Series races. PresYC, [www.presidiodyachtclub.org](http://www.presidiodyachtclub.org).

**Aug. 17** — Fall 1 & 2 PHRF. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Aug. 17** — Singlehanded Race. Tahoe Windjammers YC, [www.tahoewindjammers.com](http://www.tahoewindjammers.com).

**Aug. 17, Sept. 7** — Fall Series Races. FSC, [www.fremont-sailingclub.org](http://www.fremont-sailingclub.org).

**Aug. 22-24** — Aldo Alessio Regatta. StFYC, (415) 563-6363 or [www.stfyf.org](http://www.stfyf.org).

**Aug. 22-24** — Mercury Class Nationals at Santa Barbara YC. Info, [www.mercury-sail.com](http://www.mercury-sail.com).

**Aug. 23** — Small Boat Series #6. EYC, [www.encinal.org](http://www.encinal.org).

**Aug. 23** — One Design #4. LWSC, [www.lwsailing.org](http://www.lwsailing.org).

**Aug. 23** — Summer #4. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Aug. 23** — H.O. Lind #6. TYC, [www.tyc.org](http://www.tyc.org).

**Aug. 23** — Skipper's Scramble. KBSC, [www.kbsail.com](http://www.kbsail.com).

**Aug. 23** — Wosser Cup. SFYC, (415) 435-9133 or [www.sfyf.org](http://www.sfyf.org).

**Aug. 23** — Intraclub #3. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Aug. 23, Sept. 13** — Cal Cup Windsurfing Race Series. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Aug. 23-24** — Islander 36 Internationals at SYC. Info, [www.islander36.org](http://www.islander36.org) or [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**Aug. 23-24** — Flying Dutchman PCCs/International 110 Regatta, Tomales Bay. InvYC, [www.invernessyachtclub.org](http://www.invernessyachtclub.org).

**Aug. 23-24** — Veeder Cup. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Aug. 24** — Gracie & George. EYC, [www.encinal.org](http://www.encinal.org).

**Aug. 24** — Fall SCORE #1. SCYC, [www.scyc.org](http://www.scyc.org).

**Aug. 25-30** — 18-ft Skiff International Regatta. StFYC, (415) 563-6363 or [www.stfyf.org](http://www.stfyf.org).

**Aug. 28** — Ronstan Bridge to Bridge. StFYC, (415) 563-6363 or [www.stfyf.org](http://www.stfyf.org).

**Aug. 29-30** — Windjammers Race from San Francisco to Santa Cruz, with racing and cruising divisions. SCYC, [www.scyc.org](http://www.scyc.org).

**Aug. 29-31** — Express 27 Nationals at SFYC. Info, [www.sfyf.org](http://www.sfyf.org).





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41' J/125 2000/2009 refit  
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40' J/Boat J/124 2006  
\$279k Contact: Kenyon Martin



38' SABRE 386 2005  
\$249,900 Contact: Jack Lennox



35' J/105 2001  
\$79,500 Contact: Kenyon Martin



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



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



28' Protector T-Top RIB 2002  
\$81,900 Contact: Kenyon Martin



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HANSE 505

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**Houston: 206-285-6200**

Gerry Laster • Jon Jones

**Seattle: 206-285-6200**

Bob Pistay



**ADDL SAIL.....**

- 1995 56' PERRY 56 \$619K
- 2005 52' TP52 \$349K
- 2007 49' C Burns Schooner \$635K
- 1997 48' SWAN 48 \$529K
- 2001 47' BAVARIA 47 \$146K
- 1997 42' CATALINA 42MkII \$99K
- 2008 41' X YACHTS X41 \$275K
- 1984 38' Ta Chiao CT 38 \$52K
- 2003 35' J/105 \$84K
- 2001 35' J/105 \$76K
- 2001 35' J/105 CALL
- 1998 33' SEAWIND Cat \$139K

**ADDL POWER.....**

- 2005 36' DORAL BOCA G \$148K
- 2006 30' GRADY WHITE \$130K
- 1989 23' MAKO 236 \$12K

**ADDL POWER NEW.....**

- 2015 54' SABRE 54 SE - IPS CALL
- 2015 48' SABRE 48 SE - Zeus CALL
- 2014 42' SABRE 42 SE - Zeus CALL
- 2015 41' Back Cove 41 CALL
- 2014 37' Back Cove 37 DE CALL

**ADDL SAIL NEW.....**

- 2014 50' HANSE 505 CALL
- 2014 44' HANSE 445 CALL



## We don't like to brag... so we'll let our members speak for themselves



*Club Nautique made 2013 an awesome year for me. In one year I went from knowing zilch about sailing to bareboat chartering a boat in Greece in July 2013. I am so grateful for the excellent instruction and experience I got through Club Nautique. But more*

*than just realizing a dream, Club Nautique was about camaraderie, laughs, learning, and exciting challenges, making 2013 a remarkable year. Madeliene Loh - Madeliene is about to sit for her Skipper position in our Award-winning Coastal Passage Making program.*



*I became a Club Nautique Grcupie long before I joined and could kick myself for waiting so long. It's true you can learn to sail and become certified skipper in just a few weekends of fun and hard work. It opens the door to enjoy chartering and sailing on San Francisco Bay*

*while you build your sailing experience and skills for the next level or simply enjoy what you have accomplished so far. I've met new friends, for me it's six months in and I can't get enough! Roberto Almodobar - Roberto just upgraded his membership to include the Passage Making classes and is excited to get offshore!*



*After 20 years adrift I joined Club Nautique and learned just how much I didn't know about sailing. I thoroughly enjoyed my BK, BC and BBC training. The instructors were first rate. I have fulfilled my dream of being able to charter locally and worldwide and take great pleasure*

*participating in club activities with my fellow 'sailaholics'. -Rod Witel - Rod is now a US SAILING Certified Trainer, and a Club Nautique instructor*

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**Club  
Nautique**

[www.clubnautique.net](http://www.clubnautique.net)

## CALENDAR

*express27.org.*

**Aug. 29-31** — Dolphin Cup/Moore 24 Nationals. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Aug. 30** — Jazz Cup, from SF Bay to Benicia, is the last of the season's warm, long, downwind races. SBYC/BenYC, [www.southbeachyc.org](http://www.southbeachyc.org).

**Aug. 30** — Double Angle Race from Santa Cruz or Monterey to Moss Landing. ElkYC, [www.elkhornyc.com](http://www.elkhornyc.com).

**Aug. 30, Sept. 6** — WBRA races on the Cityfront. YRA, (415) 771-9500 or [www.yra.org](http://www.yra.org).

**Aug. 30-31** — Perpetual Regatta. Tahoe Windjammers YC, [www.tahoewindjammers.com](http://www.tahoewindjammers.com).

**Aug. 30-31** — Redwood Regatta, Big Lagoon, north of Eureka in the Redwoods by the ocean. Sailing, camping, and free boat launch. Humboldt YC, [www.humboldttyachtclub.org](http://www.humboldttyachtclub.org).

**Aug. 30-31** — Labor Day Regatta and Laser District 25 Championship in Long Beach. ABYC, [www.abyc.org](http://www.abyc.org).

**Aug. 30-31** — Mercury Class Labor Day Regatta at Stillwater YC. Info, [www.mercury-sail.com](http://www.mercury-sail.com) or [www.sycpb.org](http://www.sycpb.org).

**Aug. 30-Sept. 1** — SRSC Labor Day Invitational Regatta on Tomales Bay with camping at Marshall Beach. Bill, (707) 538-9139 or [www.santarosasailingclub.org](http://www.santarosasailingclub.org).

**Aug. 31** — Bang and Go. SCYC, [www.scyc.org](http://www.scyc.org).

**Sept. 6** — Great SF Schooner Race. SFYC, (415) 435-9133 or [www.sfyf.org](http://www.sfyf.org).

**Sept. 6** — YRA Summer #3, run by SBYC. YRA, (415) 771-9500 or [www.yra.org](http://www.yra.org).

**Sept. 6** — Fall Series #1. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Sept. 6** — Championship Series #4. CYC, (415) 435-4771 or [www.cyc.org](http://www.cyc.org).

**Sept. 6-7** — Kip Lar Rieu Tahoe Laser Fleet Championship at Stamped Reservoir in the Tahoe National Forest near Truckee. Tahoe YC, [www.tahoeyc.com](http://www.tahoeyc.com).

**Sept. 6-7** — BAYS #5 at Half Moon Bay YC. Info, [www.bayarea-youthsailing.com](http://www.bayarea-youthsailing.com).

**Sept. 6-7** — West Marine Fun Regatta for junior sailors. SCYC, [www.scyc.org](http://www.scyc.org).

**Sept. 6-7** — Millimeter Nationals. EYC, [www.encinal.org](http://www.encinal.org).

**Sept. 7** — Fall 1 & 2 One Design. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Sept. 7** — Late Summer Race. Tahoe Windjammers YC, [www.tahoewindjammers.com](http://www.tahoewindjammers.com).

**Sept. 7-15** — International Canoe Worlds at RYC. Info, [www.intcanoe.org](http://www.intcanoe.org) or [www.richmondyc.org](http://www.richmondyc.org).

**Sept. 11-14** — Rolex Big Boat Series. StFYC, (415) 563-6363 or [www.stfyf.com](http://www.stfyf.com).

**Sept. 13** — Half Moon Bay Race for singlehanders and doublehanders. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).

**Sept. 13** — Interclub Series #6 in the South Bay. CPYC, [www.jibeset.net](http://www.jibeset.net).

**Sept. 13** — Singlehanded/Doublehanded #5/Commodore's Cup. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Sept. 13** — Tornberg Regatta. TYC, [www.tyc.org](http://www.tyc.org).

**Sept. 13-14** — Monterey Bay PHRF Championships. ElkYC, [www.elkhornyc.com](http://www.elkhornyc.com).

**Sept. 14** — Commodore's Cup. EYC, [www.encinal.org](http://www.encinal.org).

### Summer Beer Can Series

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

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

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



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Wyliecat (1/2 share)	30	2001

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John Saul, [bearmarkyachts@gmail.com](mailto:bearmarkyachts@gmail.com)

## CALENDAR

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

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

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

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

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

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

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

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

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

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

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

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

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

**PRESIDIO YC** — Crazy Eights Thursday Sunset Series. 8/14, 8/28, 9/11. Info, [www.presidioyachtclub.org](http://www.presidioyachtclub.org).

**RICHMOND YC** — Wednesday nights: 8/6, 8/13, 8/20, 8/27, 9/3, 9/17, 9/24. Eric, (510) 841-6022 or [www.richmondyc.org](http://www.richmondyc.org).

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

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

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

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

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

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

**SIERRA POINT YACHT CLUB** — Every Tuesday night through 8/26. Quincy, [racing@sierrapointyc.org](mailto:racing@sierrapointyc.org) or [www.sierrapointyc.org](http://www.sierrapointyc.org).

**SOUTH BEACH YC** — Friday nights: 8/1, 8/15, 8/22.





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[www.westpointharbor.com](http://www.westpointharbor.com)

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# CALENDAR

Gerard, (415) 495-2295 or [www.southbeachyc.org](http://www.southbeachyc.org).

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

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

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

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

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

### August Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
8/02Sat	0411/4.2	0953/1.6	1653/5.5	2317/1.6
8/03Sun	0523/3.8	1041/2.1	1738/5.6	
	LOW	HIGH	LOW	HIGH
8/09Sat	0454/-0.9	1157/5.2	1648/2.1	2306/6.9
8/10Sun	0538/-1.0	1237/5.5	1740/1.8	2359/6.9
	HIGH	LOW	HIGH	LOW
8/16Sat	0459/4.6	1020/1.7	1700/6.1	2342/0.8
8/17Sun	0621/4.3	1122/2.2	1755/6.0	
	LOW	HIGH	LOW	HIGH
8/23Sat	0503/0.2	1158/5.0	1659/2.3	2302/5.9
8/24Sun	0534/0.3	1227/5.1	1736/2.1	2341/5.8
	HIGH	LOW	HIGH	LOW
8/30Sat	0306/4.6	0838/1.8	1521/5.5	2134/1.2
8/31Sun	0404/4.3	0919/2.2	1603/5.6	2233/1.1
9/01Mon	0517/4.0	1011/2.6	1654/5.6	2339/0.9

### August Weekend Currents

date/day	slack	max	slack	max
8/02Sat	0029	0313/2.1F	0612	0904/2.7E
	1207	1527/2.5F	1834	2138/3.3E
8/03Sun	0132	0412/2.0F	0721	0957/2.2E
	1253	1617/2.3F	1920	2233/3.4E
8/09Sat	0007	0322/5.4E	0717	1018/4.3F
	1334	1557/3.1E	1912	2206/3.6F
8/10Sun	0101	0412/5.7E	0803	1102/4.6F
	1417	1645/3.6E	2003	2257/3.9F
8/16Sat	0043	0332/3.0F	0643	0909/2.8E
	1241	1536/2.8F	1841	2141/3.9E
8/17Sun	0151	0445/2.7F	0753	1008/2.1E
	1342	1636/2.4F	1937	2242/3.6E
8/23Sat	0016	0331/4.0E	0722	1030/3.4F
	1326	1604/2.4E	1920	2213/2.8F
8/24Sun	0059	0405/4.1E	0758	1100/3.5F
	1400	1631/2.7E	1958	2248/2.9F
8/30Sat		0158/2.7F	0506	0751/3.0E
	1056	1406/2.7F	1704	2016/3.8E
	2353			
8/31Sun		0247/2.5F	0600	0838/2.6E
	1134	1451/2.4F	1744	2105/3.7E
9/01Mon	0051	0344/2.4F	0705	0932/2.2E
	1223	1543/2.2F	1833	2200/3.7E



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January 18–23, 2015



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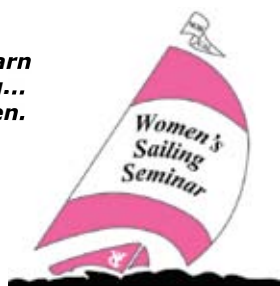
Photograph © 2014 by Tim Wilkes

# Island Yacht Club

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## CAPTURE THE POWER

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For membership information visit

[www.iyc.org](http://www.iyc.org)

## LETTERS

### ↑↓ IS A FOUR-YEAR-OLD SON ABOARD A GOOD IDEA?

My four year-old son and I spend a lot of time on our power-boat, including several nights a month anchored out. He's very comfortable on the water, but is just learning to swim. We've



NOAH BERGER

**A jubilant Dylan has fun rearranging his proud father's face.**

recently started renting Hobie Cats on Lake Merritt — which, by the way, is the best \$20 you can spend in Oakland!

Today, while single-handing, I flipped the Hobie. Although I was able to right it quickly, it got me wondering if it would be a good idea to have my son aboard. I'm not worried about his panicking in a capsize, as he'd probably find it fun. But I found a couple of articles about young kids getting trapped during capsizes with very bad consequences. I realize that there is probably not one right answer, but I'd welcome readers' opinions.

P.S. I love *Latitude*; thanks for all the hard work.

Noah Berger  
Fluffer IV, Maxxum 25  
Oakland

Noah — We're not qualified to speak on the subject, but we can tell you that if we had a four-year-old who was just learning to swim, we would not take him out on a Hobie Cat in conditions where there was a chance it might flip. Perhaps we can get some advice from people who sail with very young kids and/or Hobie Cats on what sailing would be appropriate at what age or level of aquatic skills.

It's slightly off the subject, but we think waterproofing your toddlers by teaching them to become expert around the water is one of the most important — and most fun — things you can do in life. The younger you get them going, the more confident they'll be around the water for the rest of their lives. Rather than formal swimming lessons, we recommend just getting into the water with your toddler at every possible opportunity, as it creates such a great bond with your child. Then proceed with aquatic 'baby steps'. Before you know it, they'll be swimming, jumping into the water and swimming underwater, and you'll have to drag them and their friends back onto dry land. Once they've reached that stage — and for some kids it's no older than four — you can take them sailing with a lot more confidence.

Renting a Hobie Cat on Lake Merritt for \$20 is not one of the best things you can do in Oakland. It's one of the best things you can do in the Bay Area.

### ↑↓ THE ONLY SPONSORS WHO HAVE SAILED TO HAWAII

It is always a pleasure to read *Latitude 38*, and *Lectronic* online. In the July 11 *Lectronic* coverage of the Pacific Cup, the reporter went through the various divisions. In most cases the sponsor's name was mentioned for each division, such as the Alaska Airlines Division A, or the Weems & Plath PHRF Division B. But when it came to Division C, the reporter failed to include the name of the sponsor, which is Matson.

I recognize that it's not *Latitude's* obligation to recognize sponsors, but I would point out that, of all the sponsors who are helping to support our sport, only Matson has actually





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## LETTERS

sailed to Hawaii. And I don't mean 'sail' as in getting under-way with a 30,000-deadweight-ton container sship to Hawaii



MATSON SHIPPING

**The first Matson cargo ship was the 'Emma Claudina'.**

Hawaii. Surely we deserve recognition as a sponsor.

three times a week — which we do. I mean 'sail', as under canvas powered by wind. Matson's first voyage to Hawaii was in 1882 with the schooner *Emma Claudina*. The trip from San Francisco to Hilo was completed in 13 days under the command of young Capt. William Matson. Matson operated sailing ships exclusively from 1882 to 1901, and didn't retire the last of its 24 sailing ships until 1926.

So long before the Pacific Cup — and even before the Transpac and Jack London's *Snark* — Matson ships were sailing down to

Jonathan Ogle  
Director, Strategic Development (and sailor)  
Matson Navigation Company

*Jonathan — We have to say that we're glad we made the omission because otherwise we wouldn't have learned about Matson's sailing history. Brilliant! We wonder how long it took Capt. Matson to sail the schooner Emma Claudina back to San Francisco.*

*Yours truly was responsible for the report and the omission, and I sincerely apologize. With so many divisions and starting days in the Pacific Cup, and things such as different doublehanded divisions starting on different days, it's easy to omit the occasional detail. Particularly under a cruel deadline. We'll strive to do better in the future.*

### ↑↓ THE GOOD OLD DAYS OF SAILING — THE '70S

The accompanying photo is of what I'd call the 'good old days'. It was taken in the middle of the Atlantic in 1972 aboard Dave Allen's Mull 42 *Improbable*. I was helping Bengt J. keep her fast and on track!

Ron Holland  
Ron Holland Yacht Design  
Vancouver, B.C., Canada

*Readers — Every picture tells a story, and the story of this photo is how different ocean racing was more than 40 years ago. Note that Ron,*

COURTESY RON HOLLAND



**From humble beginnings, Ron (left) has gone on to great things in the sailing world.**

*Neither of the two is wearing a PFD. And what about that monster tiller?!*

*Born in New Zealand, Holland came to San Francisco and became friends with Improbable's owner, Dave Allen of the San Francisco YC. Holland would design Allen's next boat, the legendary 40-ft Imp, which set the yachting world on fire with sensational performances in the Southern Ocean Racing*





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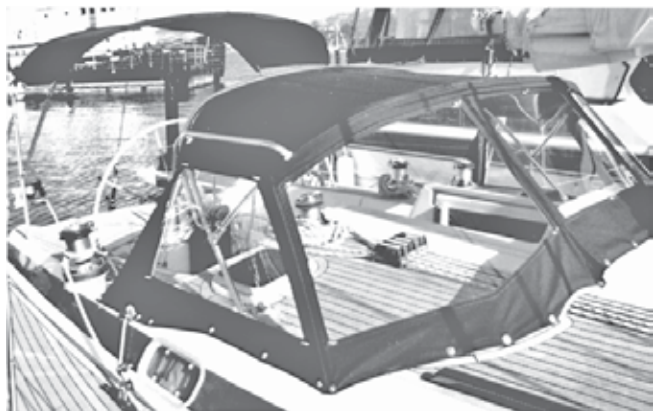
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## LETTERS

Conference in Florida and the Admiral's Cup in England. At the time, those two events were the 'World Series' of yacht racing.



COURTESY MIRABELLA V

The roller furlers on the headsails of the Holland-designed 'Mirabella V' hint at her 245-ft length.

Holland later moved to Cork, Ireland where he continued to design racing boats, including Class A maxis such as Kialoa IV and others. Subsequently — and to this day — he's been perhaps the most successful designer of mega sailing yachts. Among his credits are the original design and now-redesign of the 245-ft Mirabella V, the 210-ft Perini Navi Felicità West, the 190-ft Ethereal for Bill Joy of Sun Microsystems,

the 180-ft Perini Seahawk that was perhaps the star of this year's St. Barth Bucket, and the 150-ft Christopher.

### ↑↓ A PROGRESSIVE DINNER AT PARADISE COVE

The Oakland YC did something a bit different over the Fourth of July weekend. Ten boats anchored at Tiburon's Paradise Cove and everyone participated in a boat-to-boat progressive dinner. The boats were divided into three fleets: Hors d'Oeuvres, Entrees, and Desserts. Dinghies acted as taxi service between boats at hourly intervals. The operational principle was that the food and drink stayed on the boats; we just moved the people around. It worked out very well, and there was a lot of creativity shown in the preparation of the food. Next time we'll allow more time between courses. Ninety minutes would have been about right.

Here's a list of who and what boats participated: Al and Michelle Leonard's Tartan 36 *Blue Passion*; Ron and Carmen Konkle's Catalina 36 *Prime Time*; Rich and Donna Beckett's Californian 48 *Tardis*, the only powerboat; Linda Fenn and David Offerman's O'Day 37 *Odyssea*; Dave Bloch and Speranza Avram's Hunter 41 *Buoyant*; Denny and Dan Stoup's Tayana 48DS *Vets' Pet*; Pat and Melodie Williams's Outbound 44 *Starshine*; Keith and Marlene Dines's Dufour 43 *Wind Symphony*; Ray Horowitz and Diane Ericson's Cabo Rico 38 *Emerald Star*; and Jim and Claire Conger's J/32 *Tango*.

The Fourth of July Cruise was the 12th of the year for the Oakland YC, with 11 more slated before the year's end.



NOAA

Paradise Cove is a nice spot during the summer, even with the occasional wake.

Located in Alameda, the Oakland YC is an active club!

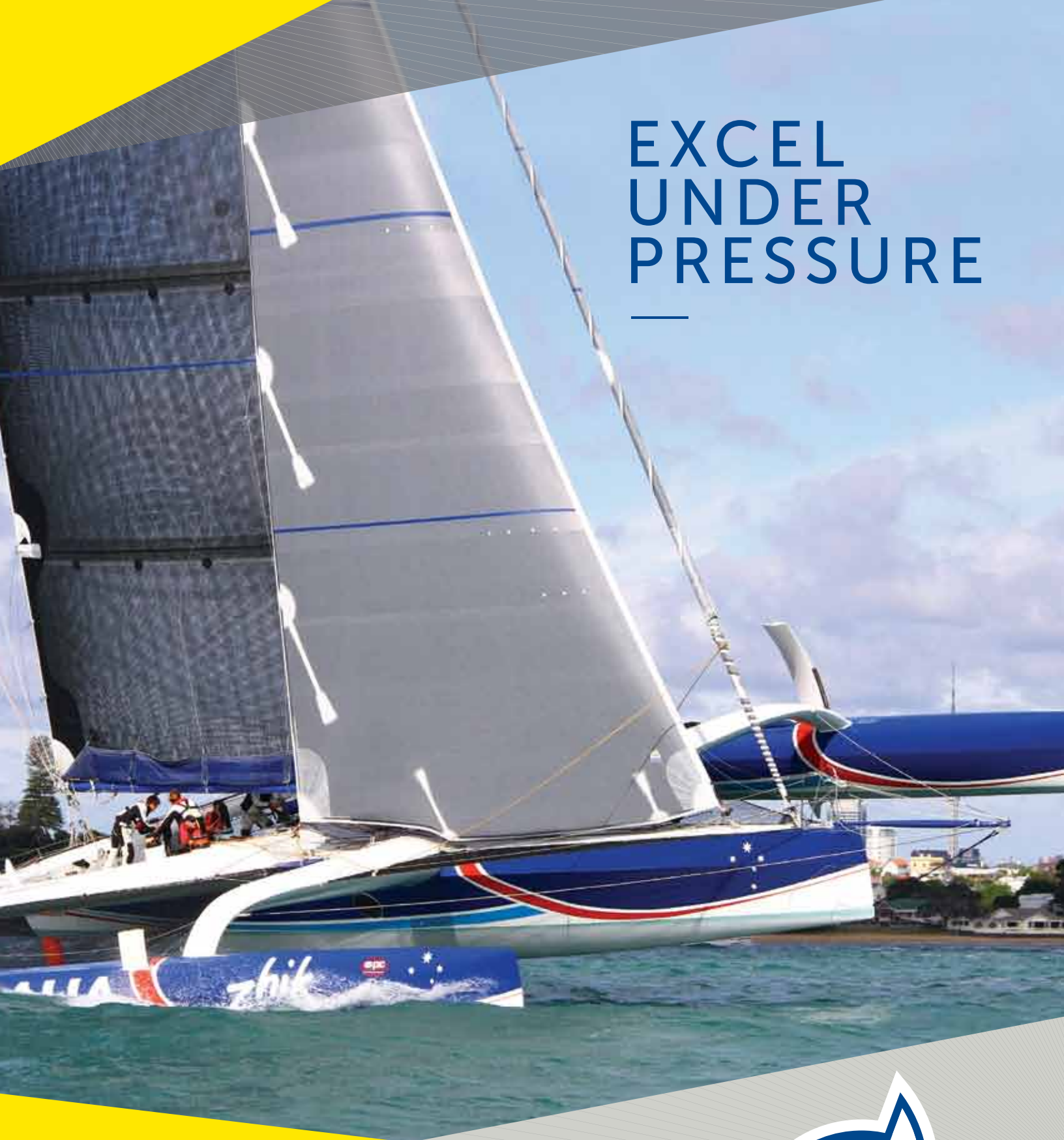
If you're a sailor who hasn't anchored at Paradise Cove before, you should give it a try. It's just north of Raccoon Strait in the lee of Tiburon. The anchorage is large and well protected from the usual westerly winds in the summer. There are occasional wakes — primarily from the Vallejo ferry — but the ferries don't run at night. It's a beautiful spot.

Jim Conger  
Oakland YC



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## LETTERS

### ↑↓ RAUCOUS AND CONTROLLED AT THE SAME TIME?

We saw the *Lectronic* report on the excellent Fourth of July everyone had with their boats at San Diego's La Playa Cove. We were a few miles away at Glorietta Bay for the Fourth, and it was fabulous there, too. The crowd was a little raucous, but nonetheless controlled and responsible.

We're sure we're not the only ones who noticed, but in the *Lectronic* preview on the Pacific Cup, you reported that 15 of the 56 entries were Doublehanded. You wrote that this was 8.4% of the fleet. Seeing that the Wanderer had just finished a 3¼-day Baja Bash and was probably tired, his math can be forgiven. It's actually 26%.

Michael & Judy Lannen  
Lunautica, Moody 46  
Biddeford Pool, ME

*Michael and Judy — As 'captain' of the Latitude and Lectronic ship, the Wanderer is responsible for what appears in Latitude, even mistakes he didn't personally make. A few mistakes like that are inevitable, but nonetheless the source of considerable frustration.*

### ↑↓ IS THE WAIT WORTH IT?

In the July issue there was a letter extolling the pleasures of cruising the Pacific Northwest. There had been similar letters in an issue of *Latitude* several months before.

In the July issue *Cruise Notes*, there was also a report from Craig Shaw of the Portland-based Columbia 43 *Adios*, noting that he'd been unable to go north from San Francisco for weeks because of strong northwesterly winds.

How good can the Pacific Northwest cruising be for Northern California sailors if they can't get there? I'd hate to spend a lot of time getting my boat ready for a summer in the Salish Sea only to find that I couldn't get there until most of the already-short summer was over. Is it common to be unable to go north for long periods of time because of adverse weather?

George Clay  
Blue Skies, Beneteau 50  
San Jose

*George — We're by no means experts on bashing north of San Francisco or how often one can expect windows, so we'll refer you to Craig Shaw's letter on the subject, which follows.*

*To provide some Bashing context, it's about 730 miles from Cabo to San Diego, all of which is subject to Bashing. It's 275 miles from Pt. Conception, where the Central California Bashing begins, to San Francisco. It's another 600 miles from San Francisco Bay to the mouth of the Columbia River, all of which can involve Bashing, and another 130 miles to the Strait of Juan de Fuca at the beginning of the Salish Sea, and all those miles may also require Bashing.*

*By the way, it's been noted that the shortest and/or least difficult distance between two sailing destinations is often not a straight line. For example, some cruisers will argue that the easiest way to get to Brazil from the Caribbean is — because of off-the-wind sailing and avoiding strong adverse currents — by way of Europe. Similarly, some Northern California sailors*

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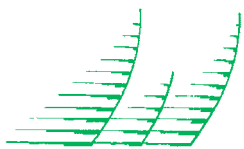
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*- David Enzminger,  
Hunter 35  
'Meerhexe'*



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## LETTERS

*will argue that the easiest way to get to Alaska or the Pacific Northwest is via Hawaii, or even Mexico and Hawaii, or the offshore Clipper route.*

### ⇕ **BASHING UP THE COAST TAKES PATIENCE**

Thanks to Passage Weather, and motorsailing my Columbia 43 *Adios* when the conditions were good, my Baja Bash from Cabo San Lucas to Portland this year wasn't really a Bash. It took me 60 days from Cabo to the Columbia River, which is a long time, but that's because I had to wait six weeks in Sausalito for the perfect weather window to the Columbia River. Once I got the window, it only took me another 3½ days.

Last year with my dad's Hunter 54 *Camelot*, it took 57 days from Cabo to the Columbia River. But we had to wait 3½ weeks to get around Pt. Conception, then 12 more days in Sausalito, before we had an easy three-day run up to the Columbia.

Three years ago with *Adios*, it took me 33 days from Cabo to the Columbia River, and four years ago it took me 39 days.

For the record, *Adios* burned 280 gallons of diesel this year between La Paz and the Columbia River, motorsailing with the main and 80% self-tacking jib.

For the record, part two, this year was the closest I've ever come to hitting/t-boning a whale! It was a female humpback over 50 feet long with two 20-ft babies. She surfaced just 30 feet in front of *Adios* while I was just forward of the cabin. I sprinted to the cockpit to turn off the autopilot and make a hard turn to port. I almost pushed the calves into their mother! One calf's head came four feet out of the water just three feet from our cockpit. I actually spun the rudder in the opposite direction to keep from hitting her.

We had seen a spout and a couple of small tails way up ahead of us and had turned 30 degrees to starboard to avoid the whales, but I guess we really should have fired up the engine. It was way too close for comfort.

I hope to see everyone again for this fall's Baja Ha-Ha!

Craig Shaw  
*Adios*, Columbia 43  
Portland

### ⇕ **OLD SAILORS SHOULD KNOW BETTER**

Doug, my crew, and I are both in our late 70s and have been sailing my Newport 30 for over 15 years. One day last fall we tried to replace the 120 jib on the roller furler with a 135. It was a calm morning in the slip when we unrolled the furler. I had the end of the halyard neatly coiled, knotted and hooked onto a cleat on the mast. As we unhooked the halyard from its cleat and dropped the jib, the neatly coiled and knotted other end of the halyard shot up, almost to the top of the mast. That was mistake #1.

Mistake #2 was when I unhooked the jib halyard from the head of the sail and didn't secure it. While we neatly flaked the 120 and put it in its bag, we tried to figure out how to get the knotted end of the halyard down from the top of the mast.

First, we tried to use the bosun's chair fastened onto the main halyard. I got into the chair and Doug tried cranking me up the mast. I got as far as a couple of feet above the boom when we made Mistake #3 — we got an override on the winch. For nearly 10 minutes I was stuck, swinging back and forth, as Doug unsuccessfully tried to clear the override. Eventually I was able to slip out of the bosun's chair and, hanging onto the mast, slide down to the boom.

Doug and I hoped that nobody was watching this nautical



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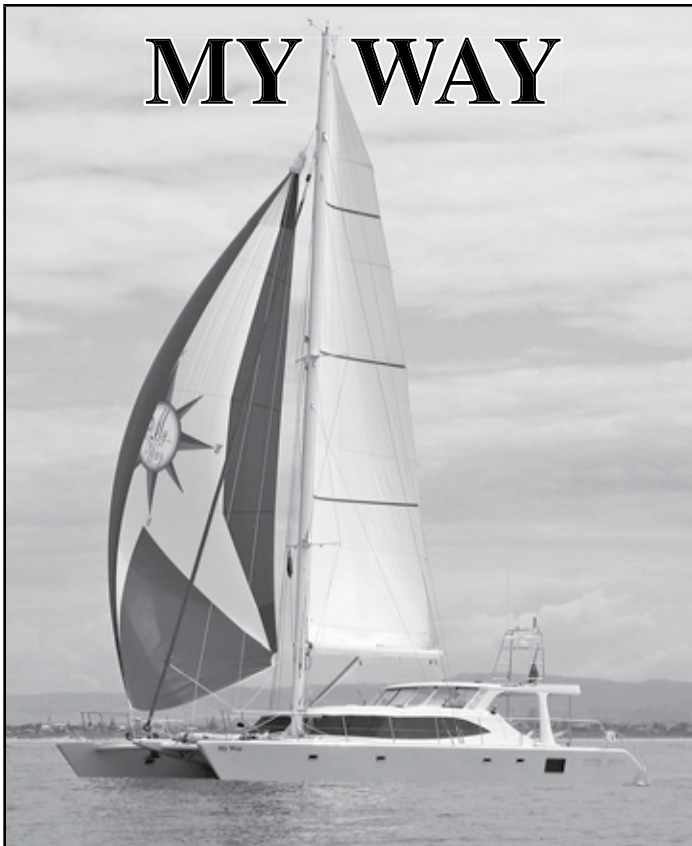
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## LETTERS

version of a Laurel and Hardy episode.

Next we tried to reach up the mast with the boat pole we use to snag mooring balls. It was too short.

We then tied a winch handle to the main halyard, with the handle part protruding out to the side, and pulled the handle up and down several times. Eventually we were able to hook the knotted part of the jib halyard. We succeeded in pulling it far enough down so that we could grab it with the boat pole.

We made Mistake #4 when we lowered this end of the jib halyard, not realizing that the unsecured other end of the halyard was now headed up. We didn't notice this until we had captured and untied the knotted end. As we congratulated ourselves on our success and got ready to hook the head to the jib halyard, we noticed that the shackle end of the jib halyard was at the top of the mast.

After much head-scratching, we found a dock neighbor who evidently felt sorry for us. He stopped laughing long enough to go up our mast in the bosun's chair and retrieve the end of the halyard. The moral to the story? Old sailors should know better, but our thought processes seem to have deteriorated over the years.

Norm Guest

*Meme, Newport 30  
Grand Marina, Alameda*

*Norm — Don't think it's only old sailors who make such mistakes. In the 1980s, during the heyday of Sea of Cortez Sailing Weeks, we remember that a guy with a prosthetic leg got it caught in the spinnaker halyard as the spinnaker was being dropped. His leg came right off and shot to the top of the mast. He wasn't old, but as we recall, he was inebriated.*

### ↑↓ UNLUCKY, STUPID OR NAÏVE

I've followed the letters to *Latitude* on the overall costs of cruising, and have been impressed by the many reports of how inexpensive it has been for so many. My experiences, however, have been very different from most of the reports that I've seen.

In 2013 we, residents of San Francisco, decided that it was time to realize our cruising dream, so we bought a 1999 Cabo Rico 40 in the British Virgin Islands. A beautiful vessel, she surveyed extremely well by a reputable marine surveyor, with the final report indicating an "above average condition vessel." There was a short list of things that needed attention, most of which we did ourselves.

Yet within three months of taking physical delivery of the boat, we incurred \$42,000 in additional expenses. These were for a failed refrigeration system, a new battery bank, an engine heat exchanger, a watermaker, and a number of other costly items — including the repairs after a hard grounding at Miami Cut. The latter happened under the command of a delivery captain whom I had hired to provide confidence for the passage from the Turks & Caicos to Florida. Feeling that my sailing experience was not sufficient, I had turned to a professional.

The Coast Guard did a comprehensive inspection of our boat after pulling her off, as is required by procedure. It was of little financial consolation, but after they were through they said, "It's been a very long time since we have inspected a vessel so well-prepared for the ocean." I mention this to illustrate that we believe in being fully prepared and not taking unnecessary risks. Yet the reality of our dream was more akin to a nightmare.

Three months of hemorrhaging cash like water had such a negative effect that we sold the vessel and returned to the



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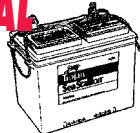
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## LETTERS

West Coast. We're once again looking at buying, but here's my question: Were we unlucky, stupid, naïve, or perhaps a combination of all the above? Or was our experience truly what cruising and boat ownership is all about?

Terry Rugg  
 Currently Boatless  
 San Francisco

*Terry — If everyone with a moderate-size cruising boat had the same unfortunate financial experience as you did, hardly anybody would be out cruising. They couldn't afford to.*

*Cruising budgets vary tremendously. As you can read in an upcoming issue, Mike Riley and his family report they've been cruising around the world for 40 years on \$500 a month, first on a 24-footer, and more recently on a 47-footer. That's obviously at the very low end. On the other end of the spectrum, there are a few cruisers we know who can't seem to get by on less than \$10,000 a month.*

*What accounts for the difference in expenses? 1) The size, age and luxury of the boats; 2) Whether the owner is knowledgeable and willing to do all of the boat work or pays others \$100/hour to do it for him; 3) Whether the boat is anchored out or kept in an expensive marina; 4) Whether the skipper and mate drink and dine aboard most nights or go to expensive tourist bars and restaurants; 5) Where one cruises, as there is a world of difference in the cost of cruising Australia and the Med, for example, versus Mexico, Panama and other Third World countries.*

*Based on many discussions we've had with cruisers in recent years, we'd guess the average couple with a nice 40- to 45-ft cruising boat spends between \$18,000 and \$45,000 a year, although you could have sisterships in the same area where one spent twice as much as the other. As for your unfortunate experience, we'd file it under 'Nautical Nightmares'.*

*It's impossible for us to say if you were unlucky or what, but we have some observations. First, there are limits to what even the best surveyors check for. Generally speaking, they don't probe very deeply into the various systems. And as you've learned, systems can be very expensive.*

*Rebuilding or replacing a diesel is a very expensive proposition, so we would never buy a boat without a specific engine*

*survey. This should detect problems with heat exchangers, which are notorious for going bad, and most other engine problems. Such an engine survey should include checking the alternator and the charging systems for both the engine and house battery banks. As for battery banks, they shouldn't go bad all at once. If you know their age and load-test them, you should be able to get a good idea of how much life they have left.*

*You have to be as careful selecting a diesel mechanic as you do a surveyor. A lot of cruisers who have a bag of tools and a need for beer money try to pass themselves off as 'diesel mechanics'. While it's true that some are as good as, if not better than, new employees dispatched by authorized dealers, others know just enough to misdiagnose things and saddle you with unneeded new work and parts. We wish there were an easy way to tell the good ones from the bad ones.*



LATITUDE / RICHARD

**Battery banks, and what charges them, are just a few of the expensive systems on boats.**



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## LETTERS

*More is often less when it comes to diesel mechanics. Hughes, our engine guy in the Caribbean, charges \$150/hour "because I'm good and I'm fast." We've never regretted a dollar we've spent with him because he really is good and fast, and in the long run, it's been much less expensive to pay him \$150/hour to get something done quickly and correctly than to pay a slow-moving, poor mechanic \$100 an/hour to get everything wrong. Good mechanics are usually hard to come by because they're in such demand.*

*On the other hand, we know of people who have gotten good diesel rebuilds in places like St. Martin and El Salvador for less than our friend Hughes would charge for a day's work. Once again, we wish there were an easy way to tell the good mechanics from the ones who aren't so good.*

*Refrigeration and watermakers are two other expensive boat systems that need to be checked carefully for age and condition before making an offer on a boat. If you have a problem with either, one difficulty is that the first response of some dealers to any problem is to recommend replacing the entire system. This is particularly true in the Caribbean, where there are lots of big yachts owned by people for whom money is no object, and to whom time is more important than money. The number of boat systems needing just minor repairs that get replaced in the Caribbean is shocking. If you're cruising, we suggest you try to find experienced service people who are into repairing as much as they are into replacing.*

*As all veteran cruisers will tell you, the only way to be able to cruise affordably is to become a passable diesel mechanic, electrician, watermaker and refrigeration guy, rigger, and boatyard worker. That and stay on top of maintenance. That's why farmers, who have to be self-reliant jacks-of-all-trades tend to make such good cruisers. And why those retired from white-collar professions tend to have a more expensive time.*

*How to avoid another nightmare? We suggest you take seminars on subjects such as boat diesels, boat electronics, and refrigeration and watermaker systems. They tend to be available in the fall just before the start of the new cruising season. Better yet, after taking each seminar, pay an expert in each field to spend an hour or two with you going over each system on your boat, as things tend to be different on every boat.*

*Second, develop friendships, in person or online, with sailors who have the same boat, engine, and systems that you do.*



WEBB LOGG

*If you have a problem with something, rest assured that someone else has had it before you. Go to school on their experience.*

**Your pro skipper couldn't enter Government Cut at Miami without running aground?**

*Your professional captain ran aground in Miami (Government) Cut? That's almost as bad as not being able to sail beneath the Golden Gate Bridge*

*without hitting the north shore or the South Tower. If anybody wants yet a further example that a Coast Guard license is no guarantee of competence, there you have it.*

### ↑↓ A MORE UP-TO-DATE PNW READING LIST

Jim Myers' July letter, 'Cruising the San Juan and Gulf Islands', reflects the joy and fun that I've had chartering in the Pacific Northwest. He's right about the indispensability of the *Canadian Current Atlas* and the annual *Washburn's*



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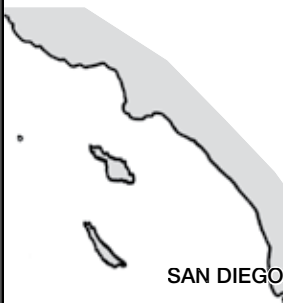
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SAN DIEGO

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## LETTERS

*Tables*. While both of the *Gunkholing* books he recommends make for lively reading, they're dated. Bay Area sailors planning their own trips into the San Juan Islands can get better advice from three more recent books:

Migael Scherer's *A Cruising Guide to Puget Sound and the San Juan Islands* (Second Edition, 2004) delivers reliable

COURTESY PETER DETWILER



*The Kanaka Public Wharf in Ganges, BC.*

advice about anchorages, rating them for both 'Beauty/Interest' and 'Protection'. In our charter trip this May and June, we found that the 'Protection' ratings for anchorages were certainly prudent, and maybe even a tad conservative for summer

weather. But I trust her local knowledge.

The new *San Juan Islands, A Boater's Guidebook* (2013) by Shawn Breeding & Heather Bansmer is a valuable tool because of its chartlets and fine photos. Going into Watmough Bay (Lopez Island) for the first time was easier because of the advance knowledge provided by the book. You may know these authors because they've also written guides to the Sea of Cortez and Mexico's Pacific Coast. During the summer, they are the caretakers on Vendovi Island and really know the San Juans.

Finally, no mariner should be without the current edition of *Waggoner Cruising Guide*, which has annually updated information on telephone numbers and marina conditions, and sketches of anchorages. The 2014 version is the 21st edition. Mark Bunzel, *Waggoner's* new editor/publisher, generously answered my questions by email when I was planning our trip, and helped me decide where to moor in Ganges Harbour (Saltspring Island).

In May-June, four old friends and I, all from the Class of 1971 at St. Mary's College in Moraga, chartered a four-cabin Jeanneau 45 for 10 days out of Bellingham. Yes, we all turned 65 this year, and yes, it was a 'guy trip'. We chartered from Roger Van Dyken's San Juan Sailing, and I've found it

COURTESY PETER DETWILER



*The happy crew heading out on the town in Friday Harbor.*

gets better every time we charter from the company. This was my third charter with SJS since 1997, and my sixth charter trip in the Pacific Northwest.

SJS delivered a clean, well-equipped boat, treated us with professional kindness, and made sure we were safe. SJS is the first chartering company I

know that insists on having someone other than the skipper-of-record, which was me, be designated as the 'Navigation/Safety Officer'. Navigation and safety are always the skipper's final responsibility, but having another crewmember paying close attention to our courses and positions gave me more time to run the boat and enhanced the overall experience. Do you know if other charter companies follow that practice? It's an innovation that I applaud!

Peter Detwiler  
Sacramento





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## LETTERS

Peter — We suspected Myers' book list might have been a little dated.

### ↑↓ WE ARE FEDERAL CRIMINALS IN MEXICO

We're itching to sign up for, and go south with, the Baja Ha-Ha this fall, but have a concern. Ours was one of the boats that was impounded by AGACE at the Marina Coral in Ensenada last year and early this year because they claimed their agents couldn't find the hull number on our new Beneteau. Yeah, right! They dicked us around so long that we finally just left.

Once we were safely back in the States, we got a letter from Tere Grossman of San Carlos telling us that we were now federal criminals in Mexico!

What does *Latitude* think? Would we be nuts to risk going to Mexico again? Our goal is to sail all the way down to Panama, then to the Med. The Ha-Ha looks like a great way to get started and make lots of friends, but we're thinking of trucking our boat to Florida as a really boring alternative to possibly losing our boat if we go to Mexico. Considering we're federal criminals according to Tere Grossman, who as far as we know is not an agent of the federal government, what would you suggest? Where do Ha-Ha boats clear into Mexico?

Name Withheld by Request  
Planet Earth

NWBR — You have our sympathy because you don't deserve to be in this predicament. Mexico's AGACE division of SAT, their IRS, screwed up badly last November when they impounded hundreds of foreign boats, not because of anything the boatowners had done wrong, but because AGACE agents were ignorant and their procedures were terribly flawed. While we wouldn't have recommended your fleeing Mexico knowing that you might want to return someday, we nonetheless understand why you did.

Tere Grossman is not an agent of the Mexican government, but rather a marina owner who has been the president of the Mexican Marina Owners Association for almost its entire existence. Take our word for it, she has done more for foreign boatowners in Mexico, even ones that have never stayed in a marina, than anyone could imagine. And despite various maladies, she has never worked so long and hard as on behalf of foreign boatowners since this fiasco started in late November. Tere has flown to Mexico City countless times, spent many hours speaking with officials at the highest levels of government trying to get them to understand the mistakes they were making and how to correct them, and despite considerable risk of having the Mexican IRS make her marina business a nightmare, had the guts to criticize them in the most-read newspapers in Mexico.

Our advice is to contact Tere, explain your situation to her, and do whatever she says. It doesn't make any difference that you don't stay in her marina, or that you did what you did, she'll see what she can do to help. If she can't help, she'll tell you the truth. We wish you the best of luck, and hope to see you in the Ha-Ha.

Everyone considering sailing south this fall needs to read this month's Sightings summary of the new rules for foreign boats coming to Mexico. The new Temporary Import Permits will inherently eliminate almost all of the problems that occurred last year. And as you'll see, almost all of the paperwork can be completed online prior to sailing across the border. Things are looking great for cruising in Mexico again.

### ↑↓ WHAT CAN WE EXPECT FROM EL NIÑO?

Would it be possible for *Latitude 38* to publish an article



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## LETTERS

about how an El Niño, which is predicted for this year, will affect the cruisers heading south this fall? I'm signed up for the Ha-Ha and plan to continue on to South America. I'm very curious to know what we should expect for weather this fall and winter.

Mike Bradford  
Pelagic, Hallberg-Rassy 42  
Portland, OR

*Mike — As El Niño weather specifically affects sailors heading south, you can expect warmer weather in southern Alaska and western Canada, drier weather in the Pacific Northwest, cooler and wetter weather in southern California, and more runoff in northern Mexico.*

*That said, it's our opinion that the weather guys really don't have much of a handle on things when it comes to forecasting things like El Niños and hurricanes and their effects, and that it sometimes leads them to jump to unjustified conclusions and/or try to make the data fit their theories. Case in point: The National Hurricane Center's dismal — laughable, really — history of forecasting the severity of hurricane seasons. And that's even after mid-season 'updates'.*

*A second case in point is that there is only a mild correlation between what have been called strong El Niño years and what is supposed to be El Niño-type weather. In fact, there have been strong El Niño years with normal weather and weak El Niño years where there turned out to be strong El Niño-type weather.*

*Third case in point: Meteorologists who only weeks ago were calling for a strong El Niño year because water temps in a region of the South Pacific were four degrees warmer than normal are backpedaling as fast as they can because now the water temperature in that region is only one degree higher than normal. If that water temperature continues to drop, we suppose they'll be calling for a La Niña winter.*

*We've sailed to Mexico during the same late-October-to-early-November time frame well over 20 times in the last 30 years, and, during that time, there have been five years of moderate El Niños, three years of strong El Niños, two years of moderate La Niñas, and three years of strong La Niñas. As far as we could tell, it didn't matter whether it was an El Niño, a La Niña or neither; the weather conditions were always the same. The exception was the winter of 1982-1983, a strong El Niño year in which storms wracked Southern California's coast and tore up piers, and which also was the year of the 'Cabo Storm' of December 1982. The storm in Cabo actually wasn't that long; it just caught everyone on a rare lee shore by surprise, and threw nearly 30 boats onto the beach.*

*We're not being critical of meteorologists in the sense that we believe they are incompetent; we just think they and their models are trying to make sense of way too many variables. What bothers us is that they sometimes think more highly of their forecasts than it seems they should. We're not the only ones who think this way, as Canadian weather forecasters have long criticized U.S. forecasters for what they believe has been somewhat irresponsible hurricane forecasting.*

*In our opinion, the greatest weather threats to small-boat sailors in Mexico are the rare and short-lived but often very nasty weather cells that seemingly appear out of nowhere. Zihua, for example, got hit about 10 years ago by a 75-knot cell that drove several boats ashore. And just a few years ago Banderas Bay got hit by winds to 80 knots for half an hour or so. As we recall, both times were in February.*

### ↑↓ **WHEN GOING AGROUND ONCE ISN'T QUITE ENOUGH**

I was telling a story about my woeful love life while tacking





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## LETTERS

up Raccoon Strait on July 5. On port tack, and about to flop over just off Tiburon's Keil Cove, we came to a sudden stop. We were aground, and the wind was pushing us farther toward shore. We quickly furled the jib and dropped the main, and I put the motor — an electric drive — into reverse. We didn't budge, so I dropped the anchor.

I was more embarrassed than worried, because the flood was just starting and thus we'd soon be lifted off. But there



NOAA  
*It's quite easy to run aground in Keil Cove, opposite Angel Island's Ayala Cove.*

was a singlehander on a Santana 22 to leeward of us, so I shouted that we were aground.

He furled his jib, started his outboard, jibed, and came by our lee. I handed him my bow anchor and he dropped it in deeper water about 120 feet away. I soon pulled in on the rode and slowly kedged us off. The only damage was to my pride.

I wanted to thank the Santana 22 sailor for his assistance, and figured a letter to *Latitude* was probably the most effective method to reach him.

July 5 was the second time I'd gone aground with a lady crewing for me. The previous time was when we were returning to Richmond Harbor and I strayed about 10 feet outside the #10 channel buoy. That time I was able to get the woman to hang out on the boom a little, heeling the boat enough so we could sail out of the mud.

After more than 50 years of sailing, you might think that I would know better than running aground. I guess I could blame it on the fact that the boats I was on didn't have depth sounders. But the real cause was my not paying enough attention to our position while telling a story.

Sailing is like the legal profession. No matter how many years I practice, I still don't always get it right. But I love it!

David Hammer

Tradewinds Sailing Club

*David — A lawyer who thinks people, including himself, should take responsibility for their own mistakes? We've never heard of such a thing.*

*We've run aground at Keil Cove so many times that the Bay Conservation & Development Commission made us apply for a dredging permit.*

### ↑↓ GOODWILL CAPSIZED? THAT SEEMS UNLIKELY

I'm trying to find any and all information you or your readers might have about the 161-ft schooner *Goodwill*, which capsized off the coast of Baja in 1969. My husband Tom, having worked and crewed aboard *Goodwill* during the summer of 1968, had been slated to crew on her fateful Baja Bash. Thanks to fate, he didn't go.

Glenda Bilich  
Alhambra

*Glenda — There is really not much known about the exact circumstances of the loss of Goodwill, as all seven crewmembers, plus owner Ralph Larrabee, were lost in probably the worst single yachting disaster ever on the West Coast.*

*As the great schooner was lost on Sacramento Reef, 180 miles south of the border, it can only be presumed that someone made a navigational error and the boat was driven up*



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# LETTERS

onto the reef. Boats doing the Baja Bash commonly cross from Cedros Island to the Baja Peninsula, nearing land around Sacramento Reef. The area is often subject to fog and always subject to strong current. Many boats seek the relief of a counter-current 'on the beach', which in the days before GPS made them vulnerable due to not really knowing where they were.

A wife of one of the crew reported Goodwill overdue, so the Coast Guard sent out a plane. The Coasties found the hull of



COURTESY GOODWILL

the great schooner on the notorious reef with her masts still above water. There was no sign of the owner or any of the crew. It was a good thing that Goodwill was on a delivery instead of racing, because when she was first-to-finish in the 1953 and 1959 Transpacs, she had a crew of 47 — including

**The great schooner 'Goodwill' and all hands were lost on Sacramento Reef, presumably because of a navigation error.**

30 sailors, a cook, and wouldn't this be great, seven stewards!

Goodwill was built in 1922 by Bethlehem Shipbuilding, a subsidiary of Bethlehem Steel, then the second largest steel company in the United States. She was commissioned by the Spaulding Sporting Goods family. Goodwill was requisitioned by the Navy for World War II. Following the war, Larrabee bought her at auction for a mere \$35,000. He then poured a fortune — a fortune at the time being half a million dollars — into restoring her.

It was Olympic sailing-medal winner Donald Douglas, son of the founder of Douglas Aircraft, and later the aircraft company's president, who encouraged Larrabee to enter Goodwill in the Transpac. Douglas, who served as sailing master on Goodwill in the 1959 Transpac, came up with two key elements in transforming the luxury yacht into something of a racer. The first was to have Douglas Aircraft build two 72-ft-long (!) spinnaker poles. But how could mere humans get the poles off the mast under load in an emergency? Douglas, a mechanical engineering graduate of Stanford and an aeronautical engineering graduate of Curtiss-Wright Technical Institute, came up with a brilliant solution. He created spinnaker pole ends that could be disengaged from the mast with the help of explosive bolts, such as those used on ejection seats on Douglas Aircraft fighter jets.

As many of the little nippers who crewed on Goodwill are still in their 60s or 70s, maybe they'll have more information to share.

## ↑↓ USE CARE WHEN SHIPPING TO MEXICO

I'm writing in reference to the July letter and editorial response about shipping stuff from the States to Mexico. If you're going to purchase parts from a U.S. distributor and send them directly to Mexico, use a distributor that includes the cost of the parts in the bill of lading taped onto the side of the box. Defender Industries is one company that does this, while Fisheries Supply does not. The reason is that the duty on what's being shipped will be far less if Mexican customs has a bill stating the actual cost of the items on which to base their calculations. If they don't have it, their guesstimate will be outrageously high.

Mark Novak  
Betty Jane, Hans Christian 43  
Santa Cruz

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## LETTERS

Readers — Most Mexican customs offices now have computers and the Internet. If there is no bill of lading with the price of the stuff being shipped, or if they don't believe the value you put on the items, they'll look it up on Google. They don't like to be lied to.

You can also run into a problem if they think the stuff being shipped is for "commercial purposes." That's what happened to us when our importer tried to take some eight-inch-diameter aluminum tubes across the border for us. "This is commercial," the customs official told our guy, "so you can't bring it across the border without the tax identification number of the manufacturer and a NAFTA certificate."

It would have been easy to get the tax identification number, but the manufacturer didn't know anything about NAFTA certificates. Our solution is that we'll take the columns to Mexico aboard Profligate during this fall's Ha-Ha.

### ↑↓ THE SINGLE WORST EXPERIENCE OF MY LIFE

So *Latitude* wants to hear about readers' best and worst Baja Bashes? My worst Baja Bash was in the early 1990s when my girlfriend and I sailed *Tangent*, our 50-ft heavy-displacement monohull, from Cabo to San Francisco. It was my first trip up the coast and to this day remains the single worst experience of my life.

We had horrible weather the entire trip, most of it on the nose. The worst was one night when we were hit by 15-ft waves off Mag Bay. The boat would slowly climb up the face of an oncoming wave, slide down the back of the wave, then bury her bow in the next wave. Green water would cover the entire deck, and the boat would come to a shuddering halt. Each time we hit a wave, our diesel engine would get us moving forward again, and we'd start up the next wave, only to repeat the whole miserable process again. This went on for 12 hours.

When daybreak came, we took sightings and realized that we hadn't made any progress at all, so we returned to Mag Bay. We waited for five more cold and miserable days before venturing out again. The rest of the trip wasn't much better, as we were cold, exhausted, and sleep-deprived, which contributed to our not getting along. I think the only reason we didn't fight more was that the thought of singlehanded the boat home was even worse.

My best Baja Bash was in 2008 with our R&C Leopard 45-ft catamaran *Triton*. We'd been delayed in Cabo waiting for new shaft seals, and I was a bit nervous because I'd just booted my two crewmembers off the boat. If they weren't partying, they seemed to be hung over and useless. I was scrambling to find a couple of new vict . . . I mean *crew*, and at the last minute was fortunate enough to be able to convince two good friends to join me.

Our trip up coincided with a massive low that swept across the Pacific and slammed into San Francisco. It provided us with tailwinds and very forgiving seas. We motorsailed at 10 knots much of the way, and reached San Diego in good time, none the worse for wear, despite the chilly, overcast skies.

Either way, I hope never to have to do the trip on my own boat again. As they say, "Gentlemen don't sail to weather; they pay others to do it for them."

Robb Kane  
*Triton*, Leopard 45  
Emeryville

Readers — The difference between the late 1990s and 2008, and even more so now, is the quality of weather forecasts and the ability to get them. The forecasts may not be perfect, but



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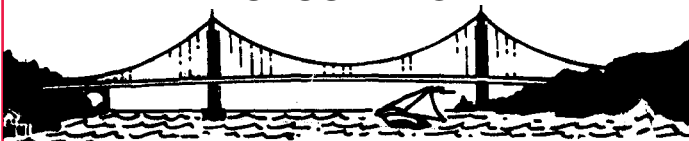
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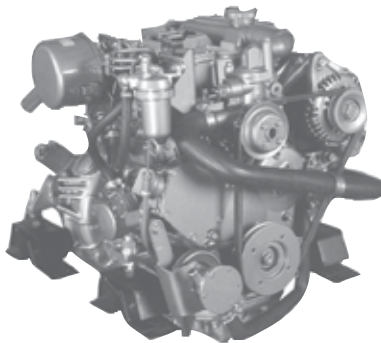
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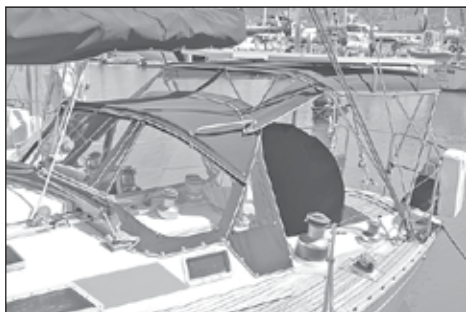
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## LETTERS

*you can get a pretty good idea if it's likely to blow over 20 knots and for how long. In the 'old days', you took off and had no idea what you were likely to run into.*

### ↑↓ WE SNUCK OUT OF THE CLOSED PORT OF ENSENADA

I'm not sure if *Latitude* recalls Tom Christensen, owner of the Morgan Out Island 41 *Julia Morgan*. He was determined to do the 2008 Ha-Ha, despite the fact that he was dying of prostate cancer. Only a broken ankle kept him from participating.

I skippered *Julia Morgan* in the 2009 Ha-Ha, and we were one of the few boats that didn't put into San Quintin when a little heavy weather was forecast. It takes a bit of wind to get an Out Island 41 moving.

After spending six weeks in the Sea of Cortez, we started to Bash back north in late December. To my amazement, the wind swung around to the southwest shortly after we rounded Cabo Falso, giving us a spinnaker run all the way to Turtle Bay. The weather was bad just past Turtle Bay, so we turned back and waited out a storm for two days.

We resumed our Bash in light northwest winds and modest swells all the way to Ensenada — where, upon checking in, we found the port was closed due to the damage caused by a storm that had come through the day before. Several docks had been damaged and several boats driven ashore.

I checked Passage Weather at the local Internet cafe and saw that there were three storms lined up to hit Ensenada, the first to hit in 16 hours. Not wanting to be stranded, we snuck out of the closed port at 0400 and motored through fog and no wind. It wasn't until an hour out of San Diego that the leading edge of the first storm raised some chop, which followed us to the Customs Dock. Once cleared, we anchored out at the San Diego YC.

Our Bash took us 18 days, including the two days we holed up in Turtle Bay, but we managed to avoid all bad weather. Tom died aboard his beloved *Julia Morgan* on March 5, 2011, three years after doctors had given him just one year to live.

Stuart Polzin

*Miss Adventure* 2013 Ha-Ha

*Julia Morgan* 2009 Ha-Ha

*Cat's Meow* 2008 Ha-Ha

*Argonaut* 2007 Ha-Ha

*Black Watch* 2006 Ha-Ha

*Stuart — We're confused. If you were holed up in Turtle Bay for two days and spent a day in Ensenada, it seems that we can deduce you had 15 days of decent weather to cover 750 miles. That doesn't sound right.*

*By the way, the 2009 Ha-Ha roll call records show that only about half the Ha-Ha boats decided to spend a night at San Quintin. While that might have been the windiest leg in the 20-year history of the Ha-Ha, most boats reported maximum winds of less than 30 knots, which isn't that much at all when you're sailing downwind.*

### ↑↓ WE WEREN'T GOING TO BEAT OURSELVES UP

Our only Bash was in February 2007 with our Roberts 44 *Valkyrie*, and we had the benefit of being able to wait for a good weather window before leaving Cabo. Even so, we were surprised to see 25 knots on the nose heading toward Cabo Falso — although there was no swell and only very small wind waves. As often happens, a few hours later, the wind was much lighter and by evening it was calm. We kept 'one foot on the beach' all the way to Punta Tosca in order to take advantage of the northerly countercurrent. By the second night the sea





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## LETTERS

was like a mirror.

We had a very smooth motorsail until the wind started to pick up a bit a few hours south of Turtle Bay, which is about halfway between Cabo and San Diego. It was a bit bumpy farther north past Cedros Island until a few hours south of Sacramento Reef. Falling off 20 degrees to starboard for a better angle to the waves more than doubled our speed over the ground and gave us a more comfortable ride. As we neared land, we were able to pick up a nice lift and never did have to tack to clear Sacramento Reef.

The rest of our voyage to San Diego was smooth and uneventful. Well, uneventful if you don't count the humpback whale breaching within a few feet of our boat. I was below when I heard the person on watch scream. I looked up and could only see water flying everywhere on our port bow. I popped up into the cockpit to see the whale's flukes about 30 feet behind our boat as the monster sounded. The flukes were wider than our boat's nearly 13-ft beam. My first thought was, "I'm so glad I built a steel boat!" This was immediately followed by, "If she had landed on us, it would have really messed up the railings!" And lastly, "The whale could have been really hurt." Fortunately, none of those things transpired.

We were boarded by the Mexican navy south of the Coronado Islands. They were pleasant and courteous, and even allowed us to continue motoring north during the hour-long boarding.

When we left Cabo, it had been with the attitude that if it took us a month to get to San Diego, so be it. If it ever got rough, we'd just tuck into wherever until the weather got better. We were not going to beat up ourselves or our boat. By waiting a bit we had a very easy time of it, arriving at the Customs Docks 125 hours, or 5¼ days, after leaving Cabo.

David Eberhard  
Valkyrie, Roberts 44  
San Diego, formerly of Stockton

Dave — Good attitude. Smart one, too.

### ↑↓ A WELL-DESERVED REPUTATION

I completed the Bash aboard my Island Packet 475 A *Good Day* in late June and can report that it was really only 'Bashy' for about 12 hours. We departed San Jose del Cabo



COURTESY GALE PLUMMER

*If anyone thinks powerboats are immune to getting Bashed, check out this photo of the N50 'Worknot'.*

on the afternoon of June 21, inquired about weather conditions from the folks at the Cabo San Lucas fuel dock and, based on that, decided to go for it. We had good conditions until past Bahia Santa Maria, then about 12 hours of discomfort before stopping at Turtle Bay. We checked the forecast while on the

hook. It looked really good, so we took off again at 3 a.m. We arrived at Marina Coral in Ensenada 46 hours later on June 27, meaning it took us six days from Cabo to Ensenada, the latter being 55 miles south of San Diego. The Bash wasn't so bad after all!

Charlie McCullough  
A Good Day, Island Packet 475  
San Francisco

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## LETTERS

*Charlie — We don't want to chide you, but just because your Bash wasn't so bad doesn't mean the Bash's reputation isn't deserved. Once it starts blowing much over 17 knots, people quickly understand why it has the reputation it does. And it blows over 17 knots a lot of the time, with resulting short, steep seas.*

### ↑↓ **ONE OF THE LUCKY ONES**

Our 2010 Bash, which was the nearly 1,000 miles from La Cruz to Puerto Salina just above Ensenada, was hardly a Bash at all. The 36 hours prior to arriving at Turtle Bay could be described as a 'Bash', but the rest was on practically flat seas with dry decks.

Dave Benjamin  
*Exit Strategy*, Amel Maramu  
Alameda

*Dave — As we asked following our rather pleasant trip up from Cabo, is it really a Bash if you don't have a day or two of wind over 17 knots? We don't think so.*

### ↑↓ **MY WORST DAY SAILING WASN'T ON A BASH**

A few of my friends and I are die-hard sailors. If we make sailing plans, we go no matter the weather. "The rougher the better!" is our creed.

A few years ago there was one of those blustery mornings. I awoke prior to sun-up in order to catch the favorable tides and currents, put on my foul weather gear, kissed my wife goodbye, and quietly left to meet my friends at the boat. When I got to the dock, the weather was kicking up big-time. Normally we go regardless of the weather, but this morning there were flashes of lightning in the far distance adding to the wind and the rain. After some discussion, we all agreed to take the unusual step of aborting the trip.

When I got home the sun was just on the horizon. My wife was still in bed, so I quietly took off my wet foulies, put them in the bathtub, climbed into bed, and spooned up to her. Without opening her eyes, she snuggled back into me with an approving moan.

"Man, it's really storming out there!" I whispered.

"I know," replied my wife. "Can you believe my stupid husband is out there sailing in it?"

My worst day of sailing and the boat never left the dock.

John Mullany  
*Megalina*, Beneteau 31  
Pt. Richmond

*Readers — You have to love the Irish, because if the joke is funny, they don't mind if it's on themselves.*

### ↑↓ **TAKE ADVANTAGE OF GOOD WEATHER WINDOWS**

We want to congratulate the Wanderer and Doña de Mallorca on hitting such a great Baja Bash window in early July, allowing them to make it from Cabo to San Diego in 3½ days. Let us know your secret for finding such windows.

While I have never been able to get Carole to crawl into the engine compartment, as the Wanderer got de Mallorca to do when coming into the Customs Dock in San Diego to manually work the throttle and gear shift, I once successfully sailed to the Customs Dock with a bad engine. I did have five guys aboard to help snub and stop our boat, something I'm not sure could have been done with *Profligate*.

Pat MacIntosh  
*Encore*, Cheoy Lee 35  
Carmichael



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## LETTERS

Pat — We don't have any 'secrets' for finding good Bash windows, except perhaps the fact that we don't come north until at least late June. We think there are more windows later in the year, at which time the air and water temps tend to be significantly warmer along



**If you hit Falso at just the right time, as 'Prof-ligate' did this year, you round in 18 knots out of the south in 85-degree temperatures.**

Baja than they are in March or April. When the weather is good, we go hard for as long as it's good. If it's bad, we stop. What's 'bad'? As Wayne Hendryx of the Brisbane-based Hughes 45 Capricorn Cat said in last month's Cruise Notes, if the wind blows much over 17 knots for very long, it

becomes Slam City. While it's possible to continue, you can only proceed at a few knots, and the unnecessary abuse to the crew and boat rarely makes it worthwhile.

De Mallorca loves the engine room. She does all the oil changes for the engine and transmissions, although she made us replace an impeller.

### ↑↓ A SAFE AND EASY WAY TO ROUST BEES

Depending on whether there is wind, I'm either a sailing beekeeper or a beekeeping sailor. In either case, I have a tip for cruisers who might be bothered by bees, as was the case with the Deerfoot 62 *Moonshadow* and others in the Sea of Cortez.

I suggest trying Fischer's Bee-Quick ([www.bee-quick.com](http://www.bee-quick.com)), a product that beekeepers — and bee rescuers — use to drive the critters out of places they aren't wanted. The label describes it as "a natural, non-toxic blend of oils and herbal extracts." Bee-Quick smells faintly like almonds, but most importantly it drives bees away quickly without killing them.

Bee-Quick comes in an 8-oz plastic spray bottle, which would last a cruiser forever. A slight whiff is all it takes to roust bees, as their antennae are much more sensitive than even dogs' noses. So I suggest splitting the bottle into several smaller spray bottles — old hairspray bottles that emit a fine mist work great — and sharing it with buddy-boaters.

Dick Barnes  
 Newsboy, Catalina 28  
 Alamitos Bay, Long Beach

Dick — Thanks for the tip. The 8-oz bottle sells for \$14.50 and gets good reviews. For those who are seriously allergic to bees, head-to-toe protective suits sell for about \$70. We've had bee problems both just outside La Paz and at Tenacatita Bay. Anybody had similar problems on their boat in California?

The thing we'd really like to see is the folks at Fischer, who make Bee-Quick, getting to work on a similar spray version for whales. Whale-Be-Gone would be a big seller.

### ↑↓ A HEARTY WELCOME FROM OCEANSIDE YC

Not to quibble, but there were several errors in the July 14 *Lectronic* updating the current paid entries for this fall's Ha-Ha. First of all, I counted eight, not just seven, Catalina 42s signed up for the Ha-Ha.

Secondly, there are more boats doing their third Ha-Ha than the Grand Poobah remembers, as he neglected to

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## LETTERS

mention my Catalina 42 *Serenity*. I did the 2005 and 2007 Ha-Ha's. Following the 'economic downturn', aka financial debacle of 2008, I'm finally healed sufficiently, in the sense of Sterling Hayden of the great schooner *Wanderer*, to get back out there with open-ended plans. I'll have a hardy crew of four with me for the trip to Cabo this year. After that, I'm on my own — unless a fair first mate appears between now and then.

I'd like to remind everyone that the Oceanside YC will be holding its annual Baja Bound Cruisers' Rendezvous Weekend October 17-19. The club will have a Mexican buffet, Pacificos, margaritas, and fun! Various folks will be sharing their past Ha-Ha photos and stories as well. If there is sufficient interest, we'll even have a small class on offshore cruising safety and/or other educational opportunities.

We've done away with the 'Preferred Docking' at the club, so it's first-come first-serve guest docking. We usually have a nice raft-up of cruisers on our 70-ft end-tie, and if we have member slips open, I'll put visiting cruisers in them, too. These berths



DAVID ALBERT

are free on a reciprocal yacht club basis. The Oceanside Harbor Office also has transient slips available for reservation at only \$.80/ft/night. That's the 'winter rate' that will have gone into effect just two weeks before.

I've enclosed a few photos that can be used to accompany my letter — although I doubt you'll publish the one of *Profligate*, the Ha-Ha mothership, waiting to escape the Oceanside Harbor during a rare close-out day. We haven't seen anything like that since. In fact, a massive dredging of the entrance was finished last month, so it's safe to come to Oceanside.

David Albert  
*Serenity*, Catalina 42  
Oceanside

Readers — The comments on the then-current 87 paid entries were based on the Poobah's scanning the list for a few minutes and on his sometimes-defective memory. It wasn't meant to be definitive. By the way, if the Oceanside YC wants to add a video feature to its Rendezvous, you might contact Kurt Roll for a copy of his drone-aided video of last year's Ha-Ha.

We have no problem with publishing the photo of our waiting to leave the closed-out Oceanside Harbor. Indeed, we had no problem with video of our leaving the harbor making the nightly news in San Diego, something we were surprised to see when we arrived at Catalina.

### ↑↓ "HELP MY DAD LIVE HIS DREAM"

My father's 80th birthday is coming this year, and it's always been a dream of his to be part of a sailing crew. He would like to sail on a 50+ ft boat on a nonstop voyage of 7-14 days. Originally, he specifically wanted to sail from California to Hawaii, but that's just an example and he would love to sail anywhere.

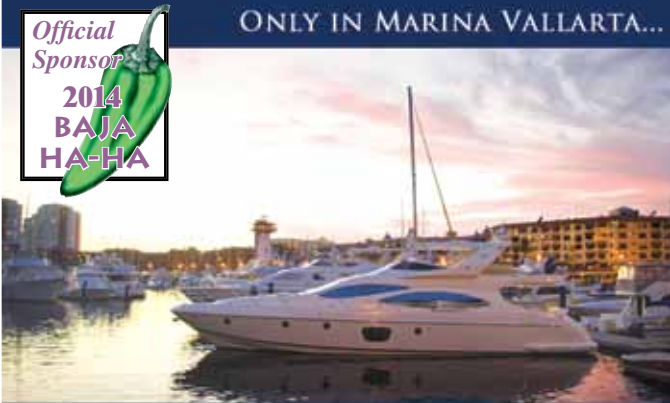
My family would be willing to pay well for shared basic expenses. We are on the East Coast, but we are willing to fly

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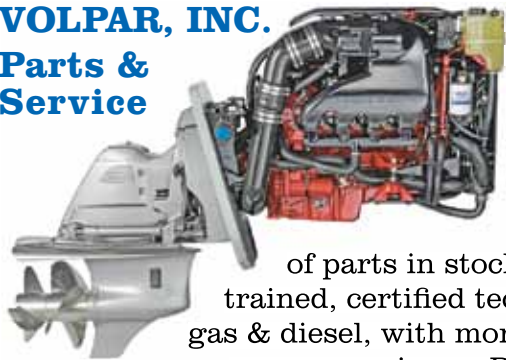
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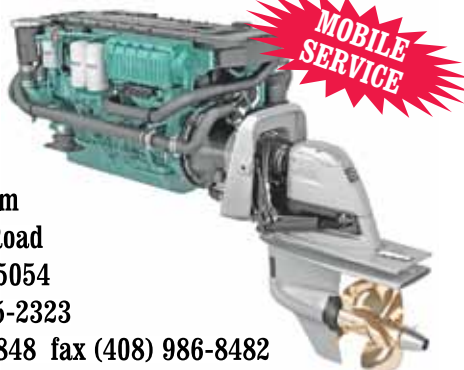
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# LETTERS

out anywhere.

My father is mentally alert and very responsible. He understands the basics of sailing, and he did some as a child. He is in good shape for his age, and capable of doing the normal crew responsibilities. There are some limitations, however, as he probably wouldn't want to climb a mast. But he would enjoy night shifts.

An army veteran, he's owned and operated a ranch and a travel agency, and has a pilot's license. He has a good character and a good sense of humor, and is very easy to get along with.

If someone had room on their boat, I would accompany him. I'm 39. I know very little about sailing, but am a quick learner and would come prepared.

If anyone has any suggestions or offers, I would like to hear about them.

TJ Thye  
[tjthye@gmail.com](mailto:tjthye@gmail.com)

*TJ — A West Coast-to-Hawaii sail would fit the bill, but the first couple of days are often very hard on even experienced crew, let alone an 80-year-old who hasn't been to sea before.*

*A passage from the West Coast to French Polynesia takes three to four weeks, and would be longer than you want.*

*The Baja Ha-Ha is a possibility, and over the years we've had a number of participants in their 80s. In fact, last year there was an 85-year-old female crewmember on one of the boats who, we're told, did most of the provisioning and cooked most of the meals! While the Ha-Ha is downwind and almost always sailed in moderate conditions, it's not nonstop, as it's broken up into passages of about three days, about two days, and about 36 hours.*

*We would not recommend passages from the East Coast to anywhere, as they are either A) too long, as would be the case to Europe, or B) too rough and fraught with the potential of late-season hurricanes or early-season Northers, as would be the case sailing to the Caribbean.*

*Probably the best bet would be trying to find someone sailing downwind from the Eastern Caribbean to Florida, although almost nobody does it nonstop because there are so many great places to stop.*

*Before going too far down this path, we suggest you take your father on a daysail in moderately strong conditions — say 25-knot winds and 10-ft seas — to give him an idea of what he's likely to encounter. He really needs to know what he might be getting into.*

## ↑↓ THE PHASE OUT OF GATO DE CORTEZ

In February of this year our Moorings 4300 *Gato de Cortez* finally arrived at her new home on San Francisco Bay. It had been 2,792 days since she entered service in The Moorings fleet in La Paz, and 237 days after she'd come out of service with The Moorings. A very long time.

As there are many boats coming out of service with The Moorings and Sunsail, we thought it would be useful to share our experience. First, a little history. *Gato* entered Moorings service on July 1, 2006. She was kept in charter service for seven years, an unusually long time for a Moorings boat, and a pleasant extension to the contract we had with them. In brief, we greatly enjoyed our relationship with The Moorings, and in terms of benefits described in the contract, they honored them to the letter.

But here comes the first caveat. We assumed our boat was being maintained according to the strenuous maintenance program outlined in the Phase Out Manual. It was not. In



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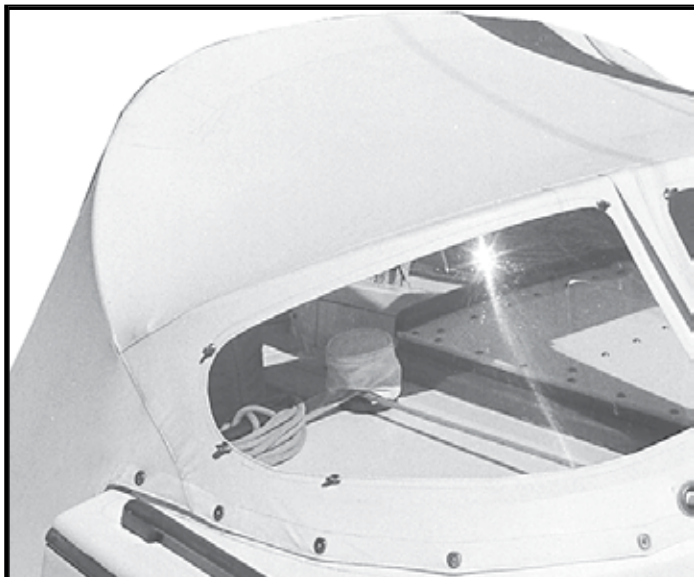


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## LETTERS

fact, there was no master file, let alone formalized records, kept on her. If we did another Moorings/Sunsail (they are both owned by TUI) yacht management term, we would ask to see periodic maintenance records to make sure our investment was being properly cared for. This is guaranteed in the contract and should not be an issue.

In terms of the phase out, the most important document is the Phase Out Manual. We should have gotten a copy of it at the start of the contract, but we didn't know such a manual existed. This manual is the bible of the phase out and is extremely comprehensive. Ultimately, it's your guarantee of a successful experience. During our difficult phase out, we only used this as a reference, and found that when we quoted page and paragraph of the manual. The Moorings Tampa made good on almost everything in it. La Paz, the base our boat had been in, which is now closed, never used it. Frankly, there is no evidence they used any of the required Moorings procedures or paperwork.

One of the aspects of owning a Moorings/Sunsail boat is that you might never sail on her or even see her. We sailed and saw our boat maybe eight times during the time she was under contract, and were aware of some of the mishaps that befell her. When we went out on her in the beginning, we would submit a detailed 'squawk list' at the end of our trip, thinking the base cared. These lists were never acted on so, among other things, the starboard engine vibration, the big red arrow at 2000 rpm, and various other reported damages went unrepaired. It was the tender line getting wrapped around a prop shaft, a Moorings captain told us, that caused the engine mounts to break.

Flash forward to the end of the contract on June 30 of last year. At this point we hired Cecil Lange, a longtime boat-builder and surveyor, to inspect the boat during the haulout. Hiring him was by far the best move we made. During the haulout, he discovered serious hull damage, which is likely common to other Leopard catamarans. Suffice it to say that when we informed Moorings Tampa of this, they immediately agreed to all the repairs.

As soon as the boat was back in the water, The Moorings made their first attempt to have us sign off on the phase out. But by then we had created a list of over 50 other items that needed addressing. It's worth noting that during the entire process, Moorings La Paz never uncovered a single problem on their own. When we pointed them out, they repeatedly tried to get us to sign off before the work was done. Don't ever do that!

What should have happened is that at the end of the contract, using the Phase Out Manual and the maintenance records — non-existent in our case — the base would have done all the work on the amazingly detailed phase-out checklist. If this is done with integrity and diligence, there will be nothing wrong with your vessel and you should be able to sign on the dotted line to accept the boat. In our case, Cecil and I uncovered dozens of squawks, and then had to hire a rigging inspector, who uncovered rigging failures. During this process, we hired a mechanic to take the transmissions out. Everything was checked and rechecked because we knew The Moorings had done none of it.

That's the bad news, and it would be highly base-dependent. Now the good news. The Moorings Tampa agreed to repair almost every item we uncovered. Occasionally we had to cut and paste the relevant article from the Phase Out Manual, and very occasionally they refused to make repairs on the grounds it had been 'normal wear and tear'. Frankly, the items they refused to repair were minor and a matter of





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# LETTERS

opinion. Although I may have disagreed with them, I did not find them unreasonable.

Examples of the 'repairs': Replacing a brand new 180-Ah lead acid battery with a gel battery to match the other two gel batteries; a new gear box because of damage to the gear wheels (too small for me to notice but according to the expert very serious); a new VHF because the replacement for the original (which had vanished) was a less expensive and inferior brand; a new prop shaft, and so forth.

Would we buy another Moorings/Sunsail boat for their yacht management program? Absolutely, as the company means to abide by their contract to the letter. We had a fantastic time, were always paid on time, and received every benefit promised. Would I be way more vigilant during the life of the contract and very wary at the phase out? Absolutely.

That said, all our problems were due to what I consider bad and less-than-honorable management in La Paz. Is that The Moorings' fault? Yes. Did they fix the problem? Yes. They closed the base, which is really a shame, and when faced with the consequences of the base's actions, to a great degree stepped up to the plate and made it right.

I would recommend getting the following changes to the standard contract:

1) Access to the Yacht Master File during the life of the contract.

2) A compensation formula for the owner should the Phase Out take more than the predicted maximum of 90 days.

3) Some way of knowing if your vessel is taken out on unauthorized charters. Three independent witnesses told us this was done with our boat after the end of the contract.

After the Phase Out was complete, we had an excellent delivery skipper, Ainsley Harrison of Marsh Harbor, bring our boat to San Francisco. As with Cecil, we would recommend him to anyone.

Michael Brown  
Gato de Cortez, Moorings 4300 Cat  
Emeryville

Michael — It's no secret in the yacht management industry that some companies do a better job of maintenance and phase outs than others, and that some bases within the same company do much better jobs of maintenance and phase outs.

### ⇓ WHERE DO WE GET ONE OF THOSE?

The June 25 'Lectronic piece titled 'An Alternative to a Cat Haulout', was very interesting. It featured a photo of the



**We're not naval architects, but we don't see any problem with an inflated bag lifting the aft beam.**

However, I'm a structural engineer by profession and, although my design experience is more terrestrial than nautical, I don't think that a catamaran's bridgedeck is designed to

GREG DORLAND



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## LETTERS

support roughly half the loaded weight of the boat as shown in the photo. Typically, one wants to support a cat by the hulls where structural bulkheads are located. I worry that supporting the boat by the underside of the bridgedeck at the open cockpit would result in some overstressing or cracking. That said, the static loading condition of the gentle stern air lift is probably much lower than the dynamic impact forces — e.g. waves — for which the bridgedeck should be designed. So I may be thinking too conservatively, but before I go lifting my cat that way, I'd contact the builder to see if it's advisable to do so.

Steve Cox  
Intermezzo, Leopard 39  
Sonoma

Steve — About a year ago we had a discussion with Gino Morrelli of Morrelli & Melvin about the recommended way to prop up a catamaran with daggerboards — as opposed to keeleys — on the hard. Gino said the preferred way is to have the cat supported entirely by blocks beneath the main and aft beams. This is how we've had it done at the Napa Valley Marina and at the now-departed Channel Islands Boatyard. In fact, Profligate's entire 45,000 lbs was held up at the latter by two 18-inch-by-18-inch blocks under the forward beam and two 18-inch-by-18-inch blocks beneath the aft beam. It seemed a little sketchy to us, but she sat like that for a month with no damage, and Profligate is by no means the Westsail 32 of catamarans.

The problem with having composite catamarans resting on their hulls while out of the water is that sometimes the skins are so thin they get small cracks in the hull around the supports. Gino explained that the pressure of a supporting block on a hull is much greater than the pressure of the ocean supporting the hull, as the support of the latter is over a much greater area.

We would have no problem having our catamaran lifted by an air bag beneath our aft beam. In fact, we'd like to know where to get one.

### ↑↓LONG BEFORE 'SEX ON THE BEACH' WAS A COCKTAIL

With regard to sex while cruising, each of my wives and I always enjoyed all the sex we wanted, regardless of where we were — including up a sandy canyon on Cedros Island while waiting for a break in weather when doing a Baja Bash.

My wife Pauline and I were on our honeymoon when we sailed across to New Zealand. While tied up to a rough concrete dock in Tonga waiting for customs, I was forward fending off and she was in the cockpit talking to friends on the dock. She called out a question, but I ducked my head and did not reply. After the friends left, she came forward and asked me why I had refused to confirm that she was a good crew.

"Good crew?" I asked. "Honey, I thought you were asking me to confirm that you were a good screw!"

On another subject, after making a couple of shorthanded crossings using a sextant to navigate, then having SatNav — the precursor to GPS — then having GPS, has given me a broad perspective on navigation methods that not all sailors have. While SatNav fixes weren't instantaneous, they didn't require all the time needed to get three sights with the sextant and work them out. Time that could have been better utilized for other things — including sex.

In my experience, SatNav usually gave a decent fix every three to six hours. Recording the fixes and cross-checking them with dead reckoning provided adequate accuracy. It also required entries in the log book, which encouraged people to

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## LETTERS

write additional comments. As a result, when the trip was over we had wonderful written memories of our trip.

I used GPS, which gives near-instant accurate fixes, on my

last two cruises. Since GPS is so good and accurate, nobody bothered with dead reckoning entries in the logs. So at the end of the trip we had no written record. That was a shame.

At age 88, after a very pleasant 42 years of own-



**After more than 40 years and untold sea miles, Ernie Copp has sold 'Orient Star'.**

Offshore 50 *Orient Star*, I started looking for a suitable buyer. Some people wanted her but could not afford her. Some could afford her, but would not have made suitable owners. I finally found the perfect person to love and take care of my beloved boat — Tuckerman Esty, a shipwright from Seattle. We signed the papers yesterday and she will be moved to Seattle in September. Finding a satisfactory new owner was as difficult as finding a suitable son-in-law, but I'm very satisfied with the match.

Ernie Copp

ex-*Orient Star*, Cheoy Lee Offshore 50  
Long Beach

### ↑↓ REMEMBERING THE FIRST (OR THIRD) PAC CUP

I crewed on the first Pacific Cup back in 1984 aboard the Frers 37 *Surefire*. The recent *Lectionic* updates on this year's race have brought back some great memories. The first three days were wet and lumpy for us, too. After that, it was pretty much all downhill to Nawiliwili. I wish I were out there again.

Larry Davis

ex-*Surefire*, Frers 37  
Livermore

Larry — Good memories, but not exactly accurate ones. The first Pacific Cup, put on by the Ballena Bay YC of Alameda, attracted a remarkable 42 starters, 11 of which dropped out. After the rousing first Pacific Cup, the event dwindled to just 22 starters in 1982 and a record low of 15 boats in 1984, your year. Nonetheless, you and the rest of the crew on Thomas Adams' St. Francis YC-based *Surefire* took top honors in IOR. This, of course, was back in the days when the event ended at Nawiliwili, Kauai, instead of Kaneohe Bay, Oahu, as it does now. Anybody remember Club Jetty, the Chinese restaurant by day and the punk nightclub by night?

*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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SANTA CRUZ 40	1983	\$89,900
ISLAND PACKET 380	2000	\$225,000
ISLAND PACKET 380	2003	\$235,000
BALTIC 38	1983	\$125,000
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## america's cup 35 in tumult

July wasn't such a good month for the 35th America's Cup — assuming there will be such a thing as scheduled in 2017.

First, the Hamilton Island YC of Australia, the Challenger of Record, called a summit of all the interested potential syndicates. Representatives of Italy, New Zealand, Australia, France and Sweden attended. Not wanting to be left out, representatives from the Oracle team asked to be invited, and were permitted to attend. The current America's Cup state of affairs was discussed and grievances aired.

We're told the challengers expressed their views on the list of venues having been whittled down to Bermuda and San Diego by doing a group karaoke version of Tony Bennett's 'I Left My Heart in San Francisco'. Just as there famously is "no second" in the America's Cup, there apparently is no second to San Francisco when it comes to America's Cup venues. Several syndicates went so far as to say they couldn't give two hoots about pink sand beaches; if Bermuda was selected as the site of the Finals, they wouldn't be participating. "At least it's in California," seemed the highest praise that could be generated for San Diego, famous for light-air sailing.

That's not all the challengers groused about. There is also the fact that the deadline for entries is just three weeks away, while it will be months before the venue for the Finals is announced. Were the challengers whining or could it really be difficult to attract multimillion-dollar sponsors if nobody knows where the Finals will be held? We suspect the challengers might have a point.

But the big bomb landed a few days later, when Bob Oatley, the wine tycoon who owns the Hamilton YC and was putting up the dough for the Team Australia Challenge, dropped out. "The challenge was initiated with a view to negotiating a format for the 35th America's Cup that was affordable and put the emphasis back on sailing skills," he said. "Ultimately our estimate of the costs of competing were well

beyond our initial expectation and our ability to make the formula of our investment and other commercial support add up. We are bitterly disappointed that this emerging team of fine young Australian sailors will not be able to compete at the next America's Cup under our banner."

Ben Ainslie reacted by saying this isn't the first time a Challenger of Record



LLOYD IMAGES

**Duchess Kate and Sir Ben appear to be sizing each other up with Saturday night singles' bar gazes, separated only by the Cup.**

had dropped out of an America's Cup, nothing to see here, move along folks. Ben is hardly an unbiased observer. After all, he was navigator for Oracle Team USA during their stirring comeback in the last Cup, so he can be seen as all but a member of their camp. Even more importantly, he'd recently announced that he'd formed his own British America's Cup team, one that will be getting considerable sponsorship from the government. While heading an America's Cup campaign isn't always the path to riches and high society, it often has been. Have you seen the photo of Sir Ben and Duchess of Cambridge Kate Middleton? We hope Prince William hasn't. If the 35th America's Cup flounders, Sir Ben could be a big loser.

What was even more shocking was the discord that started erupting in New Zealand. It started when Emirates Team New Zealand syndi-

continued on outside column of next sightings page

## baja ha-ha sign-up

Is this the year that you'll finally quit procrastinating, cast off your docklines, and head south? Or will you continue to make excuses?

If you're struggling through an internal debate on this subject, why not follow the lead of the thousands of other West Coast sailors who've used the Baja Ha-Ha's concrete starting date (October 27) to jump-start your wanderings through the sunny latitudes of Mexico? After all,



*is this a great country or what?*

*While riding our bike the other Sunday, we came through a boatyard and saw something we'd never seen before. There was a big powerboat that was about to be launched the following day. In front of it were six black cars — a Ferrari, a Bentley, a Rolls, a Mercedes, an Escalade and a Land Rover. In front of the boat and in front of the cars were three women in contrasting white lingerie. We could tell they were guards because they took turns holding an AK-15. We're not positive, but this might be another example of women breaking through a glass ceiling, as it's the first time we've seen women guarding a boat.*

*When we asked a young man nearby if all six cars were his, he said, "Only the black ones." He further told us, "I've gone from nada to Prada, and am proud of it. I've worked very hard to be successful, and always tried to do the right thing, like paying all the taxes I owed."*

*Only in America, truly the Land of Opportunity.*

— richard

LATITUDE / RICHARD



## deadline approaches

as every cruiser knows, you'll never really get to the end of your 'to do' list. At some point you simply have to bite the bullet and say, "Screw it. Let's go!" The online sign-up deadline is September 10 at [www.baja-haha.com](http://www.baja-haha.com).

As always, this year's fleet is composed of a wide variety of boat types, sailed by an equally diverse group of owners and crew. Of the 95 boats registered so far,

continued in middle column of next sightings page

## ac 35 tumult — continued

cate head Grant Dalton told the Kiwi government that although the Kiwi team's long-term financial situation was in excellent shape, they needed \$5 million from the government by the end of the month to keep the team from going bankrupt. Dalton's 'poor us' claim rang as hollow as those of \$250,000-per-speech Hillary 'Dead Broke' Clinton, as it was revealed Dalton has been making \$2 million a year as the Kiwi syndicate head. While two mil might be what Ellison leaves as a tip when doing a late-night Taco Bell drive-through in one of his Honda NSXs, it's a lot of money in New Zealand.

While the salaries of other team members couldn't be released be-

continued on outside column of next sightings page



# SIGHTINGS

## ac 35 tumult — continued

cause of "competitive reasons" — ha, ha, ha — it was intimated that the second biggest earner on the Kiwi team, and second by a long way, was helmsman Dean Barker at a pitiful \$250,000/year. Before any of you swooning gals decide to send 'Dean the Dream' any lunch money, it was also reported that both he and Dalton are rumored to be worth about \$14 million. Once again, that's not chump change in New Zealand the way it is in the United States. As if to highlight how lucrative the Cup has been for him, Dalton recently took delivery of a \$100,000 racing motorcycle. Previously he'd stuck to racing Camaros and other muscle cars for relaxation.

Surveys of both government representatives and the public showed that support for the Kiwi team has been faltering. Indeed, 80% of those surveyed basically said the government shouldn't put any more

continued on outside column of next sightings page

## baja ha-ha

the largest is John and Deb Rogers' San Diego-based Deerfoot 62 *Moonshadow*. The two smallest are also the oldest (1964): Garrett and Ruth Jolly's Morro Bay-based Rawson 30 *Scout* and Dane Faber's Sausalito-based Rhodes 30 *Petrel*. The newest sailboat is Norm and Wili Facey's Vancouver, BC-based Roberts 50 *Dream Catcher*, which was launched last year. Two of the three power boats are also 2013 models.

If you'd like to join the fun this year but either don't have ample crew or don't have your own boat, let us remind you



DALE FROST

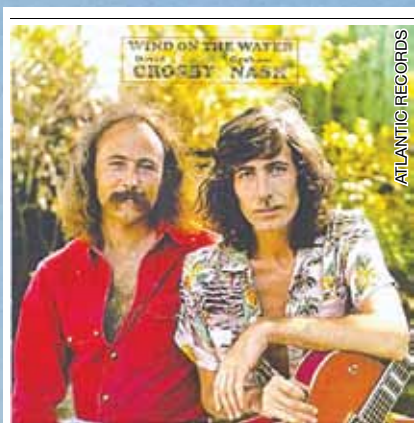


## — continued

that *Latitude 38's* online Crew List is a great (free) resource for either situation.

Also, don't forget about our annual **Mexico-Only Crew List Party and Baja Ha-Ha Reunion**, September 10, 6-9 p.m. at Alameda's Encinal YC. There will be a no-host bar, door prizes and free snacks, and sponsor reps will be on hand for 'counseling'. Beforehand, don't miss the free Mexico Cruising Seminar, hosted by experts Dick Markie of Paradise Village Marina in Nuevo Vallarta and Gerónimo Cevallos of Mazatlan's Marina El Cid.

— andy



If *'Mayan's* timbers could talk, they might share fascinating tales about high times with Crosby, Nash and friends.

## ac 35 tumult — continued

money into an America's Cup effort when the head honcho is getting two million a year out of it.

It seemed to be dirty-laundry week in the Land of the Long White Cloud, as Rob Waddell, "Team New Zealand's best grinder," revealed that there had been discord in the team during the last Cup Final as well. This, Waddell said, was a result of Dalton, 56, insisting that he be a grinder in nine of the first 10 races. Barker, as well as Waddell, apparently tried to discourage Dalton and wanted to have a younger and stronger grinder on the boat. It was alleged that Dalton's vanity had been the problem, as his onboard participation had supposedly been driven by Russell Coutts' taunt that Dalton was too old to crew.

What now? In a *Latitude* exclusive, we can report that Larry Ellison and Russell Coutts managed to convene a secret late-Sunday-night meeting with San Francisco Mayor Ed Lee and members of the Board of Supervisors to plead, hats in hands, to let the Cup come back to San Francisco. "I'll pick up the tab for everything," said the fifth richest man in the world.

Just kidding about that last paragraph.

— richard

## mayan's 'worthy' new caretakers

When a typical, well-used sailboat is put up for sale, more often than not her owner is thrilled to transfer the title to whoever puts cash on the barrelhead. Not so with the 1947 Alden schooner *Mayan*. Before Beau and Stacey Vrolyk were 'allowed' to purchase her earlier this year, they had to convince longtime owner David Crosby — yes, *that* David Crosby — that they were "trustworthy enough" to be her new caretakers. But that's not surprising when you consider that Crosby owned her for 46 years. During that time the famous crooner delivered her (with Graham Nash and others) from Florida to her longtime Santa Barbara homeport, lived aboard her for a stint in Sausalito, made several cruises to Hawaii plus one to Tahiti, and hosted countless high-spirited parties that remain as outstanding memories in the minds of those who were lucky enough to attend. "Wherever we go with *Mayan*," says Beau, "people come up and ask, 'Where's David?' and when we tell them we bought the boat, at least a third of them regale us with stories about how they had partied hard on this boat. And not just rock stars. Seems like a significant number of West Coast sailors have partied aboard *Mayan*."



CYNTHIA SINCLAIR

But Beau and Stacey didn't buy her to serve as a party platform. Quite the opposite: Now retired with one grandkid and another on the way, they bought the 59-ft schooner as a stout, comfortable cruising vessel that can accommodate a large group of family members. They intend to cruise Southern California waters later this summer, and future plans include bluewater cruising to the South Pacific — where *Mayan's* centerboard design will come in handy.

But first, master craftsman Wayne Ettel of Wilmington will have to finish reconfiguring the interior with single sea berths, much like the original Alden design. "David had the interior laid out in a way that

continued on outside column of next sightings page

# SIGHTINGS

## mayan — continued

served his needs really well (four doubles), but we're not rock stars, so we have a little different set of requirements," says Beau, who's been assisting Ettel whenever he can. "It's kinda funny," he says, "after college I got a job doing boat work in a South Bay yard for not very much money. Now here I am, retired and 62, doing the same sort of work alongside Wayne, but paying for the privilege to do so!"

It's actually largely because of Ettel's previous work on *Mayan* that the Vrolyks decided to buy her, rather than one of several similar schooners. Beau had first seen and admired her years earlier, but it wasn't until he learned of Ettel's meticulous 2005-06 rebuild for Crosby that he was convinced he had to have her.

Build of hardwood in Honduras using single-plank carvel construction, she was upgraded by Ettel with double-planked kapur wood below the waterline and Douglas fir over Port Orford cedar on the topsides — all sandwiched with epoxy. Roughly 70% of the original frames were replaced with double-sawn purpleheart, and the teak decks were re-laid with modern caulking. She is now arguably as strong as a battleship and unlikely to leak a drop for decades to come.

The Vrolyks are having fun piecing together *Mayan's* colorful history, and they welcome additional anecdotes. (We suggest you recount them in a *Letter to Latitude* so we can all enjoy them.) Bay Area readers can expect to see *Mayan* bounding across Bay waters in October's Jessica Cup, and again in May for the Master Mariners Regatta.

We offer our congratulations to Beau and Stacey. They have certainly acquired a unique piece of rock 'n' roll history — and one that is beginning an active new chapter rather than being relegated to a dusty trophy shelf.

— andy

## offshore preparedness

"One thing I learned is that the first minute you're in the water can kill you!" This from *Latitude* staffer Penny Clayton, after attending a full-day Safety at Sea Seminar at the Encinal YC in May.

Guidelines established by the Northern California Ocean Racing Council in the aftermath of the April 2012 *Low Speed Chase* tragedy mandate that "at least 30% of those aboard [an offshore racing yacht], including the person in charge, shall have attended a US Sailing-sanctioned Safety at Sea Seminar within the last five years, or another course accepted by the NCORC."

No, the rule is not a scam to bring US Sailing more business. It's a genuine effort to make offshore racing — especially in often-challenging North Coast conditions — safer for all on board.

When you see the list of topics covered by a panel of experts, the wisdom of taking such a course should be obvious, regardless

if your passion is racing, daysailing or cruising. Penny, for example, does a fair bit of racing on the Bay. But her main goal in taking the course was to be as prepared as possible for emergencies while crewing aboard the Hughes 48 *Iolani* this fall during the Baja Ha-Ha rally.

Thanks to an excellent panel of instructors including safety consultant Chuck Hawley, weather guru Lee Chesneau, medicine-at-sea

continued on outside column of next sightings page

## another route

One hundred years ago this month the Panama Canal was first opened to ship traffic, after a colossal building effort that spanned 33 years and cost thousands of lives. Considered at the time to be a near-miracle of engineering, it saved commercial vessels and warships — not to mention sailboats — nearly 10,000 miles of travel around South America.

A new set of Panama Canal locks was originally slated to open this month, but, not surprisingly, that ambitious project is substantially behind schedule. When completed, the new lane will accommodate ships that are roughly 25% larger — the New Panamax standard — than what the original 'ditch' can handle.

Meanwhile, nearby Nicaragua has been



LATITUDE / PENNY

Thanks to Sal's Inflatables, attendees got to practice deploying and entering a liferaft while fully clothed. Needless to say, storm conditions would make this much more difficult.



LATITUDE / PENNY



## across the americas?

making rumblings for years about digging its own canal across the Americas. In a statement last month, however, funding partner HKND Group of Hong Kong vowed that the \$40-billion project will break ground in December.

Nicaragua's canal will be able to take vessels 30% bigger than even the new Panama lane. Completing the 173-mile route will require two canal sections and passage through Lake Nicaragua, Central America's largest freshwater lake. Because it is a primary source of drinking water, environmentally conscious citizens are concerned. But President Daniel Ortega hopes the project will lift thousands of Nicaraguans out of poverty.

— andy

## preparedness — continued

specialist Doctor Kent Benedict, and naval architect Jim Antrim, Penny gleaned a wealth of pertinent info. Here are some of the take-aways that are seared into Penny's memory from her course:

- Never assume that your captain will be available in an emergency situation. It may be him or her who falls overboard or gets injured.
- Experiment by taking seasick medicine *before* you go to sea, so you can see what reactions, if any, you have to it.
- Make sure whoever is registered as your EPIRB confirmation contact is always aware of your sailing itinerary (float plan).
- Excellent weather resources are readily available, so use them to avoid dangerous situations.
- Many inflatable PFDs are designed for people who are 5'5" or taller; shorter people need to buy models with thigh harnesses.
- It is almost impossible to tighten PFD straps once you're in the water.
- With practice, safety techniques can become ingrained, so that in an emergency situation those learned responses become automatic.

continued on outside column of next sightings page

*During an offshore calamity, seemingly simple steps such as sticking together with your crew could save your bacon. When practiced often, many emergency techniques become ingrained, so that lifesaving responses become almost automatic.*





# SIGHTINGS

## preparedness — continued

Penny says, "I feel that I'm a competent sailor, but while taking this course I was humbled by all the things I didn't know about keeping myself and my crewmates safe — there's just so much to learn beyond simply knowing how to sail."

Future Safety at Sea Seminars will be scheduled periodically. Check the *Latitude* calendar, and those of local YCs, for upcoming programs. Be safe out there.

— andy

## your high school shorts

Can you fit into the shorts you wore in high school? Eric Sellix of the Clatskanie, Oregon-based Seawind 1160 catamaran *Pied-a-Mer III* can, and it's been more than half a century since he was in high school. Two years ago, however, he couldn't come close to fitting into the shorts. What's changed?

"We stopped running our two restaurants, cruised to the Pacific

continued on outside column of next sightings page

## octogenarian

As last month's Singlehanded Trans-Pac finishers can confirm, sailing alone from the West Coast to the Hawaiian Islands is a substantial personal accomplishment. Last spring San Pedro-based Karl Burton made a similar crossing aboard his Swan 61 *Viking*, but without the safety net of an organized race. For Burton, who was then 85 years old, arriving was especially sweet, as it was his fourth solo crossing from California to Hawaii.

He was apparently so thrilled, in fact, that he decided to continue on around the world alone. Now on the home stretch of a very fast lap around the planet, he's expected to arrive at the L.A. Lighthouse before noon on August 2 — only 15 months

**Singlehanded around the world in your mid-80s? Nothin' to it. At least not for a salty life-long sailor like Karl Burton. He's due home early this month.**



STEVE JOST PHOTOGRAPHY



## homecoming

after setting out — where he will be met by friends and fans from his Cabrillo Beach YC. Club members encourage other SoCal boaters to join them in escorting *Viking* back to her home berth. (Gather around 11:30 a.m. near the lighthouse.)

Burton's sailing career spans more than 76 years, during which the idea of circumnavigating solo was always in the back of his mind. His wife Jolene has shared his sailing passion for more than 50 of those years, and she'll be at the CBYC guest dock to greet him with a Champagne toast.

We'll also be toasting Burton on that day: "Good job Karl. You are truly an inspiration!"

— andy



## shorts — continued

Northwest for a couple of months, did the 2013 Ha-Ha, and just got back to San Diego after spending the season in Mexico," he explained. "I lost more than 40 pounds."

"Our doctors tell us that we're much healthier than we were when we started cruising," added Eric's wife Pam.

Neither Eric nor Pam needs to lose any more weight, but they might do the Ha-Ha again this fall anyway. "I'm hoping we'll be ready in time," says Eric.

"Originally I thought we'd like to sail down the Pacific Coast of Baja slowly this time," says Pam. "But we spent three weeks coming up, in part because we were supporting another Seawind that had lost the use of both engines and had their main blow out. It turns out that except for at San Juanico, you pretty much need a *panga* to get ashore. And I like the idea of doing another Ha-Ha because we'd get to meet a whole new group of cruisers. We hardly knew anybody when we started last year, but we made so many cruising friends."

The Sellixes have a tip for people thinking about doing the Ha-Ha. "Last year we anchored off the Coronado YC across from downtown San Diego," says Pam. "While the yacht club doesn't have any berthing, we could anchor

between the club and the Coronado Bridge. There were only three or four of us there. Because of reciprocal yacht club privileges, we could use their dinghy dock and all their other facilities. We got to know a lot of the club members, who were really great. We attended several of their fundraisers, and really enjoyed ourselves. Transportation wasn't bad, as San Diego has a pretty good bus and trolley system."

"For \$20 we get a month pass, and 'refills' are just \$18," adds Eric.

The most surprising thing to us about Eric is not that he's lost 40 pounds cruising, but that he still had his high school shorts. "I don't throw anything away," he laughs.

As for the Wanderer, who started the 'plant-based-food-is-medicine-and-sugar-is-poison' Baja Ha-Ha Diet at the start of the 2013 Ha-Ha, he's also down about 40 pounds and is feeling fine. Had to buy all new clothes though, as — unlike Eric — we throw everything away.

— richard



LATITUDE / RICHARD

**The cruising life has been good for Eric and Pam — good for the psyche and good for the waistline.**

## kaufmans sue sat phone time provider

Should a company be held responsible for the consequences if they deactivate an Iridium emergency phone, especially if they charged the customer for the time to use that phone?

The Kaufman family — parents Charlotte and Eric, and their daughters Lyra, 1, and Cora, 3 — were 1,000 miles into the Pacific aboard their San Diego-based Hans Christian 33 *Rebel Heart* in April when such a deactivation occurred. They contend that sat phone service providers must be held responsible. So last month they filed suit against Whenever LLC, the time provider for their Iridium phone.

In the Kaufmans' view, the consequence of the loss of the use of their Iridium phone was that they were unable to speak with a Coast Guard doctor for medical advice about their youngest daughter, who had been sick for a considerable amount of time. This, they claim, resulted in their having to call for help, which came from many re-

continued on outside column of next sightings page

# SIGHTINGS

## sat phone — continued

sources at great expense. In addition, they claim the loss of the use of their phone resulted in their having to scuttle *Rebel Heart* when they were taken off her by rescuers.

Defendant Whenever LLC apparently doesn't dispute the fact that the Kaufmans' service was deactivated the same day Whenever made charges against their credit card. Last month they told a San Diego news service that the problem was the result of a billing issue.

While it doesn't seem to us that there is a 100% cause and effect between the Kaufmans' loss of the use of their phone and the scuttling of their boat — *Rebel Heart* was taking on 60 gallons of water a day

at the time and had other problems — we can see how it would have been a factor. It's going to be interesting to see how this case plays out.

The broader issue, to our mind, is the responsibility of emergency phone-time providers to give customers adequate warning if the customer is about to lose the use of his or her phone. As we understand it, deactivation can be the result of three things:

First, if the customer no longer has any time on the phone: Before each call goes through on Iridium, the

caller gets a voice message saying how much time is left. This is good, but perhaps inadequate, because sometimes the time is no longer good because it wasn't used by a certain cutoff date. That happened to us a year ago while doing the Baja Bash, because we'd forgotten what day our time ran out. Previously our time provider had always called us in advance to warn us that we needed to renew our time. But the person responsible for our account had left the provider, and the new employee failed to provide a similar reminder. While we're willing to accept most responsibility, we think the providers can do a better job.

Second, time providers buy time in bulk from wholesalers, and when they change wholesalers, sometimes the SIM card in the phone has to be replaced. This may sound simple in theory, but it's caused boats doing the Pacific Puddle Jump to lose the use of their phones while in mid-ocean. What happens is that these on-the-move cruisers no longer get postal mail forwarded regularly from their old stateside addresses, so they don't know a new SIM card is coming, nor do they get it before setting off across the Pacific. So halfway to the Marquesas their Iridium phone no longer works because their SIM card is no longer good.

Third, apparently sometimes time providers fall behind in payments to time wholesalers, and the wholesalers cut them — and their customers — off. We haven't been able to confirm this, but it's a claim that was made by our time provider.

We're not sure what the solution is, but we do know that in the case of emergency phones, where the lack of service could easily result in the loss of lives, there needs to be adequate warning before service is cut off. We've been told that you are supposed to be able to use Iridium phones in emergency situations even if you don't have any more time or your time period for using your time has run out. For whatever reason — perhaps they needed a new SIM card — the Kaufmans were not able to do this.

— richard



KAUFMAN FAMILY

**The Kaufmans contend that loss of sat phone service played a role in their having to scuttle 'Rebel Heart'.**

## cape horn

Every would-be offshore voyager should have a friend like Jean Mondeau. After sizing up the readiness — or lack thereof — of Rimas Meleshyus' San Juan 24 sloop for her upcoming attempt at rounding Cape Horn, Jean (pronounced John) rolled up his sleeves and began helping Rimas make his tiny, 40-year-old trailer-sailer seaworthy enough so he'd have at least a fighting chance to complete his dream of rounding the Cape and continuing on around the globe.

During a succession of weekends this



**Above: Like a guardian angel, Jean Mondeau has done everything he could think of to make 'Pier Pressure' more seaworthy. Inset right: The improvements began by pulling everything out of the tiny sloop. Spread: Rimas is ready.**

JEAN MONDEAU



## or bust

spring and summer, Jean and occasionally a couple of other good Samaritans addressed everything from deck gear to food storage (all for free). The long list of upgrades includes: repairing or replacing all standing rigging, relocating the traveler and main sheet block, bedding five cleats, installing new lifelines, adding chain to the ground tackle, installing interior lighting and an interior compass, upgrading food and water storage systems and fitting a two-burner stove. Plus, Jean

continued in middle column of next sightings page

## streamlining mexican bureaucracy

We're happy to report that several agencies of the Mexican government have taken important steps to streamline procedures for both visitor immigration and the temporary importation of pleasure craft.

The system outlined below should eliminate all the confusion that led to last winter's foreign-boat-impoundment fiasco. The following is taken, verbatim, from a presentation by the Mexican agencies SAT and Hacienda at the recent Progressive San Diego International Boat Show.

### *Main Vessel Changes*

1) For a foreign-built vessel to legally be in Mexico, it must either be permanently imported or temporarily imported.

2) Vessels allowed to be Imported with a Temporary Import Permit

continued on outside column of next sightings page





# SIGHTINGS

## mexico — continued

(TIP) are recreational and sports vessels, such as boats, yachts or sailboats that are more than four and a half meters long, including the trailer for its transportation.

3) The process to obtain a Temporary Import Permit for a vessel can be made by the owner or by any person on his/her behalf. If it is done by a third party he/she must present a letter issued by the owner giving power of attorney, along with a non-certified copy of owner's official picture ID. In either case the owner is considered the importer.

4) The person applying must show proof of identity with a simple copy of any official picture ID and in the case he/she is the Captain, the Seaman's Book.

5) The applicant must show proof of property or possession of the vessel and of the trailer, if applicable, and present a non-certified copy of any of the following documents that have the vessel's information (name, builder, model year, type, the hull ID number (HIN) and registration or documentation number):

- Invoice or Bill of Sale, in the importer's name.
- Charter or leasing agreement in the importer's name, with a letter by the owner authorizing the temporary importation of the vessel to

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## cape horn

gave Rimas a rowing dinghy and oars.

What's behind such a dedicated effort? The two men became friends 22 years ago while Jean was stationed in Guam with the US Military. That remote American territory is one of the places Rimas' wanderlust took him after he fled the USSR in the 1980s and immigrated to the US.

As reported earlier, the stoic Russian taught himself to sail after acquiring his first San Juan 24 a few years ago in Southeast Alaska. His inaugural offshore voyage — which was to take him across the North Pacific to Japan! — didn't go so well. After 1,200 miles and 34 days in the Gulf of Alaska, the sloop *Cesura* was beached on Akutan Island in the Aleutians and was damaged beyond repair. But Rimas lived to sail another day.

He eventually found a sistership in the San Juan Islands called *Pier Pressure*

*As we learned in May at the Cabo Marine Expo, in addition to Mexican agencies' streamlining their tourism bureaucracy, many business interests are putting out the welcome mat to 'nautical tourists' in a variety of ways.*

*Despite a local culture that might appear to some salty bluewater cruisers like a stepchild of Los Vegas, Cabo is actually a pretty nice place to hang for a week or two — especially because of the sparkling facilities of IGY Cabo Marina, which hosts both the Baja Ha-Ha and the Newport-to-Cabo Race fleets. Although it's predominantly a sportfishing marina, General Director Darren Carey — the first lifelong sailor ever to hold that position — is determined to make his facility appealing not only for short stays, but also as a 'commuter-cruising' destination. He has dropped sailboat rates accordingly. With 375 berths, the marina has an astounding 76 full-time employees — that's 1 for every 5 berths.*

*Within walking distance are dozens of both high- and low-end restaurants. And, as we learned at the show, Cabo offers all sorts of watersports options, including a couple of dozen ways to go out and see the iconic Cabo arch at close range. At Cabo you'll never forget that you're inside the tourist bubble. But sometimes that's a great place to be.*

*— paul kamen*





## — continued

and set sail toward Mexico to begin his circumnavigation. But after the boat took a beating in heavy weather, he diverted to Hawaii, arriving after 84 days at sea with three broken shrouds. His next voyage, a 56-day passage from the islands to San Francisco, was not without life-threatening incidents or gear breakage either. But to the amazement of many cynical armchair adventurers, he made it, using fewer electronic aids than a typical Bay Area teenager carries in his backpack.

Those who've gotten to know Rimas during his four months anchored off Sausalito can't help but respect him for his unwavering devotion to his voyaging dreams, no matter how seemingly improbably or suicidal. As Rimas heads south yet again this month, we wish him the best of luck. He'll undoubtedly need it.

— andy



Once you round Cabo's famous arch you know you've arrived at the tip of Baja — a fitting place for a celebration.

LATITUDE / PAUL

## mexico — continued

the country.

- Title.

- Current certificate of registration issued by the competent authority.

6) A payment of \$51 dollars plus tax to Banjercito ([banjercito.com.mx](http://banjercito.com.mx)) if it is done in person at any of their CIITEV units or \$45 dollars plus tax if it is done over the Internet.

7) In addition to the hull, the vessel includes the machinery, equipment and fixed or mobile accessories used for its navigation, ornamentation and operation. Considered mobile accessories of the vessel are jet skis, dinghies (including their trailers), motorcycles, three-wheelers, quads or recreational vehicles, as well as a helicopter for private use. The importer must show ownership and fill out the form "List of mobile accessories of the temporarily imported vessel," which Banjercito will provide.

8) A new Temporary Importation Permit may be requested by the importer for the same vessel for another ten-year period as long as the process is being made within 45 days prior to the expiration date of the current permit, by Internet at [banjercito.com.mx](http://banjercito.com.mx), or in any of the CIITEV units without the need to present the vessel.

9) During the life of the Temporary Importation Permit, it is allowed to verify and change the information of the vessel or the importer's data, if there are errors.

*Improvements in Control Systems*

An internal web page was created in order to allow the customs personnel and other authorities to access the official database to verify Temporary Import Permits.

The form "Register of the temporary importation of merchandise destined to maintenance and repair of the temporarily imported vessel" was created.

Simple copies of the documentation showing proof of ownership or possession are accepted.

Improvements were made in the permit in order to allow the distinction between the owner and the person doing the importation if it is done by a third person.

Other improvements were to include: the name of the vessel, the vessel's Hull Identification Number, the vessel's registration or documentation number and its make and model year as well as information regarding the dinghy and trailer, if applicable.

Modification of Banjercito's online system will be made to allow the Temporary Import Permit to be mailed to an address in Mexico, and to allow one owner or importer to have more than one vessel temporarily imported at the same time.

A link was placed on SAT's web page to an english language page that explains the basic information regarding Temporary Importation of Vessels: [www.sat.gob.mx/aduanas/vehiculos/importacion\\_temporal/Paginas/embarcaciones.aspx](http://www.sat.gob.mx/aduanas/vehiculos/importacion_temporal/Paginas/embarcaciones.aspx). And a mobile APP, 'Paisano,' was released that allows users to temporarily import vessels from their mobile units.

Please note also that a new website has been created where fishermen and other "nautical tourists" — i.e. sailors — can apply for FMM tourist visas online in advance of traveling: [www.inm.gob.mx/index.php/page/Pesca\\_Deportiva\\_Turismo\\_Nautico/en.html](http://www.inm.gob.mx/index.php/page/Pesca_Deportiva_Turismo_Nautico/en.html).

— andy



**New TIP receipts give clearer info about the transaction. When you get one, don't lose it.**

GOVERNMENT OF MEXICO