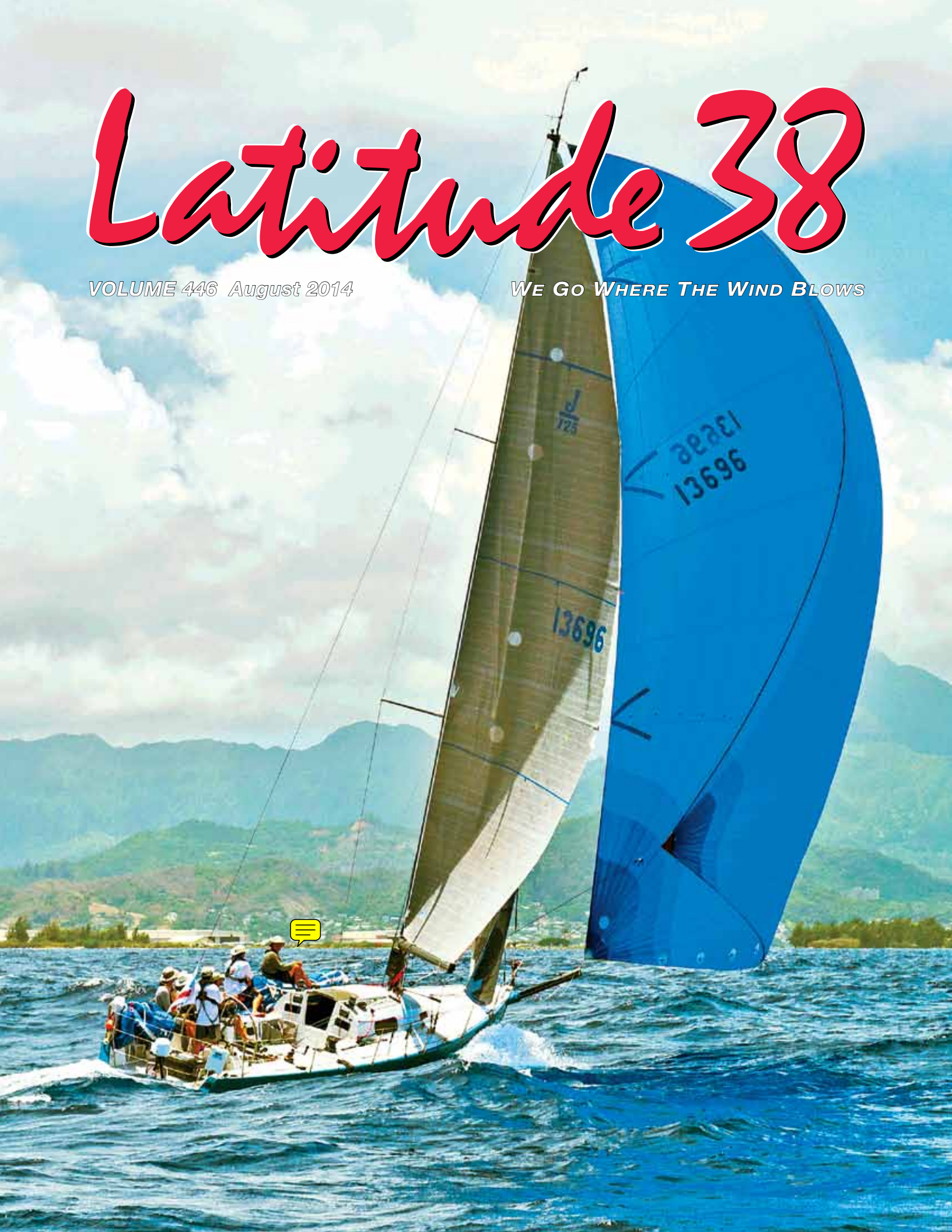


Latitude 38

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WE GO WHERE THE WIND BLOWS



DINGOES RUN OFF

There were 50 U.S. entries in last month's 2,070-mile Pacific Cup race from San Francisco to Oahu, and who takes first in Division, Fleet and Pacific Cup? Rob Date's R/P Southern Cross 52 *Scarlet Runner* from Melbourne,

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Karl Robrock and Gilles Combrisson took top PHRF honors with 'Snafu', the smallest boat.

Australia, that's who. Date and his band of Aussies managed to correct out two hours ahead of Roy Patrick Disney and his star-studded crew on the Andrews 68 *Pyewacket* (ex-*Pegasus*). So you might think twice before inviting the Aussies to your next 'FUN' race.

One of three Southern Cross 52s built by Davie Norris in New Zealand, *Scarlet* wasn't expected to run off with so much hardware. After all, she was nearing completion of an around-the-world tour, had finished last in her division in Les Voiles de St. Barth, and didn't get off to a good start. On the other hand, one sailing expert told *Latitude* that if you want to race a big boat competitively on the West Coast, you either want a 52 like *Scarlet* or a refined, old-school sled with a favorable rating such as Disney's Andrews 68 *Pyewacket*.

The only major title *Scarlet* missed out on was line honors, which was claimed by Frank Slooman's R/P 63 *Invisible Hand* (ex-*Limit*) from Encinal YC, the only boat to finish in less than seven days.

"We had raw boat speed with *Hand*," explained sailing master Norman Davant, "as in anything under 14 knots she does windspeed plus, and in everything over 14 knots she does the windspeed. We also had some new straight-luff Zero sails that really helped. Our bow team of Joe, Moe and 'Fro', put up 'the Bro' — our blast-reaching Zero — shortly after the start. That allowed us to take off at seven knots even though there was only three knots of wind and not a ripple on the water.

"Patrick Whitmarsh, our navigator,

had to take us due south before we could start our turn toward Hawaii, but it still put us in front of everyone. Unfortunately, the wind kept filling in from behind, preventing us from really pulling away, and it wasn't until the last three days that we could really light it off. We did 391 miles one day, and 1,090 miles — more than half the race — between the 16th and the 18th. Our top speed was 25.6 knots. It was a great race and a spectacular time."

Scarlet's hat trick of sorts did nothing to overshadow some brilliant small-boat performances, particularly that of Karl Robrock and Gilles Combrisson on the Moore 24 *Snafu*, who took first in Division, first in PHRF Fleet, and 11th in Pacific Cup — the latter being a somewhat tortured way of combining PHRF and ORR boats.

Small boat shout-outs are also due Ward Naviaux and Andy Schwenk on the Santa Cruz 27 *Blade Runner*, which finished second in division and PHRF, and Melinda and Bill Erkelens on the Donovan 30 *Wolfpack*, who finished first in the Kolea Doublehanded Division and third in PHRF.

Fun fact: The combined weight of *Snafu*, *Blade Runner* and *Wolfpack* is half that of a Cal 40, the traditional choice for racing to Hawaii. Light is right when sailing to Hawaii, and as the top three PHRF boats proved, double-handing is lighter than crewed.

There is always a lot of luck involved with any Pacific Cup, as the starts on

"Our chartplotter told us our ETA at Kaneohe Bay was 3,000 days."

five different days usually mean that some boats are going to get much more favorable conditions than others. This year the lucky ones started on Monday and Wednesday, with the less lucky ones on Friday and Saturday. While everybody had their share of light air, the Tuesday starters really got the shaft at the start and in the middle.

As Seadon Wijssen of the Swan 45 *Swazik* explained, "You try to win your 'day', then hope for the best. If you do well in fleet too, well that's a bonus."

Because of the significant luck factor, the most meaningful results are within each division, which is how we're going to report on this Pacific Cup.

The Holo Holo Cruising Division, the first-ever in the Pac Cup to permit motoring and outside weather assistance, was led start-to-finish by Michael Chobotov's luxurious Jeanneau 49 *Venture* from Sausalito YC. Having wanted to do the race since he was a teenager, Chobotov couldn't decide whether to enter the Cruising division or a regular PHRF division. He finally decided to go with the former, and is glad he did. One reason was time.

"After 15 years, I finally managed to pull off an IPO for my medical device company this spring," he says. "So I just didn't have the 40 hours it would have taken me to unload my boat to get her weighed and measured for PHRF. I'm also glad we ended up in the Cruising division because a week before the start my navigator fell ill, so I lost him and his son, leaving me with a crew of just five. Fortunately, I met veteran sailor Tom Conte days before the start at a Pac Cup pre-race party, and he became a valuable sixth crew member."

The Cruising division boats got off to a great start, with three to four days of beam reaching, which meant as much as 190 miles a day for *Venture*.

"Then Rick Shema, our weather advisor, gave us a next waypoint of 240 miles to the south of where we were in order to avoid having the High dropping down on us," laughs Chobotov. "As a result, we soon saw 0.0 on both the windspeed and knotmeter, and we all went swimming. It's weird swimming in 12,000 feet of water."

The *Venture* crew intended to sail all the way to Hawaii, but changed their minds when some trailing cruising boats fired up their iron gennies. Surprised to learn, two days out, that they had a chance to be first boat to finish, the *Venture* crew threw up the chute and resumed sailing seriously, flying the kite through the night.



WITH THE PACIFIC CUP

But the raging *Hand* flew right by them.

Chobotov and *Venture's* previous long trip was to the Farallones. Curiously for such a luxurious boat, they dined on backpacker chow.

Wolfgang Hausen's *Tayana 48 Koh-Ring* from St. Francis YC was second, and Bernard Debassch's *Beneteau 411 Med Viking* was third, both more than two days back on corrected time.

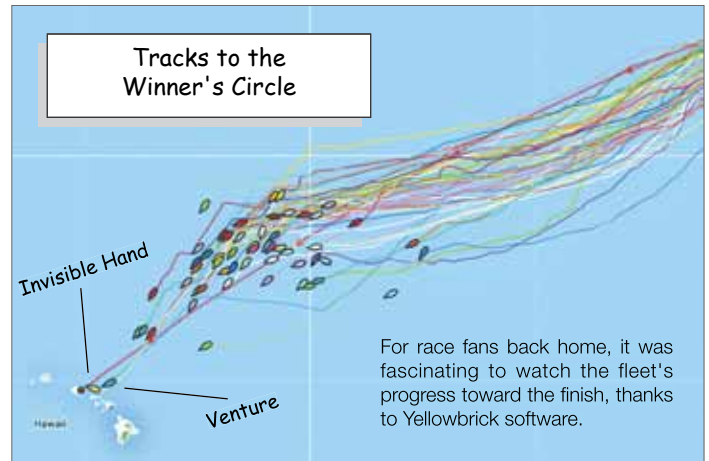
Ilwi Doublehanded. As noted, Karl Robrock and crew Gilles Combrisson claimed top honors in this division, and first in the 33-boat PHRF fleet with the Santa Cruz-based *Moore 24 Snafu*. Finishing in 13 days 21 hours, the duo corrected out almost 12 hours ahead of the next PHRF boat, making their victory completely legit. The *Moore* was the first ultralight production boat, designed in the late 1960s by the great George Olson as an improvement on the *Cal 20*, which has the same displacement and sail area as the *Moore*.

Nobody was more surprised by his PHRF victory than the humble Robrock. The 35-year-old had only done

a few coastal races with his *Moore*, and had never sailed to Hawaii before, so he went in thinking he'd "be jazzed" just to finish. "My crew Gilles, 42, is a veteran of four Pacific Cups and had a much more positive view," says Robrock. "I think we can win it all," he told me before we started."

It was a harder race on *Snafu* than it might normally have been for two reasons. First, the weather was unlike that in any previous race to Hawaii. "We had every kind of weather you could imagine," says Robrock, "but none of the 'five segments' I'd been taught to expect. Our slowest day was the third night out when the High disintegrated, and what was left of it came down right on top of us. There was zero wind and we were slatting around so violently in the left-

Spread; Frank Slooman's 'Invisible Hand' was the first boat to cross the Pacific Cup finish line. Inset; 'Venture' was the first of the motor-assisted Cruising Division to cross.



over swell that we finally pulled down the sails and slept for four hours."

The second thing that made it inordinately hard was *Snafu's* autopilot crapping out on Day Two. "I didn't realize how big a deal it was until after it happened," says Robrock. "but when you doublehand the Pac Cup, you're basically singlehanded three hours on, three hours off. You don't want to disturb the other's guy's rest, so without the autopilot, once I got on watch I couldn't do anything but steer. I couldn't change a sail, take a leak, get food or water, or grab my sunglasses. That was the hardest part for me."

On the other hand, it's hard to say



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how much the autopilot might have helped when the wind blew hard, which it did a couple of times. "It was white-knuckle time at the helm when we were doing sustained 12 to 14 knots," says Robrock. "I really worried for the tiller and the rudder when we had to bear away to avoid broaching. There were many, many times when I thought one or the other might break."

Snafu took two big knockdowns, including one during the big thunderstorm on Saturday night when Combrisson drove with the chute up in what he estimated to be a 40-knot squall. "After the big knockdown we made a really quick recovery and went with the blast reacher," says Robrock. "But we didn't have a rounddown the whole time and once hit 17 knots."

Second in Iwi and PHRF were Ward Naviaux and Andy Schenk on the Santa Cruz 27 *Blade Runner*. Another oldie but goodie, the 3,300-lb SC27 was the next ultralight production boat introduced after the Moore 24.

It's difficult for most people to appreciate how arduous and exhausting it is to sail such a small, fast boat for long periods in strong winds on the open ocean. A slightly edited version of *Naviaux's* blog gives an idea:

"Two nights ago we had what can only be considered an epic run. We had been happily running downwind for about 36 hours, and were really making some miles in 18-22 knots with the deep reaching kite. I was off watch in my bunk at about 0130 when I heard Andy pound his foot on the cockpit sole and yell, "I need you up here!" It was a voice that was decidedly abnormal for the happy-go-lucky Andy. I was up in the cockpit a couple seconds later, but by then we were doing 15 knots running before a breeze that had suddenly built to 30 knots. Clearly we needed to

Ward Naviaux and Andy Schwenk on the little SC27 'Blade Runner'. Their GPS showed a top speed in excess of 25 knots!

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get the kite down, but just as I started to move forward for a 'letterbox drop' behind the main, we rounded down — HARD! The pole and the kite were in the water threatening to snap the mast, but the main was stuck halfway across by the preventer strap, a cheesy piece of sail-tie material that apparently was made of Kryptonite.

"We cut the preventer," the blog continues, "and the boom came across, thankfully without breaking itself or the gooseneck, and *Blade Runner* stood back up. The only problem was the kite was now flogging in 35+ knots of wind, and so within seconds it was aggressively 'reconfigured' into sad Airex tendrils. We got the remnants onboard after a few minutes of struggling. By then the wind had dropped back

down, so back up went a back-up class kite."

But it didn't end there. Oh no.

"Within 10 minutes the scenario had repeated itself with another crash, this time a significantly safer broach rather than the pole-threatening rounddown. This time we were pinned by the kite. When we tried to blow the afterguy to recover, the line jammed, so we ended up having to use the knife again. We got that kite back after a struggle, put up the Code Zero, then licked our wounds and got reorganized. Within an hour we had the kite back up and things were back under control. All that night until about 2:00 p.m. the following day we had a series of squalls, frequently gusting to 30 knots. It kept us on our toes, so we didn't sleep much."

According to *Blade Runner's* GPS, she hit a nearly unthinkable top speed of 25.8 knots, about the same as the

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Clockwise from above; A patriotic 'California Girl' leads 'Green Buffalo', another Cal 40, out the Gate. 'Girl' would finish first, but 'Buffalo' corrected out on her. Charles Devanneaux and Frederic Courouble on the well-sailed Beneteau 30 'Thirsty'. They nearly hit a partially submerged Japanese fishing boat. 'Tiki Blue' out on the rolling ocean. Thanks to numerous squalls, sewing torn chutes would become a fact of life. Students on J/World's SC50 'Hula Girl' learn that 'flatter is faster'.

mighty *Invisible Hand*. "We're pretty sure that's going to stay her speed record," says Naviaux. "unless somebody drops her off a tall building."

Third in Iwi and fifth in division was the husband and wife team of Jim Quanci and Mary Lovely on the Cal 40 *Green Buffalo*. They led the division for most of the first half of the race, having reeled off close to 200 miles a day in the early reaching/barfing conditions. If the Moore and Santa Cruz 27 are ultralight classics, they are even younger than the classic old-school Cal 40, which was designed in 1964 and somehow just seems to 'fit' the conditions for racing to Hawaii. But when the wind died for the entire division halfway to Hawaii, it

was all over for the 15,000-pound Cal, as she weighs seven times as much as the little Moore.

Alaska Airlines PHRF Division
A. Two Cal 40s dominated this crewed-boat division, as Rodney Pimentel's Encinal YC-based *Azure* took the early lead in the division and held on. While it's true that Victoria Lessley's sister-ship *California Girl*, which like *Azure* has raced to Hawaii numerous times, and which sported a cool American flag bottom paint job, finished half an hour earlier in 13 days 22 hours, *Azure* corrected out by more than six hours.

As one of the Monday starters, *Azure*

got away from the coast quickly. But when the Pacific High collapsed, so did her boat speed, and she did as little as 48 miles in one 24-hour period, and not much better on two other days.

"Day Seven started pretty much like the past three days, flopping around with no wind," reported Rodney's son RJ Pimentel. "Around mid-afternoon we got a glimmer of hope in the form of a huge wind line creeping up from behind. But our hopes were demolished when it turned out to be only about three knots of wind, which only gave us one knot of boat speed. Our chartplotter informed us that our ETA at the Kaneohe finish was in 3,000 days!"

RJ suffered a pretty bad rope burn during a spinnaker drop, but his father was philosophical about it.

"You can see the track of the line in his hand. It's starting to scab now and looks really cool. RJ is hoping the scars

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There was no shame in getting rolled by Roy Disney's Andrews 68 'Pyewacket'. It happened to every boat but 'Invisible Hand'.

will be permanent for a great souvenir. I can see him years from now as a scruffy old sailor reaching for his whiskey in the yacht club bar. When his mates gasp at the scar, he'll reply: "Ah, this here happened in the 2014 Pacific Cup."

W eems & Plath PHRF Division

B. This was the second of the three divisions that started on 'Terrible Tuesday' and got skunked by the lack of wind at the start and in the middle. While the PHRF A boats that started the day before were reeling off nearly 200 miles a day, the PHRF B boats on Tuesday were all but glued to the coast, a most unusual situation for just off San Francisco.

Dean Treadway's Richmond YC-based *Sweet Okole*, built in Hawaii in 1976, grabbed the corrected time lead,

Not all boats finished looking in quite so much disarray as this unidentified one, but ship discipline tended to slip with time and fatigue.



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lost it very briefly when the wind went light, then regained it by sailing a nearly ideal course through the minefield of unusual weather. With only 150 miles to go to the mai tais at the Kaneohe YC bar, disaster was visited upon *Okole* in the form of a broken rudder. The crew was able to fit on an emergency rudder and limp in, but took a DNF.

Curiously, Eric Hopper and Doug Schenk's whimsically named *J/105 Free Bowl of Soup* had good luck with the only two rudders that broke in the race. About halfway through the race, they were right there when Tiburon-based Steve Stroub's Santa Cruz 37 *Tiburon* lost her

rudder.

"While we were doing 12 to 15 knots on a pitch-black night, we didn't want to have to turn around," says Hopper, "but naturally we called *Tiburon* to advise that we were ready to render any assistance they needed. They declined, saying that *Cayenne* was with them and they were good."

And then there was division leader *Okole* breaking her rudder.

Soup crossed the line in 13 days 2 hours, first in division and seventh in PHRF. The latter was pretty impressive after their 'Terrible Tuesday' start.

"We got out of the Bay reasonably quickly," says Hopper, "but then we parked for a day at the Farallones. This was followed by about eight hours of good sailing, and then we parked a second time. It was frustrating to have to take the main down to keep it from being destroyed, and to see that our ETA was September 23. But we do the Oregon Offshore and the Swiftsure, and have crewed on another Pac Cup, so we knew the wind would eventually come."

What they didn't know was how dark

it would get. "We had two of the darkest nights that I've ever seen," says Hopper. "It was so dark we couldn't even see if the wheel was centered! And there we were, driving down the deep mine shafts of waves we could feel but not see. It was like riding the roller coaster in Santa Cruz. But the 105 is a good heavy-air boat that handles waves and surfs well,

so we didn't have a broach during our entire crossing."

Steve Hill's Beneteau First 42 *Coyote* from Richmond YC corrected out second, eight hours behind *Soup*.

Every boat in the fleet was concerned with debris on the Pacific, and both *Soup* and *Coyote* saw plenty of it. Twice *Soup* dropped their kite to back down and clear debris. *Coyote* saw even bigger stuff. As per their blog, "We do see a few things floating in the water — like car wheels with tires still attached, lots of plastic Japanese fishing balls, a 55-gallon drum, and whales!"

Kolea Doublehanded Division.

One of the most closely watched boats in the fleet was the Donovan 30 *Wolfpack* doublehanded by Melinda and Bill Erkelens. The couple had won Overall Pacific Cup honors in 1994 by sailing the Dogpatch 26 *Moonshine* across in under 11 days.

It turned out they were twice cursed. First, they started on 'Terrible Tuesday', which meant they not only got virtually nowhere the first 36 hours, but they also slatted around so violently in the leftover swell that they dropped the main for several hours. It was one of two times they would have to do this.

Secondly, other than on two occasions, it was a much less windy year than when they raced on *Moonshine*. They ended up sailing a longer distance searching for wind, and despite having a faster boat, took more than a day longer to complete the course.

But when the wind blew, *Wolfpack* flew. "We had 25 to 32 knots all Saturday night, and it puffed up to 39 the next day," remembers Bill. "We drove the 3,300-lb boat really hard, and didn't take the kite down until it got to 35. We still hit 20 knots a couple of times with just the main and #4."

"It was very exciting," says Melinda, who loves to drive in a breeze. "The helm on *Wolfpack* is very sensitive, so you really had to be on it or you'd broach. When it was windy, Bill and I would trade off driving every 2.5 to 3 hours. Nonetheless, we still broached about once an hour on the really dark and windy final night."

"Broaching wasn't a problem," explains Bill, "because we had a snuffer set up for the spinnaker. We'd go down, snuff the chute, come back up, reorganize, and take off again."

Having managed and raced on Larry Ellison's maxi *Sayonara* and a host of other very big boats around the world, and being integral parts of numerous

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You can't win if you can't finish. Dean Treadway's 'Sweet Okole' led PHRF Division B until just 150 miles from the finish. Then pau!

America's Cup campaigns, Melinda and Bill are both huge fans of small, light boats.

"For one thing they are less expensive," laughs Bill, "The lines, sails, winches — everything is smaller and cheaper. And lighter boats don't pull as hard, so you don't get knocked down as much, have ripped kites wrapped around the headstay, and all that other strife. We never broached with *Moonshine*, and it was a much windier year."

Unlike a lot of racers, the Erkelens didn't find this year's Pac Cup to be very tiring. "It just wasn't windy," says Melinda. Not only did the couple spend a lot of time on deck just hanging out together, they had enough water to take showers every day. Some crews on bigger boats went more than 12 days without washing down.

Now 49 and 50, are Melinda and Bill going to doublehand again when they are 69 and 70? "Actually, we're talking about doing it again in two years," says Melinda. "While we don't own *Wolfpack*, she's a sweet boat that's easy to steer and doesn't pearl, and we've got her all set up to doublehand."

"She's wide, has a lot of volume, and dry bunks down below," adds Bill. "But next time we'd have a dodger."

One of the bigger surprises of the Pacific Cup was that Charles Devanneaux and crew Frederic Courouble were able to correct out less than two hours behind *Wolfpack*, despite their Beneteau First 30 *Thirsty*'s displacing more than 2.5 times as much as *Wolfpack*. They also corrected out more than a day ahead of Buzz Blackett's Antrim 40 *California Condor* from Richmond YC.

"*Thirsty* is the racing version of the Beneteau 30 cruising boat that we raced to division honors in the last Pac Cup," says Devanneaux. "But she has a lighter interior, deeper keel, square-top main, and a different rig."

"This year's race was great, but also really long. We got stuck in the High twice, where our sails just went slap, slap, slap, slap. It was the worst! I think the reason we were able to stay so close to *Wolfpack* is that Frederic and I, who have done three Pacific Cups together and will do a fourth, hand-steered the entire way. And that was *really, really* exhausting, because there was either no wind or a lot of wind. But we were happy to beat the J/120, J/105, and other crewed boats.

"We knew *Wolfpack* had more symmetrical spinnakers than our one," Devanneaux continues, "which was a big advantage for them because of the unusual easterly shift. We knew they also had better VMG, so we just had to push *super, super, super* hard. As a result, we arrived much more exhausted than in the previous Pacific Cups."

Somehow *Thirsty* avoided the wicked lightning storm that got *Wolfpack* on Saturday night, but then got hit by a gale with 40 knots on Sunday. "We were still able to sail a direct course, but like a lot of other boats around us, had to go to a small headsail and reefed main for the last bunch of miles."

Matson PHRF C. This five-boat division saw the closest corrected-time battle, as John Denny's third Pacific Cup on his Hobie 33 *Por Favor* proved to be a charm. She finished in 12 days 23 hours, nipping Joe Well's sistership *AERO* by a scant 13 minutes. But it took a monster effort.

"There was squall after squall on the last night," Denny remembers, "and we — Simon Walker, Maurice Voisin and Lance Petersen — were so tired that we kept falling asleep at the helm. Even though the wind got up in the 30s, we left the Code Zero up because we'd set it in such a goofy way that it would have been



STUART HOOPER

A new kind of 'selfie'. Stuart Hooper took this mid-ocean photo of 'Coyote' — and photos of other boats — with his quadcopter and GoPro.

harder to take down than leave up.

"Driving was very difficult because all you could see was the compass. There was no moon but heavy cloud cover, so we couldn't even see the bow. Suddenly you'd find yourself charging down into a three-story-deep pit, and there was nothing you could do but drive straight to the bottom of it. But the Hobie would just take off! She's such a great boat because you can drive her so hard you think you're tearing her apart, but she's fine. And there was no way we could throttle back, because we knew that sistership *AERO* had been gaining on us for days and was right behind us.

"Fire!!!" If you're half dead at the helm in the middle of the night, it's blowing 30+, and you can't see the pits you're dropping into, the last thing you need is to hear is someone shout 'Fire!' from down below. But that's what Den-
Melinda and Bill Erkelens start with 'Wolfpack' on 'Terrible Tuesday'. They didn't have a dodger, but they did have enough water to shower daily.



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ny heard on the last night out.

"The alcohol stove had caught on fire," says Denny. "I went down below and it was so hot that it seemed as if the metal might melt. Thank God that one of new Pac Cup safety requirements was for a Fire Blanket, because without it, I couldn't have held the stove so that another crewman could unbolt it. Using the blanket, I was then able to throw

the stove over the side. But there we were, dead tired, surfing at up to 21.5 knots, unable to get the sail down — and no longer able to make espressos!"

"We didn't lose our division to *Por Favor* by 13 minutes, we lost it by 18 inches," laughs Joe Wells of the *AERO*. "When it got windy the last three days of the race, we went to a four-on, two-

off schedule, with drivers switching every 40 minutes. But 48 hours into it, my crew — Bruce Ladd and Synthia Petroka — and I just didn't have anything left. Looking back, we really were out of our minds.

"At one point Synthia was down below trying to get some much-needed rest, and Bruce and I were trying to spinnaker-reach in 23 knots with a kite not cut for it. We actually convinced ourselves that the spinnaker was Evil and trying to kill us — seriously! — because there was nothing we could do to keep it from filling and collapsing every few seconds. That would rattle the whole rig, and Synthia soon became convinced that Bruce and I were doing it on purpose to keep her from sleeping.

"Bruce and I were so out of it that at one point we couldn't find the spinnaker. I'm not kidding! We looked all over for it in the pitch black, but couldn't see it anywhere. Finally Synthia couldn't take the noise anymore and came on deck. 'You're crazy,' she responded to us when we explained that the spinnaker had disappeared. 'You've wrapped it around the headstay and the topping lift.' She was right; there it was. I don't know how we could have missed it.

"It was at that point we realized that we truly were out of our minds and needed to back off," continues Wells, so we put the blast

reacher up for three hours. In the morning light, and after we regained some lucidity, we realized the problem was we had the tag line for the spinnaker way too tight. As soon as we eased it 18 inches, *AERO* took off like crazy. It was too late to catch *Por Favor*, but man was it crazy, and did we ever have a great time!"

Sonnen BMW ORR. Greg Slyngrat's J/125 *Hamachi* beat Thomas Garnier's sistership *Reinrag2* for division honors and third in ORR, despite both boats starting out going the wrong way. "Thursday's forecast showed light air on the rhumbline, so our best guess

PACIFIC CUP RESULTS

See pacificcup.org/ for complete results

Div	Flt	Boat	Type	Skipper	Yacht Club/Home Port
HOLO HOLO CRUISING (Started 7/6 at 10:40:00 PDT)					
1	-	<i>Venture</i>	Jeanneau 49	Michael Chabotov	Sausalito YC
2	-	<i>Koh-Ring</i>	Tayana 48	Wolfgang Hausen	St. Francis YC
3	-	<i>Med Viking</i>	Beneteau 411	Bernard Debbasch	WORSA
4	-	<i>Rapture</i>	Caliber 40 LRC	Gregory Newman	Berkeley YC
5	-	<i>KnopKierrie</i>	Pacific Seacraft 37	Monika Majewska	Alameda, CA
IWI DOUBLEHANDED I (Started 7/7 at 10:55:00 PDT)					
1	11	<i>Snafu</i>	Moore 24	K. Robrock / G. Combrisson	Santa Cruz YC
2	13	<i>Blade Runner</i>	Santa Cruz 27	Ward Naviaux / Andy Schwenk	Bellingham YC
3	17	<i>Green Buffalo</i>	Cal 40	Jim Quanci / Mary Lovely	Richmond YC
4	32	<i>Absinthe</i>	Moore 24	Dan Nitake / Tony English	Santa Cruz YC
5	33	<i>Mirage</i>	Santa Cruz 27	S. Perkins / K. Hallyburton	Hood River YC
KOLEA DOUBLEHANDED II (Started 7/8 at 12:10:00 PDT)					
1	14	<i>Wolfpack</i>	Donovan 30	Melinda & Bill Erkelens	Richmond YC
2	16	<i>Thirsty</i>	Beneteau First 30	C. Devanneaux / F. Courouble	California YC
3	34	<i>California Condor</i>	Antrim Class 40	Buzz Blackett / Jim Antrim	Richmond YC
4	36	<i>Shearwater</i>	J/120	Justin & Christina Wolfe	Galveston Bay CA
5	39	<i>War Pony</i>	Farr 36	Mark Howe / Shana Bagley	Richmond YC
ALASKA AIRLINES DIVISION A (Started 7/7 at 10:40:00 PDT)					
1	15	<i>Azure</i>	Cal 40	Rodney Pimentel	Encinal YC
2	19	<i>California Girl</i>	Cal 40	Victoria Lessley	Portland YC
3	22	<i>Back Bay</i>	Cal 39	Peter Schoenburg	Berkeley YC
4	24	<i>Gypsy Lady</i>	Cal 34 Mkl	Val Clayton	Marin YC
4	n/a	<i>Valis</i>	Pacific Seacraft 44	Paul Elliott	San Juan Island YC
WEEMS & PLATH DIVISION B (Started 7/8 at 11:40:00 PDT)					
1	18	<i>Free Bowl of Soup</i>	J/105	Eric Hopper	CYC (Portland)
2	20	<i>Coyote</i>	Beneteau First 42	Steve Hill	Richmond YC
3	23	<i>Tiki Blue</i>	Beneteau 423	Gary Troxel	Richmond YC
4	25	<i>Red Cloud</i>	Farr 36	Don Ahrens	Encinal YC
5	27	<i>Avion</i>	Bianca 414	Tom Abbott	Encinal YC
MATSON DIVISION C (Started 7/8 at 11:55:00 PDT)					
1	n/a	<i>Por Favor</i>	Hobie 33	John Denny	Sidney N Saanich YC
2	26	<i>AERO</i>	Hobie 33	Joe Wells	SSS
3	28	<i>Encore</i>	Sydney 36 CR	Wayne Koide	Richmond YC
4	37	<i>Blue Crush</i>	J/109	Eric Devaney	Cortez Racing Assn.
5	38	<i>Shoofly</i>	Barnett Offshore 41	Thomas Palmatier	SSS
SONNEN BMW DIVISION D (Started 7/10 at 13:40:00 PDT)					
1	4	<i>Hamachi</i>	J/125	Greg Slyngrat	CYC (Seattle)
2	9	<i>Reinrag2</i>	J/125	Thomas Garnier	Los Angeles YC
3	2	<i>Swazik</i>	Swan 45	Sebastien de Halleux	Golden Gate YC
4	7	<i>Hano Ho</i>	Santa Cruz 50	Mark Dowdy	San Francisco YC
5	5	<i>Surprise</i>	Schumacher 46	Bob Hinden	Encinal YC
LATITUDE 38 DIVISION E (Started 7/11 at 14:40:00 PDT)					
1	1	<i>Scarlet Runner</i>	Reichel/Pugh 52	Robert Date	Sandringham YC
2	3	<i>Pyewacket</i>	Andrews 68	Roy Disney	Waikiki YC
3	6	<i>Invisible Hand</i>	Reichel/Pugh 63	Frank Sloopman	Encinal YC
4	12	<i>Locura</i>	Nelson/Marek 92	Hector Velarde	Lima, Peru
5	8	<i>CARO</i>	Botin 65	Max Klink	Cayman Islands
HOKULEA MULTIHULL (Started 7/10 at 13:55:00 PDT)					
1	-	<i>Humdinger</i>	Walter Greene tri	Lawrence Olsen	BAMA
2	-	<i>Transit of Venus</i>	Corsair 37 tri	Rick Waltonsmith	BAMA



When *'Tiburon'* lost her rudder — and half her water — Michael Moradzadeh and his *'Cayenne'* crew were there to help.

WITH THE PACIFIC CUP



Anywhere that wasn't moving, such as the yacht club lawn, was a great place to catch up on sleep.



The first year for multis in the Pac Cup wasn't a good one. There were just two. Both went the wrong way.



Shana Bagley, navigator on 'War Pony', finds her way into the Kaneohe YC pool.



It took David Nichols and his crew 17 days to make it with his Vanguard 32 'Blue Mist'. But they made it.



Using the main boom for a rudder on the SC37 'Tiburon' was the 'Manhattan Project' of jury rigs.



"I missed you!" Dave Garman of the dismantled SC27 'Giant Slayer' and friend Valli.

was to head south," remembers Slynstad. It turned out to be the wrong guess, and early on we were second to last in division.

"Once we finally got a bit of reaching breeze, my very talented crew was able to pass *Reinrag*. A big difference is that we had a bobstay for our Code Zero and they didn't, and thus they couldn't get the luff tension needed to stay as high and fast in the reaching conditions. As a result, they weren't able to get as far north as us, and to the better wind conditions."

Passing *Swazik* was a different story. "My J/125 is a 41-footer that only displaces 9,000 pounds, while the Swan displaces 20,000 pounds," says Slynstad. "In 15 knots of breeze and reasonable waves, we can start surfing, while the Swan is really too heavy to surf at all. And when it's blowing over 20 knots, we can surf for extended periods at 17 or 18 knots — and even hang with the big sleds. And we had at least three full days of 16 to 20 knots. It not only allowed us to pull away from *Swazik*, it was some of the most enjoyable sailing I've ever had."

If a sailor buys the same design twice, you know he loves it. "I previously owned the J/125 *Roxanne* and did the 2008 Pacific Cup," says Slynstad. "The boat was super light, a blast to steer,

and very forgiving. Then I bought the Kieran 44 *Wasabi*, which is a bigger and heavier boat that's harder to sail and ship. So two years ago I bought *Hama-chi* in the Caribbean, did the Heineken and Voiles de St. Barth, then brought her back to California for the Big Boat Series, the PV race and MEXORC. Even though I'm a Seattle guy now, I was born in Campbell and am shipping the boat back to San Francisco."

Shipping is another reason Slynstad likes his J/125. "She only has 10.5 beam, and with the keel still on is less than 14 feet tall on a trailer. That's why I can ship her back on Matson."

While *Reinrag* wasn't able to duplicate her Overall Transpac win of 2011, crewmember Lashawna Garnier blogged about a "woman's perspective" of racing in the Pacific Cup.

"With only a couple days left in this great adventure, I realized that I've raced across the Pacific four times with Team *Reinrag*, as well as on several Cabo races. What's it like living in a 100 sq. ft. petri dish with five stinky boys? (I, of course, smell like roses.) First, boys have a strange fascination with their regularity — and enjoy sharing information better left unsaid. There is also their bizarre habit of insulting each other in a loving sort of way, something I as a woman have not been exempt

from. Fortunately, I also know how to say 'I love you' with four-letter words — and no, I don't mean 'l-o-v-e'. On our seventh day of co-habitation, we've really settled into our groove of sleeping, eating, driving, and trimming.

"My day goes something like this," Lashawna's blog continues. "I wake up at 0100 with a red light in my face saying, 'You're up!' I wiggle out of my 'spider hole', put on all my soggy gear, harness, head lamp, and slam a Red Bull. Then I go on deck, take a shot of sea water in the face, trim sails for an hour, drive for an hour, and spend the last hour of the watch pillaging for snacks. At 0400 I crawl back into my spider hole — unless we need to change sails. Repeat every three hours. All in all, it's a good life."

Because different handicap systems are used for the ORR division standings and Pacific Cup Overall standings, Sebastien de Halleaux's Swan 45 *Swazik* finished second overall in the Pacific Cup despite finishing just third in her division.

"It was a big deal for us," says sailing master Seadon Wijzen. "One of the reasons is that although *Swazik* was the Overall Pacific Cup winner two years ago and is an optimized Swan 45

ALL PHOTOS LATITUDE / PAUL EXCEPT NOTED

DINGOES RUN OFF

— masthead chutes, longer poles, two-foot stern scoop — she's not a surfing machine like the J/125s. At 24,000 pounds she's a heavy boat with a lot of sail area, and thus not easy to sail.

"But the unusual weather this year — I'd never seen high pressure to the south before, which then moved north — was good for us," Wijsen continues. "It was straight upwind for the first third, which was good for us, then about 300 miles of close reaching with the A3, which was also good. We then had some running, which is where the 125s excel, and where, as expected, they passed us. The last 500 miles was unusual in that it was close reaching again, which again was better for us than running downwind would have been."

Because the Swan doesn't really surf — her top speed was a pedestrian 17.2 — it's hard to imagine conditions could have been more difficult for her than in her last 100 miles, usually some of the most mellow and pleasurable in the Pacific Cup. While they were good for *Swazik*, they were very hard.

"We'd had a typically beautiful

tradewind day," says Wijsen, "but then what had looked like a series of line squalls turned into a single system, and soon it was as though we were in a scene out of a horror movie. It was pitch black with 25 to 35 knots of wind and an unusual cross sea. There was torrential rain the whole time, and every 10 to 30 seconds there would be lightning right over us — something I'd never experienced on land or at sea.

"Dave Rolfe, one of our crew who had done four Volvo Around the World races, said it wasn't unusual for that race. But Stu Bannatyne, who has done five Volvos, disagreed. 'It was never like this,' he said. He also said it was probably the blackest night he'd ever seen at sea. After wiping out in a 35-knot gust, we went to the main and #4."

Latitude 38 Big Boat ORR Division honors, as was mentioned earlier, were claimed by *Scarlet Runner*, which corrected out two hours ahead of *Pyewacket*. Because the Pacific Cup is the

"FUN race to Hawaii," wine was served with dinner on *Pyewacket*, and the meals were frozen instead of the lighter freeze-dried. That might have slowed them a smidgen, but not as much as *Scarlet's* getting hung up on a fishing net in the early going, which cost them 20 miles. Their victory was legit.

Scarlet was finishing up a one-year circumnavigation, hitting as many big races as possible. It quickly became apparent that she didn't do as well in in-shore and around-the-buoy races.

"*Scarlet* struggles when the wind is forward of 90 true, is as good as everyone from 90 to 130, but the farther aft the wind gets after that, the better she is than other boats," says owner Date. "For example, *Scarlet* excelled in the Cape Town to Rio Race, a tragic event where one life was lost and several boats rolled in the early going. We got hit by 70 knots of wind and were doing 30 knots under jib alone."

Scarlet had an inauspicious Pac Cup start. "When we got out the Gate on Friday, the surface of the water was



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WITH THE PACIFIC CUP



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like glass, but we had six knots of wind at the top of the mast. As we had the shortest rig in our division, the bigger boats were getting more wind — 10 knots — at the top of their masts and were thus able to pull away.

"Our goal had been to win the *Latitude 38* Big Boat Division, and we figured *Pyewacket* was our biggest competition. We assumed they were a 15-knot boat, which meant we had to beat them by 22 miles or one hour and 40 minutes to correct out. As it turned out, the farther the wind came aft, the more we

It was so dark the last night on 'Scarlet Runner' that owner Robert Date said that some of the best feedback he got while driving was from his feet on the cockpit sole.

were able to gain on them — even more than we expected. So we had enough cushion at the end to go with the A3 instead of A4. It turned out to be a good thing, as it got reachy again and we had the perfect sail up. The one-year adventure has been wonderful, and we're terribly excited to have done more than pretty well in the Pacific Cup," concluded Date.

In any big event on the ocean, strange things are seen. Perhaps the most strange in this year's Pac Cup was what Bill and Melinda Erkelens saw: "We sailed by a spouting whale that was being eaten by a really large shark."

Bobbi Tosse noted that there were two firsts in this year's Pacific Cup. "The first time nobody ever turned back, and the first time every Yellowbrick tracker worked."

— *latitude 38* / richard

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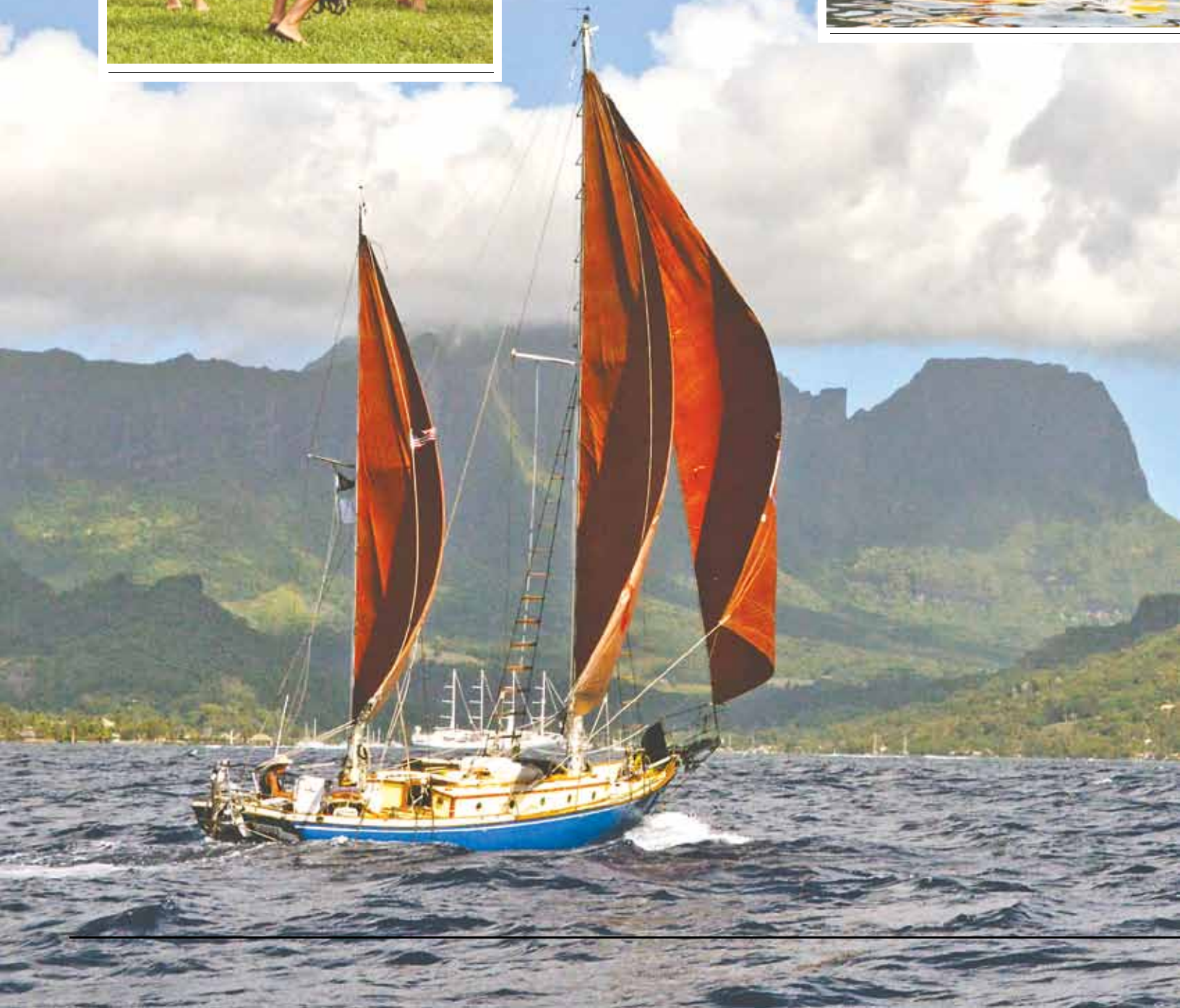
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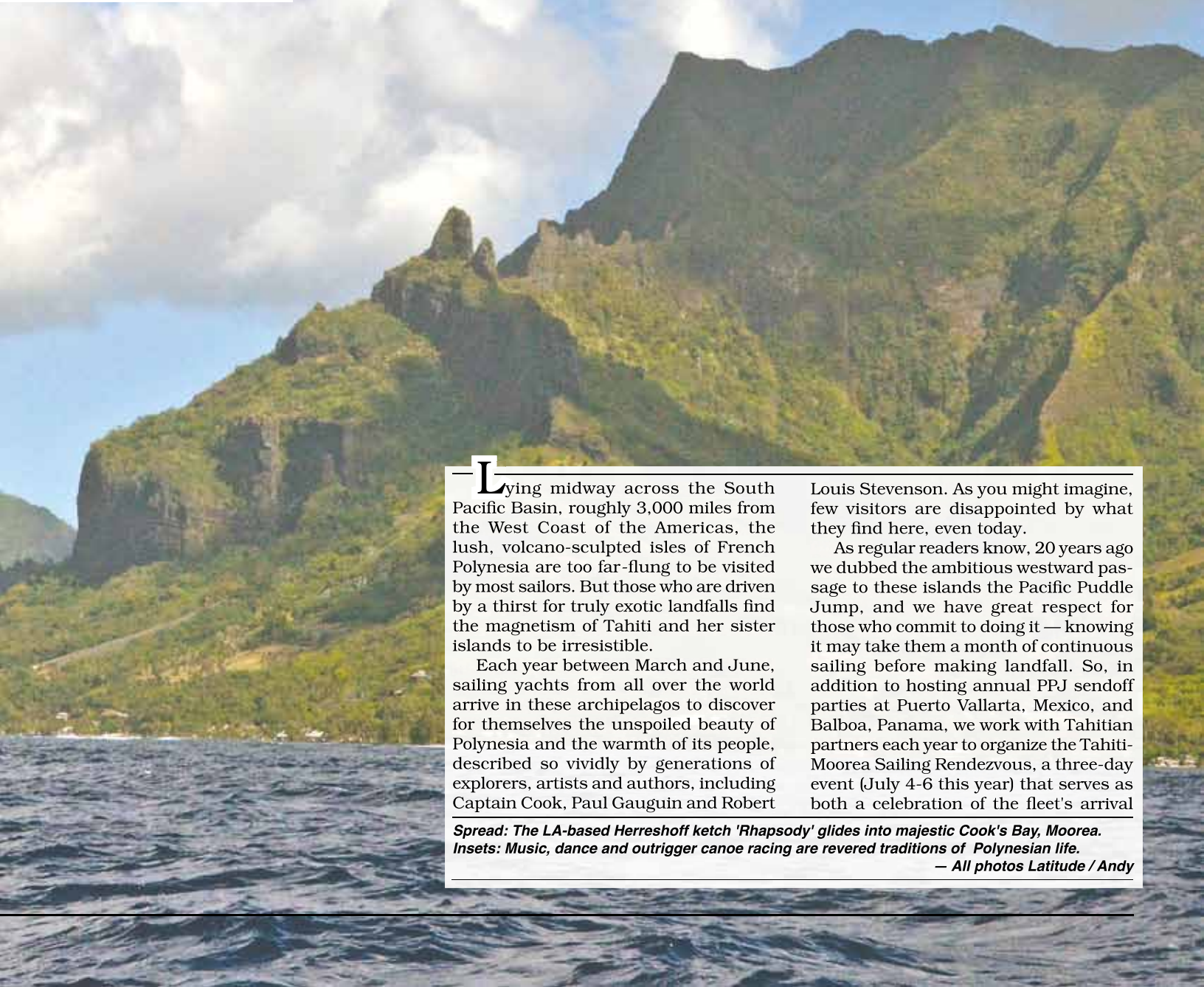
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TAHITI-MOOREA SAILING RENDEZVOUS —



LIVIN' THE DREAM



Lying midway across the South Pacific Basin, roughly 3,000 miles from the West Coast of the Americas, the lush, volcano-sculpted isles of French Polynesia are too far-flung to be visited by most sailors. But those who are driven by a thirst for truly exotic landfalls find the magnetism of Tahiti and her sister islands to be irresistible.

Each year between March and June, sailing yachts from all over the world arrive in these archipelagos to discover for themselves the unspoiled beauty of Polynesia and the warmth of its people, described so vividly by generations of explorers, artists and authors, including Captain Cook, Paul Gauguin and Robert

Louis Stevenson. As you might imagine, few visitors are disappointed by what they find here, even today.

As regular readers know, 20 years ago we dubbed the ambitious westward passage to these islands the Pacific Puddle Jump, and we have great respect for those who commit to doing it — knowing it may take them a month of continuous sailing before making landfall. So, in addition to hosting annual PPJ sendoff parties at Puerto Vallarta, Mexico, and Balboa, Panama, we work with Tahitian partners each year to organize the Tahiti-Moorea Sailing Rendezvous, a three-day event (July 4-6 this year) that serves as both a celebration of the fleet's arrival

Spread: The LA-based Herreshoff ketch 'Rhapsody' glides into majestic Cook's Bay, Moorea.
Insets: Music, dance and outrigger canoe racing are revered traditions of Polynesian life.

— All photos Latitude / Andy

TAHITI-MOOREA SAILING RENDEZVOUS —

and a mini-festival of Polynesian culture.

This year's Rendezvous began Friday afternoon, July 4, with a meet-and-greet in downtown Papeete, Tahiti, at the waterfront plaza of Tahiti Tourisme, a longtime supporter of the event.

After registering (\$32 per adult) and picking up 'swag bags' that contained Rendezvous-logo tank tops and other goodies, fleet members who'd met in Mexico or Central America got reacquainted by swapping crossing tales. Some crews, who'd exchanged weather tips and anecdotes via SSB nets during the crossing, met in the flesh here for the first time. Representatives from Whangarei and Opua, New Zealand, had flown in to showcase their marine services, as had the manager of Fiji's popular Vuda Point Marina.

We'll save the passage-making stats and stories for next month's PPJ Recap article. But suffice it to say that this year seemed to be windier than is typical — at least for a lot of boats. That said, it's almost impossible to generalize, as no two boats ever have precisely the same experience. For example, the L.A.-based Herreshoff 36 *Rhapsody* and the Sausalito-based Mason 53 *Sequoia* both left Puerto Vallarta during April. But Alan and Laura on *Rhapsody* didn't see a lot of wind in the early stretches of their crossing, while Carl and Janice on *Sequoia* experienced winds in the 30s not long after departing.

One thing that's pretty much universal year after year, though, is that when

we reconnect with cruisers in Tahiti after they've completed the jump and spent a couple of months exploring the Marquesas and Tuamotus, they always seem to radiate an upbeat sense of self-assuredness and inner peace that we hadn't seen in them back on the mainland. No doubt that's a result of having met the challenges of open-ocean sailing, and achieved the realization that they are finally living their dreams of South Pacific cruising after years of anticipation.

In addition to acquiring deep tans during the previous months, some proudly displayed freshly inked tattoos, and some of the guys had traded the clean-shaven look for bushy beards.

Clockwise from upper left: 'Code Blue' chases the fleet to Cook's Bay; 'Elena's happy crew'; Stephanie briefs the skippers on Moorea's charms; Cassity scrapes a coconut; her dad, Courage, learns to make a clean break; outrigger canoe races in a dreamy setting; yes, real men can dance; serenading the games; the ancient fruit-carriers' race; a blessing of the fleet.



ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

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LIVIN' THE DREAM

That afternoon, our longtime Tahitian partner Stephanie Betz of Archipelagos gave a detailed chart briefing for Saturday's crossing to Moorea and later cruising in the Leewards (*Les Iles Sous le Vent*). As a troupe of ornately costumed dancers and musicians assembled, fleet members toasted each other with wine from France and the Tuamotus. The salty sailors were impressed when the mayor of Papeete, the director of the Tahiti YC and a representative from Tahiti Tourisme all turned up to offer a genuine welcome to their islands.

All captains were then called to the front to receive a traditional Tahitian blessing, then the dancers took over —

the guys stomping their feet and knocking their knees, while the girls swiveled their hips in a lightning-fast motion that only Polynesians can accomplish.

The girls swiveled their hips in a lightning-fast motion that only Polynesians can accomplish.

At 10 a.m. Saturday morning, the fleet assembled outside the reef that defines the perimeter of Papeete Harbor. As promised, the breeze had piped up to between 15 and 18 knots from the east; ideal conditions for the 15-mile broad reach to

Cook's Bay.

It was obvious by their semi-chaotic pre-start maneuvers that few of these cruisers were experienced racers. But that was just fine, as the crossing was

officially billed as a "rally," not a race.

Still, the British sloop *Elena* managed a near-perfect start, despite the fact that her mom-and-dad crew were double-handing while looking after three young kids. Close behind were Adam Sutton's *J/130 Ananda II*, which had sailed down from Hawaii, and Mike Poll's Hunter 450 *Beluga Free* from Hong Kong, which was about two-thirds of the way through a circumnavigation.

Two hours later, the first to cross the finish line at the Cook's Bay channel markers was the one-off aluminum sloop *Argonaut* from the Netherlands. Having crossed the Atlantic aboard her, then spent two seasons in the Caribbean, owners Frits and Marian seem to have their techniques for doublehanding this sleek 54-footer down to a science.

Second was *Ananda*, with the boys from Hawaii, who'd been having so much



TAHITI-MOOREA SAILING RENDEZVOUS



LATITUDE / ANDY

The lovely Neherika Matoi, aka Miss Moorea, greeted fleet members with tiare flowers Saturday, then whipped them in canoe races Sunday.

fun spinnaker-reaching off the coast that they overshot the entrance. The Privilege 51 *Havachat* was third, and the first of the multihulls. The Australian Maslen family had bought her last May (in the Caribbean, we suspect) and were happily sailing her home, as so many other Aussies and Kiwis have done in recent years.

The arrival at Cook's Bay is always an eye-popper. The jagged, tooth-like pinnacles and sharply ascending ridgelines that surround the oblong anchorage are clearly the remnants of an ancient volcanic crater. About twenty boats made the crossing, while another dozen had crossed a day or two before, and now had a front row seat for the Rendezvous' weekend festivities.

That evening, fleet members came ashore to the Club Bali Hai hotel, which lies in an idyllic spot right at the water's edge. The lovely Miss Moorea, whose name is Neherika, was there to greet all

Don't you wish you were in this group photo? Put the Puddle Jump on your 'bucket list' and perhaps you'll get to join the fun someday.

100 sailors with sweet smiles and fragrant *tiare* flowers to tuck behind their ears in the traditional Polynesian style.

After a complimentary round of rum punch, dinner was served, and soon a huge dance troupe arrived to put on a stunning show. With numerous costume changes and impressive athletics, the spectacle extended from twilight until darkness, when several acrobatic fire-dancers provided the finale.

Sunday's schedule was focused on traditional Tahitian sports, with the obvious highlight being a series of six-person outrigger canoe races staged on the flat waters of the anchorage, right in front of the Bali Hai.

With seasoned Tahitian paddlers in the bow and stern seats, four cruisers provided fresh muscle-power from the mid-hull seats. It's impossible to travel through Polynesian lagoons without ob-

One crew had subbed-in a fresh paddler in the bow position: Miss Moorea.

serving both male and female paddlers practicing their national pastime every afternoon. So it's a big thrill to actually have a chance to try it yourself.

Through a series of elimination heats, the 'championship' came down to a final two-canoe race with mixed teams from several boats. But one crew had subbed-in a fresh paddler in the bow position: Miss Moorea, whose paddling prowess is as impressive as her beauty.

During a midday break many Rendezvousers opted to have a traditional Ma'a

luncheon, with at least a dozen classic dishes including roast pork, taro, yams and delicious *poisson cru* — fresh fish marinated in coconut milk.

Other activities that afternoon included a fruit-carriers' relay race — where runners must shoulder a heavy staff with



LATITUDE / ANDY

It's in the nature of Polynesians to share their cultural traditions with visitors — including age-old dance steps.

coconuts lashed to the ends — a stone-lifting competition, a coconut-husking contest and a tug-of-war. Meanwhile, local handicrafts artists demonstrated batik-making, *pareo*-wrapping, and techniques for weaving fresh, island-grown flowers into headdresses and leis.

It's probably safe to say that by the time a final dazzling dance show had concluded, all who attended felt that participating in the Rendezvous had been time well spent. And all had gained a much clearer understanding of how much French Polynesians revere their cultural traditions. Without a doubt, it had been a splendid welcome to these friendly, unspoiled isles.

— latitude / andy

If you plan to head west next year, we hope you'll make a special effort to attend the 2015 Rendezvous, which will probably take place in mid-June.

Look for updates at www.pacificpuddlejumps.com and at the Rendezvous' own site: <http://tahiti-moorea-sailing-rdv.com/english/> (where you can see lots more photos).



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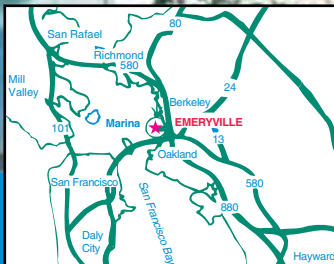
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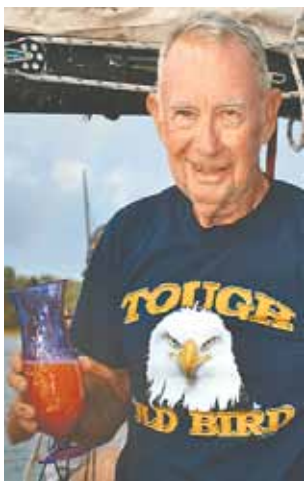
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SINGLEHANDED TRANSPAC —

There are four major West Coast races to Hawaii, but only one, the Singlehanded TransPac from San Francisco to Hanalei Bay, Kauai, is as much a mental passage as a physical one. Seventeen singlehanders answered the call

LATITUDE / ROSS



At 84, 'The General' was sailing in his 13th Pacific campaign.

for the 19th edition of the 2,120-mile race on June 28, in boats as small as Przemyslaw Karwasiecki's Mini 6.5m *Libra*, and as big as Peter Heiberg's Palmer Johnson 49 *Scaramouche V*.

Seven of the entrants were first-timers; 10 were veterans. None was 'more veteran' than 84-year old Ken 'The General' Roper. The retired brigadier general has crossed the Pacific 12 times in 30 years.

The backgrounds of the competitors were as varied as their boats. Joe Balderama, for example, is an ergonomics and safety consultant, while Peter Heiberg is a professional mariner who drives tugs, cruise ships and commercial fishing boats. Nathalie Criou, the only female entrant, is a tech executive.

Singlehanders tend to fall into either the Ellen MacArthur school, where singlehandeding is so physically and mentally challenging that completing a major race can permanently sap one's interest in sailing. The other is the Francis Joyon

Peter Heiberg, Singlehanded TransPac vet, and this year's line-honors winner with 'Scaramouche,' groused about the ocean and sailing.

LATITUDE / ROSS



school, after the humble Frenchman who smashed MacArthur's singlehanded around-the-world record. Even in the worst of conditions, Joyon loves it. And once he smashes an existing record, he can hardly wait to better it or break some other record. To varying degrees, both schools were represented in this year's Singlehanded TransPac.

The playbook for all California-to-Hawaii races is pretty much the same. You reach and puke in strong northwest-erlies for a couple of days. Once the wind comes far enough aft, you set a chute or whatever off-the-wind sail plan you have. Then you describe a reverse 'S' course to the palm trees. All that's required for this routine scenario is for the Pacific High to behave itself.

This year's singlehanders had it plenty rough — up to 30+ knots in big seas — for the first couple of days getting

The playbook for all California-to-Hawaii races is pretty much the same. You reach and puke...

away from the coast. Having sailed from the West Coast to Hawaii so often, the General is the authority on putting the conditions in context. "Except for 2008, the start of this year's Singlehanded TransPac was the roughest I've ever had."

Professional mariner Peter Heiberg was in agreement. "I had a couple of tough nights early in the race," he said. "If I wasn't comfortable on my *Scaramouche*, the biggest boat in the fleet, I can only imagine what it was like for

those on the small boats. I take my hats off to them."

As it turned out, the High was never really able to establish itself, so the racers had atypical conditions for the trip to Kauai. "Unusually, I didn't have a single super-light-air day," says the General, "and only the occasional squall. So for me it was just like a boat ride."



"The sailing was gorgeous," reported Steve Hodges of the *Islander 36 Frolic*. "The sky and water were beautiful."

But not everyone always enjoyed such benign post-reaching conditions.

"One day I had the spinnaker up for 16 hours," reported Nathalie Criou. "My boat was surfing at 13-15 knots and just wouldn't stop. I didn't want to take the spinnaker down, but I finally had to because of exhaustion."

Moments of the race were even more stressful for some. "I was lying down on my berth sound asleep," remembers STP vet Daniel Wiley of the *Nauticat 44 Galaxsea*, "when all of a sudden I heard my autopilot alarm going crazy. I went from sound asleep to an adrenaline rush in about a second, as I attempted to right *Galaxsea*. She was heeled so far over that water was rushing into the wheelhouse."

THE SWEET WAY TO HANALEI



ALL PHOTOS LATITUDE / ROSS



Singlehanders on their 2,120-mile way to Hawaii. Spread; Eventual corrected-time winner Steve Hodges aboard his Alameda-based Islander 36 'Frolic.' Top left; Daniel Wiley of the Richmond-based Nauticat 44 'Galaxsea.' Top right; Gary Burton and his division-winning Westsail 32 'Elizabeth Ann.'

And sometimes a response to a squall was as funny as the squall was strong.

"I was naked and soaped up with my harness off, waiting for the squall's rain to rinse me off," said Joe Balderrama of the Express 27 *Archimedes*. "But the wind arrived before the rain, and my autopilot got overwhelmed. All soaped up, I had one hand on the tiller and the other on the sheet. It went on for about 30 minutes. Based on hearing the same boat hum as I did when doing the 2006 Lightship with John McBride, Larry Ho, Sancho and the Dutch Superwoman, I believe I hit 18 knots."

Being naked and soapy while surfing wasn't the only danger, as there was plenty of the famous Pacific debris.

"A 12"x12"x 8' beam hit the side of my boat," recalls Barry Bristol, a four-time STP vet with his Capri 30 *Fastlane*. "It scared the bejesus out of me, as such a substantial beam could have broken my rudder off."

While there wasn't a lot of post-reaching boat damage, one singlehander could have easily lost his rig.

"I have no port spreader or shroud, but my mast is still in-

tact," reported Doug Paine of the Capri 25 *Jack* when well into the race. "I've rigged the halyards at the spreader and recut the jib to fit the new foretriangle. Sailing fine — just slow — and I'm ready for anything." It would take him 20 days, but he made it unassisted.

Drugs? Who needs drugs when hallucinations are as common as salt in the ocean during long singlehanded races? We can't remember who it was, but one of the singlehanders said he heard the silky voice of Nigerian/Brit singer Sade accompanying the vocals coming from his solar panels. "Wooo, wooo," she'd coo. The skipper found it soothing.

As far as the competition went, Al Germain established an early lead with his easy-to-sail Wyliecat 30 *Bandicoot*, but was waterlined about halfway across by Heiberg on his 19-ft-longer Palmer-Johnson. Armed with the fast surfing Express 27 *Archimedes*, it seemed that Balderrama might be able to overtake the heavier boat, but she ran out of course and finished five hours behind.

The Vancouver, B.C.-based Heiberg crossed the finish line in 14 days 3 hours to claim line honors. This wasn't close to Alex Mehran's monohull record of 8 days 13 hours with the Open 50 *Truth*, but neither Heiberg or anyone else had brought a record-setting weapon.

As a professional mariner and a veteran of the last Singlehanded TransPac, Heiberg would be expected to have a winning strategy — and he did. "I headed south because it was going to be more comfortable. It was just shithouse luck that it turned out so well for me."

One reason Heiberg chose to do the race a second time is that he thought he could do better than in 2012 when

Although only 30 feet long, Al Germain's Richmond-based 'Bandicoot' held the boat-for-boat lead in the early stages of the race.



LATITUDE / ROSS

SINGLEHANDED TRANSPAC —

he finished in 14d, 12h, 48m. "I felt like I didn't try very hard the last time, that I'd left something on the table."

Not to be disrespectful, but it seems to us that Heiberg has still left a lot on his cockpit table. After all, he chose the "comfortable route," used only white

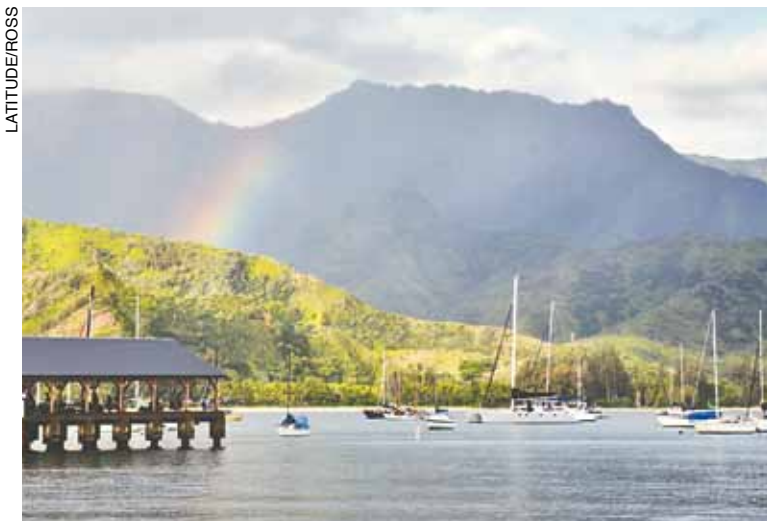


Nathalie Criou, the only female entrant, specified that she'd like to be met with a croissant and a glass of wine at the finish.

sails, read about eight books, didn't (intentionally) jibe, and even left his water generator dragging.

Balderrama and *Archimedes* finished second five hours back, with Germain and *Bandicoot* another five hours back.

Corrected-time honors are, of course, an achievement equal to, if not **STP boats anchored at Hanalei. Despite what you've been told, sometimes it is the destination as well as the journey. Ask the General.**



bigger than, line honors. Boats rated as fast as Heiberg's *Scaramouche* at 92, and as low as Brian Cline's Dana 24 *Maris* at a whopping 242.

Correcting out first overall was STP vet Steve Hodges with the Alameda-based Islander 36 *Frolic*. Second, less than an hour behind, was *Bandicoot*, and *Archimedes* another six hours back.

There were four divisions in this year's Singlehanded TransPac.

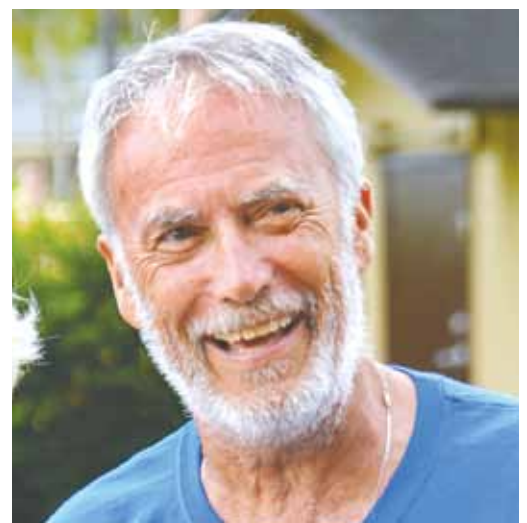
Capri+ Division — Al Germain finished with his Wyliecat 30 *Bandicoot* in 10 days and 21 hours to correct out a comfortable 4 days and 14 hours in front of triple STP vet Barry Bristol and his Capri 30 *Fastlane*. Doug Paine not only claimed third with his Capri 25 *Jack*, he also won the Perseverance Trophy for having the longest elapsed time — 20 days and 15 hours. Before anyone jumps to any negative conclusions, remember that Paine lost one spreader and one shroud. Well done, Doug!

Division winner Germain reports having had a good race, except for almost destroying his wishbone boom a day or two out. "It was operator error," he confessed, "as the preventer wasn't rigged properly to allow it to break before the boom did." He managed to rig a sleeve over the damaged part, so although it slowed him down, it didn't slow him too much.

Germain is from the Francis Joyon school of singlehandeding. "I'm comfortable with myself and am a bit of a loner," he said, "so 14 days at sea wasn't a problem for me."

Full Galley Division — Gary Burton claimed honors in this class with his Oregon-based Westsail 32 *Elizabeth Ann*, while Richmond-based STP

vet Daniel Wiley was 12 corrected-time hours back with his Nauticat 44 *Galaxsea*. Brian Cline came in third with his Dana 24 *Maris* — despite having his tiller snap off at its base. The highlights of his race were "finishing in the allotted time" and having his parents surprise him by flying in from



Florida to greet him at the finish.

The lowlight of Cline's trip — and that of some others — was all the debris in the water. "It was pretty depressing from the get-go," he said, "but after the third day it was everywhere. When Barry Bristol, who was in front of me on *Fastlane*, reported that he'd hit a large piece of lumber, I spent all of one night calculating its drift and looking for it, so I got no sleep. It wears on you when you have to worry about something like that."

Harrier Division — The overall corrected time winner, Steve Hodges, was obviously the division winner also with his Islander 36 *Frolic*. It was his second singlehanded race to Hawaii.

"I didn't expect to do as well as I did, but that was a huge highlight for me," he said. "Knowing I had a chance to come out on top, I redoubled my efforts. I really enjoyed trying to decipher how to play the waves. And I was able to fool

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THE SWEET WAY TO HANAIEI



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Clockwise from upper left: Steve Hodges tells a story about the race. Part of the class of '14 (left to right): Peter Heiberg, Al Germain, Steve Hodges, Rick Elkins, Daniel Wiley, Ken Roper, Steve Saul, Nathalie Criou and Gary Burton. Fellow competitors help 'Elizabeth Ann' anchor at Hanalei, one of the most beautiful places in the world. Rick Elkins of the Richmond-based Wylie 39 'Lightspeed.'

around with some new rigging concepts that I learned from racing on *Green Buffalo*. For example, it took me just five

"The experience stretches your physical and emotional limits. It scrapes the bottom of your soul."

minutes to execute a two-pole jibe." The General's 31-ft Finn Flyer *Harrier*, for which the division is named, came in second 24 hours back. The General has won about every STP trophy and broken most records. "No one is ever going to break my records for being the oldest or doing the most races with the same

boat." Why has he done the race so often? "To get to Hanalei!" he replied, as though it were as obvious as who is buried in Grant's Tomb. "I love it here. I first came here on my old wooden boat after I retired in 1978. This is just as pretty as Bora Bora, and it's America. If this race didn't end at Hanalei, I probably wouldn't do it."

Third in division, by just 11 minutes, went to Peter Heiberg and Scara-

mouche. Heiberg likes to go on and on about how little he likes the ocean and how he can't stand sailing, so we've already got him penciled in for his third STP in 2016.

But even Heiberg admitted to liking some parts. "All day long I'd look forward to our bullshit sessions on the SSB."

Surfers Division — Joe Balderama, a newcomer like everyone else in the division, sailed his Express 27 *Archimedes* to division honors by nearly a day.

"For me it was like climbing Mt. Shasta," he said. "The experience stretches your physical and emotional limits.



LATITUDE / ROSS

Gary Burton won the Full Galley division aboard 'Elizabeth Ann.'

It scrapes the bottom of your soul. Once you've finished this race, you know what you're made of."

Nathalie Criou of San Francisco sailed *Elise*, another Express 27, to second place. Having grown up in France, her childhood heroes were all singlehanded sailors instead of cowboys "Singlehanders in France are like rock stars are here in America," she said. Doing the Pacific Cup doublehanded made her realize how much she enjoyed heavy air and downwind sailing — so she decided to become her own hero.

Criou faced two big issues: personal time management and freeing her mind *Even though Hanalei looked a little gloomy for Przemyslaw Karwasiecki's arrival, the skipper of the smallest boat was jubilant to finish.*



SINGLEHANDED TRANSPAC —

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from work.

"One night I couldn't sleep because of the squalls. Another night I couldn't sleep because the wind was shifting a lot. These combined to throw my body clock way off, with the result that I couldn't eat or sleep. I eventually had to drop the main and sleep for six hours, after which time I was fine again. But I learned

Stuart Paine sets off to Hanalei on his Capri 25, 'Jack.' Days later shroud and spreader failures led Stuart to jury rig 'Jack.'

that routine was important to me, and disruptions were very hard on me."

Then there was the issue of being able to get herself free of work. "For the first week I couldn't let go of issues at work, and therefore I couldn't focus on

the race. Receiving work-related emails added to this problem. The immensity of the ocean finally put everything in perspective. I literally put a work call on hold, after which I was able to focus."

Przemyslaw Karwasiecki took third in class, and had there been an trophy for the biggest — not the fattest — guy in the smallest boat, he would have won going away.

Three starters did not complete the race.

Michael Jefferson and his custom 42 *Mouton Noire* retired after 14 hours, having had a long struggle against a flood, heavy seas, and a failed autopilot.

"I found myself sitting in the cockpit gasping for air, drenched in sweat, and on the edge of barfing," he recalls. "My 'joy in the struggle' seemed to be missing, and I felt that my reserves were very low. But it was ultimately the deep



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THE SWEET WAY TO HANAIEI



Lingering remnants of a tropical storm created lots of rain in Hanalei and some beautiful rainbows too.

exhaustion that really worried me." This was no chickening out, as Jefferson is a veteran of four STPs.

Prior to Jak Mang's start with his Ingrid 38 *Maitreya*, the tack on his mainsail pulled out, and he later got a four-foot tear in his staysail. Neither helped his boat's inherently mediocre upwind ability in a strong breeze against a powerful flood. After lots of hand-steering

and getting a couple of overrides on the jib, he decided to restart the following day.

Mang successfully made it out the Gate and across the bar the next day, but began to have second thoughts. "I felt tired and alone, and my willpower started to lag. There was 25 knots of wind out by the Farallones, but I was only doing three knots by the bar and didn't want to spend the night bobbing around in the shipping lanes, so I hid my tail and headed back."

There is no shame in retiring, as sometimes discretion really is the better part of valor. Everyone hopes Jak will be back in 2016.

The only retirement caused by an equipment failure was that of David Herrigel's Alameda-based *Domino*, a Wilderness 30 ultralight built in Santa Cruz back in the day. He was west of Monterey two days into the race when he heard a loud bang as a wave broke beneath *Domino*.

"I saw the top of the rudder post



A very pleased Daniel Wiley minutes after arriving in Hanalei Bay aboard his Nauticat 44 'Galaxsea.'

raise up several inches," he says. "At the same time the boat rounded up and came through the wind. I instinctively reached out and released the mainsheet, which somehow left me hove-to with the jib backed. I looked back and saw what looked like the entire rudder, with a small area of exposed foam at the top."

Sea conditions were too rough for Herrigel to attempt to install his emergency

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rudder, so he rigged two drogues to steer the boat back toward shore. Eventually the sea lay down and the Coast Guard towed him into Monterey.

As is traditional, the finishers — and even some dropouts — met late every afternoon at 5 p.m. under the big tree at Hanalei to tell stories about the race and put faces to the competitors.

"It's during these get-togethers that you realize that what you really win is not some physical trophy, but the personal acknowledgment of your peers," says Jefferson, who had completed four STPs before getting knocked out of this one. "So when you're under the Tree and a fellow competitor comes up and shakes your hand, you both understand what the other has accomplished."

There are four races to Hawaii, but the one that is perhaps most challenging, and most rewarding, is the Singlehanded TransPac. Who is in for 2016?

— *latitude/ross & richard*

SINGLEHANDED TRANSPAC RESULTS

*Overall Winner

Class/Boat	Type	Skipper	Homeport	Elapsed (d:h:m)	Corrected	Fleet
CAPRI +						
1. Bandicoot	Wyliecat 30	<i>Al Germain</i>	Pt. Richmond	14:13:15	10:21:20	2
2. Fast Lane	Catalina Capri 30	<i>Barry Bristol</i>	San Diego	18:16:50	15:11:33	13
3. Jack	Capri 25	<i>Doug Paine</i>	San Diego	20:11:47	15:19:41	14
FULL GALLEY						
1. Elizabeth Ann	Westail 32	<i>Gary Burton</i>	Brookings, OR	16:09:19	11:11:54	4
2. Galaxsea	Nauticat 44	<i>Daniel Wiley</i>	Richmond	15:13:46	12:00:13	7
3. Maris	Dana 24	<i>Brian Cline</i>	Berkeley	17:23:06	12:00:19	8
HARRIER						
1. Frolic'	Islander 36	<i>Steve Hodges</i>	Santa Barbara	14:15:22	10:20:30	1
2. Harrier	Finn Flyer 31	<i>Ken Roper</i>	San Pedro	16:08:19	11:20:21	5
3. Scaramouche V	P/J 49	<i>Peter Heiberg</i>	Gibson, BC	14:02:54	11:20:37	6
4. Lightspeed	Wylie 39	<i>Rick Elkins</i>	Richmond	14:16:31	12:00:48	9
5. Grace	W/P 35	<i>Steve Saul</i>	Sausalito	16:11:52	12:22:19	11
SURFERS						
1. Archimedes	Express 27	<i>Joe Balderrama</i>	Alameda	14:07:47	11:02:58	3
2. Elise	Express 27	<i>Nathalie Criou</i>	San Francisco	15:15:04	12:10:57	10
3. Libra	Mini 6.5 m	<i>P. Karwasiecki</i>	Marina Del Rey	15:22:29	13:02:48	12

SPECIAL AWARDS

Perseverance Trophy (last on elapsed time): Doug Paine on **Jack**

Foxx Fyre Trophy (for special effort): Doug Paine on **Jack**



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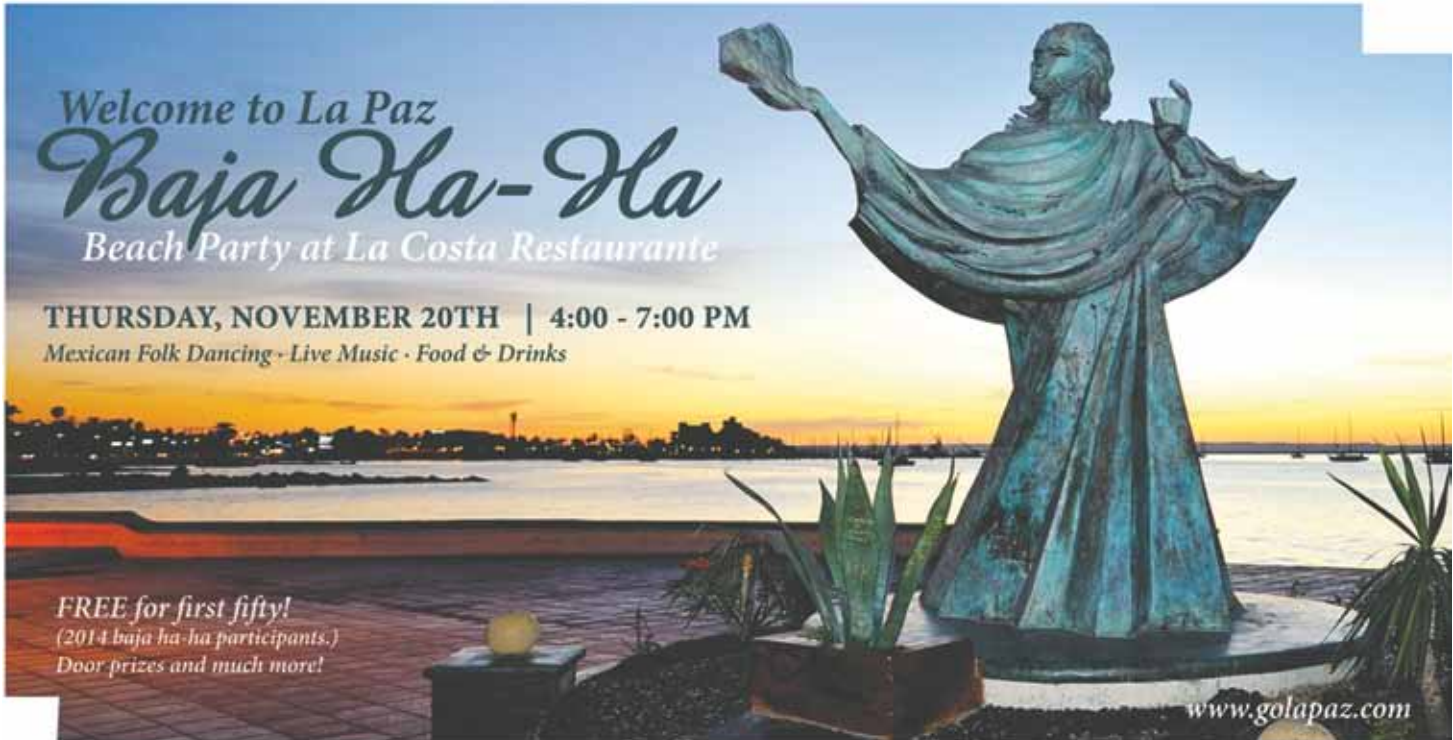
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O.P.B. CRUISING —

It's always a shock to run into a friend when you're traveling thousands of miles from your home turf. But in the realm of sailing, that happens all the time — especially with friends who crew on OPB (other people's boats).

We experienced two examples of this



Diego, now in his mid-20s, strikes a pose with Rendezvous organizer Stephanie Betz, Latitude 38's 'girl in Tahiti.'

truism during our recent trip to Tahiti. We were in Papeete's Marina Taina checking out a row of gazillion-dollar five-spreader sailing yachts while chatting with a friend about the upcoming Tahiti-Moorea Sailing Rendezvous, when a young man working on a nearby mega-sloop chimed in: "Hey, I did that event a few years ago." It took a minute,

Jennifer Martindale has crewed all over Mexico and twice to the South Pacific — this year aboard 'Scabenga' with Bruce Harbour.



ALL PHOTOS LATITUDE / ANDY

but then we remembered him. "Diego?" Sure enough it was him; a super-nice, handsome young guy who grew up in the Galapagos Islands off Ecuador. One day about five or six years ago some young

Europeans sailed in, got to know him and asked if he'd like to crew on the 3,000-mile voyage to French Polynesia. He was only about 18 and didn't know diddly about sailing, but he was fit and eager, and had an upbeat attitude, so the trip went well — and Diego discovered that he loved sailing and

the cruising lifestyle.

Since his first arrival in Tahiti he's gotten a succession of rides and paying crew jobs that have taken him all over the Pacific Basin and to Africa.

No sooner had we absorbed the small-worldliness of bumping into Diego again than we noticed a woman walking toward us wearing a Baja Ha-Ha cap. "Audrey?" Sure enough, it was Audrey Urista whom we'd met last year on the Baja Ha-Ha rally when she crewed on Joe Lavash's San Francisco-based Cabo Rico 38 *Cygnus*. "What are you doing here?" we asked. If we remember correctly, she had flown out to rejoin *Cygnus* and do some cruising through the islands with Joe and his current crew.

Turned out Audrey, now 56, has done a lot of OPB cruising. And it all started, we're proud to tell you, with a *Latitude 38* crew ad. She was perusing the *Classy Classifieds* in search of a cheap boat to live on in San Diego when she noticed the crew ads. "Most of the ads said, 'No experience necessary; enthusiasm and ability to get along, a must.' I thought, 'That's me!' So I wrote a paragraph describing myself, admitting to my total lack of experience, and sent it out to about 20 boats, assuming no one would respond. To my surprise, several people did, and I ended up in the Caribbean crewing for Rick Meyerhoff aboard his [Sausalito-based] *LaFitte 44 Maya*."

She and Rick became great friends while cruising the Grenadines, and that experience kick-started an exhilarating new phase of her life.

"I have crewed in the US, Mexico, the Mediterranean, the Caribbean and the South Pacific. Each place is different. I've either snorkeled or dived with sting rays, dolphins, whale sharks, and through wrecks in the South Pacific. I've seen walls of sharks. I've hiked over volcanoes. I saw lots of historical places in the Med, and in the Caribbean I danced

"It's like a moving community. I feel like I belong."

many nights away. But I think the best part has been all the wonderful people I have met. It's like a moving community. I feel like I belong."

As both Diego and Audrey's experiences illustrate, once you get out into the realm of cruising sailors, you're constantly meeting new boat owners, thus exposing yourself to endless possibilities for future rides — assuming, of course, that you have an upbeat attitude and are always willing to jump in and lend a hand whenever there's a job to be done.

We've chosen to touch on the subject of crewing for cruisers this month because mid-summer is an ideal time to start making connections for possible rides south in the fall. Plus, our annual Mexico-Only Crew List Party will be held next month: Wednesday, September 10, 6-9 p.m. at the Alameda's Encinal YC.

There are usually lots of boat owners cautiously interested in taking on one or more watchstanders for the rally, but neither you nor they should jump into an arrangement without making an effort to get to know each other a bit. So we suggest you start by emailing (contacts are shared on the Crew List page at www.latitude38.com), then, if there's mutual interest, arrange to meet up at the Crew Party.

Latitude's free online Crew List is certainly not the only crew-finding site around, but for three decades sailors of all skill levels and all ages have



IT'S ALL ABOUT ATTITUDE

been finding life-changing rides through Crew List contacts and crew ads in the *Classy Classifieds*. In fact, right now, as the result of a crew ad, there's a guy who's crewing aboard Mike Johnson's schooner *Gitana* as she winds her way through the Northwest Passage.

Over the years Crew List participants have found great, mutually-beneficial rides all over the world. And, of course, seeing how various skippers set up their boats, maintain their systems, and deal with heavy weather gives every ride-along crew great preparation for crewing on their own boat someday. (True, you might learn how *not* to do certain tasks, as well as how to do them properly, but what the heck.)

Our annual Baja Ha-Ha cruiser's rally is potentially a prime opportunity for crewing. If you're lucky enough to find a ride on that famous cruise from San Diego to Cabo San Lucas, you'll find you've made a whole passel of new friends on other boats by the end of the trip — and some of them might offer you rides also.

Off the top of our head we can recall many BHH crew who simply wanted a ride to the Cape, but the rally ended up being a door-opener for other exotic opportunities such as down through Central America to Ecuador, across the Caribbean to Antigua, and across the Pacific to Australia.

What's our advice for finding a great ride? Most of it comes down to common sense:

- Be honest, and don't overstate your qualifications or abilities. As Audrey's experiences illustrate, being a complete novice is not necessarily a deal-breaker. In fact, many captains would much prefer to teach a greenhorn their own particular boat-handling techniques, rather than take on a know-it-all who's going to critique the skipper's methods.

- Make sure expectations are crystal-clear: Ask for a detailed explanation



For someone who got her first crewing gig when she knew nothing about sailing, Audrey has had quite an amazing run.

of what the trip will entail, what your responsibilities aboard will be, and what you will be expected to contribute financially. If you are definitely *not* looking for romance, make that abundantly clear from the get-go (especially women).

- Be prepared financially to cover your own living expenses and homeward flight costs in case the crewing arrangement doesn't work out. You don't want to be dependant on sticking with a skipper in a bad situation simply because you have no other options.

- List your skills and personal attributes that would make you an attractive crew candidate, even if they are simple, non-sailing things like: easy-going personality, great cook and non-snorer!

- Couples often have good luck finding rides, especially with other couples, because 1) the female crew is not as threatening to a female owner as a single gal might be, plus 2) couples seem to get along best socially with other couples.

Needless to say crewing for cruisers can be a terrific life-enhancing experience whether you catch a ride to Catalina or around the world. More often than not it will lead to your wanting a boat of your own. But if that's not in the cards for you, no worries, there's always OPB.

— **latitude / andy**

Spunky Sally Jones (below) was not a super-sailor when she crewed to Tahiti this year — but she's getting more competent with every ride she gets. In Moorea she jumped ship to crew with two British countrymen aboard the sloop 'Kika'. They should have arrived in the Cook Islands by now.



"Max!" exclaimed Lee Helm as she ran up to our outdoor table at a waterfront restaurant overlooking the harbor. "We like, won overall!"

Those were nice words to hear after a challenging race down the coast. And they made the pleasant setting of our table even more pleasant. But I knew that the win wasn't really through any great effort on my part or my crew's. True, I had beaten five other boats in my division, but they were not very serious competitors, and they turned out to be easy marks on the race course.

"The real reason we took the overall," I admitted, "was that our division got around the point right before the wind died. All the smaller boats parked."

"And we beat the big boats," added my foredeck crew, "because they were stuck in a hole near the finish, plus the wind filled in just when we got there."

"Los break-os!" Lee grinned. "That's how the cookie crumbles sometimes. I mean, like, look at long ocean races where they start different divisions on different days. Some divisions take a day and a half just to get past the Farallones, while other divisions tack once under the bridge, then they're in the northwesterly and off to Hawaii."

"That's right," added the newest sailor on my crew, evidently discovering a basic fact of sailboat racing for the first time. "The overall winner just shows which group lucked out with the weather conditions."

"It's funny, though," observed the foredeck guy, "that it doesn't seem to be so much of a problem with our evening

"That's 'cause your club does it wrong," Lee asserted. "For evening races you need to start slow boats first."

beer can races. I guess that's because in late afternoon or early evening in the summer, the wind speed is pretty much constant."

"Constant at the start, at least," said my mainsheet trimmer, a boat owner from a different harbor. "In the beer can races over at my club, the little boats always get stuck just outside the finish when the wind dies at sunset. Most of us with small boats have given up on that series."

"That's 'cause your club does it wrong," Lee asserted. "For evening races you need to start slow boats first, so

everyone approaches the finish at about the same time. That way everyone has about the same risk of getting caught by the evening glass-off. There's, like, a basic principle here: Decide if the more variable weather conditions come at the start or at the finish. If the wind is likely to be more variable at the start, group all the starts as close together as possible. If the variability is at the finish, stagger the starts so everyone is going to finish at about the same time and in the same breeze. Conclusion: Evening races should always start slow boats first, maybe even with 10- or 15-minute gaps between starts."

"Then they are doing it backward for the Hawaii races," the mainsheet trimmer observed. "Everyone finishes in more-or-less similar trade winds. But the starts are on different days with totally different weather near the coast. That means that the old-school traditional Transpac start, with the entire fleet starting on July 4, was a much more accurate way to sort out a legitimate overall winner."

"For sure," Lee agreed. "But, like, that spreads out the finishes too much, and it was bad for luau ticket sales."

"Isn't there a mathematical way to equalize the divisions? You could just look at the winning corrected time in each division, and adjust by that ratio," I proposed.

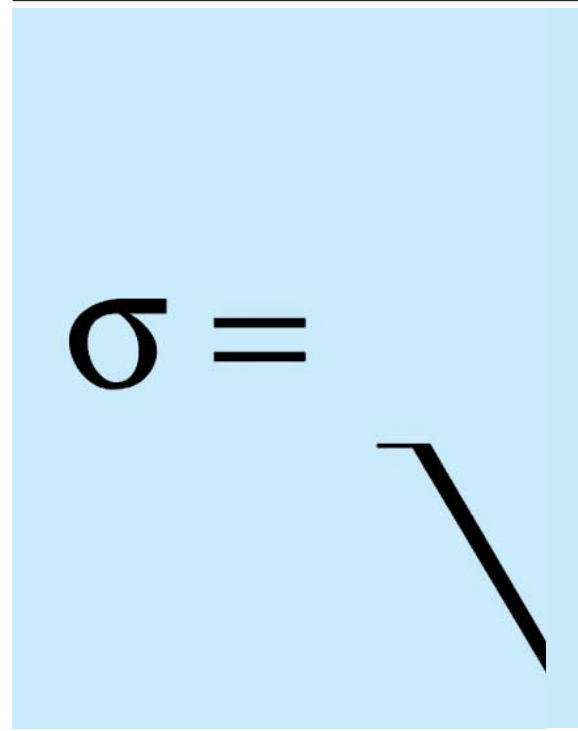
"Um, then all the division first-place boats would be tied for overall," Lee hastened to point out.

"Of course," I said, backtracking quickly. "I guess I mean, you need to take the average finish in each division, and adjust to make all the divisional average corrected times the same. Then the standout boat — the boat that beat their division's average by the biggest margin — would be the overall winner."

Lee was about to explain why this was also a bad idea, but we were distracted by the arrival of our dinner. By the time the right dishes were in front of the right crew, I had figured out what was wrong with my proposal. Lee confirmed my suspicion.

"But, like, the trailing outliers," she said, "would have a huge effect on the division average, and that would throw the result way off, and the overall winner would be the boat that raced in a division with the most broken gear or the slowest boats at the back end."

"It would just be a measure of who



won the division with the most lame competition," said the foredeck crew. "That seems too much like golf handicapping. Count me out."

"You might be able to filter out the breakdowns or the really slow finishes with an early time limit," the mainsheet trimmer suggested.

"But then no one finishes if it's a light-air race," said the foredeck crew. "Count me out again."

"Well, the right way is to use standard deviation," suggested the mainsheet trimmer after a little more thought. "Take the standard deviation for corrected times in each division, and see how the difference between winning corrected time and average corrected time compares with the standard deviation of the division corrected times. You'd still have to drop the trailing outliers, but at least you'd have a measure of winning performance that would scale with the competitiveness of the division."

"How does it do that?" asked the foredeck.

"The assumption, and I think it's a valid one, is that a more competitive division has a much narrower spread of corrected times," the trimmer explained. "I think this is easy to verify: The top boats finish close in corrected times, the newbies are scattered all over the clock. So to win in the newbie division with a big time spread, you'd need a

RACE SCORING GONE M.A.D.

$$\sqrt{\frac{\sum_{i=1}^n \left(T_i - \frac{1}{n} \sum_{j=1}^n T_j \right)^2}{n-1}}$$

much bigger winning margin over the average. To win in a more competitive fleet with tightly-bunched finishes, you would not have to win by as much. The standard deviation tells how hard-won each minute of lead is to achieve.

"Nice theory," said Lee. "But you still have that trailing outlier problem, and if you cut the outliers out of the calculation it becomes very arbitrary. Plus, if a boat comes in late because of a bad strategic mistake or a gear failure, the winner should still get some credit for beating them. But, like, the credit should not be in proportion to the huge time margin, and the huge time margin should not skew the measure of the competitiveness of the division."

"Remind me how standard deviation is computed," I said.

"It's simple, Max. Just find the mean or average, and then look at every sample and find the difference between that and the average. Square that difference, add them all up, divide by the number of points, take the square root, and you have standard deviation."

"Shouldn't you divide by the number of points minus one?" asked the foredeck crew. "We don't really have a complete set, because we're measuring the competitiveness of the division with only the data points from one race."

"But for that one race we do have a complete set," Lee countered.

Lee and the foredeck guy engaged in a long and incomprehensible debate over "n" versus "n-1" and all I could think of was the price I pay for recruiting my crew from a university town. Then the debate turned back to the effect of outliers on mean and standard deviation, and they eventually agreed that an arbitrary cutoff point had to be set for the method to work.

"I don't have a problem with arbitrary," said the trimmer. "How else could you do it?"

"Robust statistics," said Lee. "There's an algorithm called median absolute deviation, which does sort of the same thing as the standard deviation approach, but it's extremely insensitive to outliers, which is, like, exactly what we want. The function is called "Median Absolute Deviation, or MAD."

"How is that better than standard deviation?" I asked.

"First," Lee explained, "you take all the corrected finish times and find the median value. That's the value with the same number of points above as below. And, like, the cool thing about the median is that it's not sensitive to an outlier. If that last-place boat ran aground and finished two hours late, no change in the median."

"Okay, then what?"

"Next you subtract this median from each of the corrected times, and take the absolute value, so you have a set of positive numbers or absolute deviations from the median. Then find the median of those numbers, and that's the mean absolute deviation. No arbitrary cutoff for

All I could think of was the price I pay for recruiting my crew from a university town.

outliers, and no debate over 'n' or 'n-1'. It's very clean."

"You forgot to explain how we get the winner," I pointed out.

"Just see who beats the mean absolute deviation of their division by the largest time ratio," the mainsheet trimmer volunteered. "I like it."

As he spoke, he produced a small tablet computer, pushing his fish and chips away to make room for it on the table.

"Let's see what it does to last week's regatta results," he said as he fired up a spreadsheet program.

"Most spreadsheets don't have the function built in," Lee whispered. "Gotta download the plug-in."

"Never mind then," he said. "First I gotta download dinner," and he put the tablet away.

But curiosity overcame him while we were waiting for dessert. He took out the tablet again, found the Robust Statistics website, downloaded the add-on and applied it to last week's race.

"Ha!" he finally announced. "I knew I should have won that perpetual trophy...."

— max ebb

Mean Absolute Deviation:

For a data set T_1, T_2, \dots, T_n , the MAD is defined as the median of the absolute deviations from the data's median:

$$MAD = \text{median}(|T_i - \text{median}(T_j)|)$$

Standard Deviation:

For a sample of numerical values, the standard deviation is found by taking the square root of the adjusted average of the squared differences of the values from their average value.

THE RACING

It's been a great summer for racing so far and that trend continued for the month of July. You'd only have to ask the crews on the 45 boats that raced in the sixth annual **Westpoint Regatta** about that. They had a spectacular 27.5-mile tour around the Bay. And you wouldn't find anyone complaining about the **30th Annual Plastic Classic** regatta either. Unfortunately, this year's **Crewed Farallones** race was lacking in much of anything that resembled breeze. But even down in Santa Barbara the **Farr 40 West Coast Championships** got 11 races off. And closer to home in Santa Cruz the **Monterey and Back** race had sunny skies and decent pressure to boot. A little off the beaten path, we also saw the first match-up of the new Volvo Ocean 65s at the **Marina Rubicon Round Canary Islands race**, held in Alicante, Spain — an early preview to the upcoming Volvo Ocean Race starting in October.

Westpoint Regatta

The sixth annual Westpoint Regatta was run on Saturday, July 5. This year the race was also a part of the YRA Party Circuit Series. There were nine divisions with 45 boats participating in the race, including two boats from the Bay Area Association of Disabled Sailors. Treasure Island Yacht Club provided the committee boat and set the start line off the northeast end of Treasure Island. The first start was at 11:30 and the winds cooperated in getting all divisions started on time. The breeze was building from the low teens as each division started on the 27.5-mile race from Treasure Island to the South Bay.

Once they'd crossed the start line the fleets were off to windward mark YRA 24, east of Angel Island. As the first boats approached the mark the winds were near 20 and they quickly completed the upwind leg. After rounding the mark most boats hardened up and ran close-hauled toward Angel Island. An ebb current was ending and the balance between

as possible.

As in years past, rounding Alcatraz was a challenge. Luckily the flood current was still in its infancy and most boats were able to make it around without many problems. The wind was now in the low 20s and the fleets were soon on their way from the Central to the South Bays. Once past "The Rock" the chutes popped and the City of San Francisco waterfront was treated to a colorful display of over 30 boats flying their spinnakers on their way toward the Bay Bridge.

The Bay Bridge, however, led to big challenges for most of the boats. Just after the bridge the winds dropped considerably below ten knots and everyone started hunting for new breeze. The majority of boats chose a course that led them to the west of the San Bruno Shoal, although a couple of boats chose to sail east. Winds continued to be light until much of the fleet was in the vicinity of Coyote Point, at which time the switch was turned back on and the wind built from the west and soon was once again



KEN BROWN

Arnold Zippel's Sydney 32 'Relentless' was one of 34 participants in the crewed Farallones race not to finish due to light wind.

the effect of the current and trying not to lose wind due to proximity to the island needed to be decided — the goal being to round Alcatraz Island with as few tacks

in the upper teens to low 20s. The boats were all reaching for the finish at this point.

Once past the San Mateo Bridge it was a downwind drag race to the finish line. The committee boat was stationed to the east of Redwood Creek channel



marker #3. The multihulls were first across the finish line at around 3 p.m. followed by the sportboats and the faster PHRF boats. The last boat sailed across the finish before 4:30 p.m. Once across the finish line the majority of boats headed up the channel for the second part of the event — the party!

— tim petersen

WESTPOINT REGATTA (7/5)

DIVISION 1 — 1) **BigAir**, Open 5.70, Andrew Rist; 2) **Boudicca**, Open 5.70, Cathy Moyer; 3) **JetStream**, JS9000, Daniel Alvarez. (33 boats)

DIVISION 2 — 1) **Elan**, Beneteau 37, Richard Atkinson; 2) **Kynntana**, Freedom 38, Carliane Johnson; 3) **Orion**, Islander 36, Alex Hruzewicz. (6 boats)

MULTIHULL — 1) **Aurora**, F-18, Phillip Meredith; 2) **Capricorn**, Capricorn F-18, Richard Vilvens; 3) **This Side Up**, Nacra Infusion, Cherie Sogsti. (4 boats)

Complete results at
www.sequoiayc.org

Plastic Classic

The Plastic Classic Regatta celebrated its 30th anniversary on Saturday



Todd Bredehoff's Hobie 33 'Stretch' (I) in a close race with Gary Schwehr's J/105 'Vuja De' on July 19 during the Monterey and Back race.

PLASTIC CLASSIC (7/19)

PHRF >225 — 1) **Nemesis**, Pearson Commander, Jeff and Pat Sullivan; 2) **Jayhawk**, Coronado 25, Peter McCool; 3) **Dora**, Rawson 30, Guy Halopoff. (8 boats)

TRITON — 1) **Bolero**, Ely Gilliam; 2) **Alma**, Michael Ruiz; 3) **Sanctuary**, Ian Elliot. (4 boats)

PHRF 180-225 — 1) **Sparky**, Catalina 25, Paul Zell; 2) **Wuvulu**, Islander Bahama 30, John New; 3) **Jack Aubrey**, Cal 2-27, Lori Dennis. (12 boats)

CATALINA 30 — 1) **Adventure**, Jack McDermott; 2) **Friday's Eagle**, Mark Hecht; 3) **Avalon**, John Ford. (6 boats)

PHRF 130-179 — 1) **Alfa**, Sonar 23, John Wallace; 2) **Double Play**, Yankee 30, Robert Fairbank; 3) **Capo Gato**, Nonsuch 30, Sal C. Balestreri. (9 boats)

Olson 25 — 1) **Balein**, Dan Coleman; 2) **Shadowfax**, Mark Simpson; 3) **Synchronicity**, Steve Smith. (3 boats)

MERIT 25 — 1) **Double Agent**, Scott Olliver; 2) **Bandido**, George Gurrola; 3) **Faster Faster!**, David Ross. (3 boats)

PHRF <130 — 1) **Gig**, HB 30, Gilbert Sloan; 2) **Breakout**, Santana 35, Lloyd Richey; 3) **Vitesse Too**, Hobie 33, Grant Hayes. (6 boats)

J/24 — 1) **Phantom**, John Gulliford; 2) **Downtown Uproar**, Darren Cumming; 3) **Shut Up and Drive**, Val Lulevich. (4 boats)

Complete results at
www.bayviewboatclub.org

July 19 at the Bay View Boat Club. Plastic boats that were designed more than 25 years ago were welcome to participate. This year 62 boats raced in 9 divisions, making it a banner year for the club. The four primary ingredients to this event are a Concours d'Elegance, the race, the T-Mark and the party.

Before the racing began, participants were invited to enter their boats in the Concours d'Elegance. Judges gave marks for things such as the nicest interior, most stock boat, and simplest-rigged singlehanded boat.

At 12:55 p.m. the first gun went off in the starting area, located approximately one mile due east of the Bay View Boat Club, about halfway to the old Alameda Naval Air Station. Sailors approached the windward mark tucked away in the lee of Pier 50 and then came upon the famous T-mark, which was the offset for the windward mark.

Traditionally the T-mark is a boat loaded with bright pink plastic flamingos and a host of scantily-clad 'sirens' who bare their breasts and generally

distract sailors as they navigate the mark and attempt to set their chutes.

This year it was decided (by whom it's not clear) that flamingos were passé and in their place was a man dressed in a bunny outfit that was covered in brightly colored flowers. With a gaggle of beauties surrounding him, including the BVBC's vice commodore, the whole entourage looked more akin to some sort of bad flashback — but highly entertaining nonetheless. As the day wore on the entertainment factor increased substantially as more sirens arrived and more clothes came off.

Once around the T-mark racers headed downwind toward Alameda where winds increased into the low 20s. The fluky conditions left many struggling during the remaining mark roundings. The rest of the race saw brisk and shifty conditions, leading ten participants to drop out of the regatta.

After all the racers had finished, they were encouraged to anchor off the BVBC and take one of the available water taxis back to the club for a remarkable BBQ, a live band and plenty of revelry.

— *latitude / ross*

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

July's racing stories included:

Weekly Singlehanded TransPac News and Updates • The Pacific Cup — News from Start to Finish with Direct Reports from Competitors
• The Latest on the Developments of the 35th America's Cup

Regatta Previews and much more!

THE RACING



The Bay View Boat Club's 30th annual Plastic Classic Regatta had all the ingredients for fun — sailboats, wind, topless women and a great party. Clockwise from top left — Brian Conners' enthusiastic crew aboard the Ranger 33 'Pakele'; Robert Boynton's Yankee 30 'Sea Witch' looking good; Peter McCool and crew aboard the Coronado 25 'Jayhawk'; the giant rabbit and the sirens distract many at the T-mark; Twin Catalina 30s rounding a mark — Jack McDermott's 'Adventure' leads John Ford's 'Avalon'; Orion Litzau and crew aboard the ironically named Ranger 23 'The Hard Way'; Michael Satterlund 's fordeck looking acrobatic on the Catalina 27 'Miss Kate'; and a salute from John Mazza on his Cape Dory 27 'Hunky Dory.'

Monterey and Back

Santa Cruz YC hosted this year's Monterey and Back race, on July 19-20. "We had 13 sign-ups in three divisions," says PRO Bob DeWitt. "This was much better than the eight boats that showed up last year. Entries included seven boats in Division A, four boats in Division B, and two boats in the Jib and Main Division."

"The conditions were near-perfect on both days, with clear skies, steady winds for the entire course, and lots of whales and other sea creatures visible."

The lead boat, Simon Phillips' Farr 40 *Astra*, completed the 22.7-mile crossing in a little over two and a half

hours, with the rest of the fleet close behind.

The public access deck at the Monterey Bay Aquarium was used as the finish line for race one (the first half) — causing a bit of confusion among visitors when the horn was sounded.

A minor issue developed when race organizers discovered that the Monterey Harbor was full — leaving scant room for participants after the first half of their race. Bob notes, "The Monterey Peninsula YC was hosting a weekend regatta for about 30 West Wight Poters, and with the squid returning to Monterey Bay in great numbers, the harbor was loaded with squid boats." Fortunately, a crisis was averted with

the much-appreciated help of the harbor-master's office which found dock space for everyone.

"In Division A, we had an entry from Corinthian YC in Tacoma, Washington — Eric Nelson's Henderson 30 *Gardylloo*. Eric and his crew are doing a road trip, stopping for the Delta Ditch Run, Long Beach Race Week, hitting Santa Cruz, and finally on to the Gorge."

Managing the start on Sunday were Monterey Peninsula YC's volunteers. Bob reports, "Conditions were shifty right at the beginning, but settled down as the boats left for Santa Cruz. Sunday's finish line was marked from the end of the jetty back in Santa Cruz." Racers returned to the Santa Cruz YC



LATTITUDE / ROSS

for the trophy presentation after results were computed.

— latitude / ross

MONTEREY AND BACK (7/19-20; 2r, 0t)

FLEET A — 1) **Hijinx**, J/120, Brad Sampson, 2 points; 2) **Stretch**, Hobie 33, Todd Bradehoff, 4; 3) **Gardylou**, Henderson 30, Eric Nelson, 9. (7 boats)

FLEET B — 1) **Wildthing**, Express 27, Bryan Mvers, 3 points; 2) **Mistress Quickly**, Santa Cruz 27, Evan Diola, 3; 3) **Good To Go**, Merit 25, Kyle Davenport, 8. (4 boats)

JIB AND MAIN — 1) **Diver Down**, Catalina 36, Vince Landis-Carey, 2 points; 2) **Katrina**, Catalina 34, Dennis DeCoste, 5. (2 boats)

Complete results at www.scyc.org

Farr 40 West Coast Championships

Fifteen boats, seven of which were Corinthian entries, vied for the top spot in this year's Farr 40 West Coast Championship held at the Santa Barbara YC, July 16-19. Conditions were light and

racing was often delayed early in the day to wait for more breeze to develop. All in all though competitors were very pleased with the event.

The top three finishers were incredibly competitive with only one point separating champion Alberto Rossi of Italy on board *Enfant Terrible* (44 points), from Chicago's Helmut Jahn on board *Flash Gordon 6*. In third place with 48 points was Corinthian racer, Tasmania's Lloyd Clark on board *Voodoo Chile*.

"It was a tough day and we had to fight very hard to hold our lead, which makes this victory even more satisfying," says Rossi of the last day of racing. "We are really thrilled, really excited to win this regatta. *Flash Gordon 6* was very fast and very well sailed so to beat them is quite an accomplishment."

"We chose to chase *Enfant*. We made a decision to possibly sacrifice our second

place in order to try to win the regatta," Jahn said. "If we had simply sailed our own race, I don't think we would have been able to put two boats between us. We tacked on each other and did everything possible to slow each other down. It was certainly a match race within a fleet. We were hoping that *Enfant* would get mixed up with some other boats, but it didn't happen."

Not surprisingly, five of the top seven finishers were from either Italy, Australia or Mexico — likely in order to keep their programs busy on the West Coast — and possibly a precursor of things to come. The Farr 40s are expected to attract 25 entries at this year's Rolex Big Boat Series in San Francisco September 11-14. The Farr 40 Worlds will also be at the St. Francis YC a month later, October 14-19.

— latitude / ross

THE RACING



RICH AHLE

This year's Westpoint Regatta was a big success, drawing 45 boats. Here at the start, (clockwise this page from top left) — Stan Phillips' Farr 30 'Frequent Flyer' crew looks serious about winning — and they did!; Tim Petersen's Catalina 30 'Sea Breeze' also took a bullet, Tim Anto's crew keeping a sharp eye on the time aboard the Melges 24 'Daredevil,' and Bob Walden's Cal 39 'Sea Star.' Racing in the Estuary during Encinal YCs Summer Twilight Series (opposite page clockwise from top left) Bill Mohr's J/124 'Spirit of Freedom' takes the inside track; the all-female crew aboard EYC's Junior Sailing Program's J/24; Paul Mueller's Mercury 'Loco 2;' and Brendan McNally and crew aboard the Wylie Wabbit 'WadioActive' try to pass Dan Pruzan's Express 27 'Wile E Coyote.'

FARR 40 WEST COAST CHAMPIONSHIPS (7/16-19; 11r, 0t)

Farr 40 — 1) **Enfant Terrible**, Alberto Rossi, 44 points; 2) **Flash Gordon 6**, Helmut Jahn, 45; 3) **Voodoo Chile**, Lloyd Clark, 48. (15 boats)
CORINTHIAN — 1) **Voodoo Chile**, Lloyd Clark, 48 points; 2) **Twisted**, Tony Pohl, 101; 3) **White Knight**, Zoltan Katinszky, 126. (7 boats)
Complete results at www.farr40.org

OYRA Fully Crewed Farallones Race

San Francisco YC hosted this year's race from the racedeck of St. Francis YC on July 19. While the registration numbers were impressive — 35 boats in five fleets — Mother Nature didn't get the memo and winds were unexpectedly light. "Wind at the start was about 8 knots with a forecast of 10 knots for the entire day and evening outside the Gate," says PRO Nancy DeMauro. James Bradford's Farr 40 *Bright Hour* was the only boat that was able to finish the race — an impressive performance by all accounts! They finished just after 8:30 p.m. All the other boats retired from the race as the wind died several times.

"This year in an effort to track the fleet better, there were SPOT trackers on three boats so we were able to keep

a better eye on the fleet as well as keep Vessel Traffic updated on their location within the shipping channel."

Despite the frustrating weather conditions, feedback, was positive about race organizers having chosen the ocean course, rather than sending them around marks on the Bay.

— latitude / ross

OYRA FULLY CREWED FARALLONES RACE JULY 19.

PHRF <99 — 1) **Bright Hour**, Farr 40, James Bradford. (35 boats)
Complete results at www.sfyc.org

Team Brunel Takes First Blood in Preliminary VOR Match-up

Half of the six competitors signed up for the 12th edition of the Volvo Ocean Race got an early taste of their competition at the inaugural Marina Rubicon Round Canary Islands Race, held in Alicante, Spain, July 24. This was the first competitive meeting between teams on the new one-design Volvo Ocean 65s. Team Spain, Team SCA and Team Brunel each vied for top spot in the 650-mile race.

Coming out on top were Bouwe Bekking and the crew who make up Team

Brunel. They completed the course in 57 hours and 39 minutes. "The race was really fun, with various conditions," said Team Brunel's Lithuanian crew member Rokas Milevicius. "We had strong wind, light wind, no wind — and we sailed up- and downwind."

The course features seven islands and a series of challenging transition zones, which makes the course a fundamentally tricky one and thus all the more relevant to the winner. "We knew exactly what to expect, because Andrew 'Capey' Cape has done this race before," he added. "He did a great job in preparing for the race. We knew where the wind would die, and where the wind would increase."

The fight for second place among the VOR racers was hard-fought, with newly-named runner-up skipper Iker Martínez and his crew of the Spanish-backed team beating out Team SCA by a mere 10 minutes, completing the race in 59 hours and 40 minutes. Martínez was generally delighted with his team's performance. "We came here to see where we're at, and to establish a base upon which to start learning. The truth is that we are better off than what we first thought."

For the all-women's crew, Team SCA, it was a time to regroup and find a new



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THE RACING SHEET

way forward. "We have a long way to go," said American sailor Sally Barkow. "It just highlights what is important in an offshore race, so I think everyone now has a better concept of what we need to get better at."

Teammate Abby Ehler believes that the team still has reasons to be confident. "This is what we've been training for the whole time – to race," she said. "We were able to hang in there and give the other boats a run for their money. I think we can be pretty happy with ourselves."

The three other teams signed up for the VOR include China's Dongfeng Race Team, Abu Dhabi Ocean Racing and Team Alvimedica. Team Alvimedica's crew is the youngest among the VOR racers and includes a few Americans as well — Nick Dana, Amory Ross, Mark Towill and Charlie Enright. "Mark and I actually went to university together!" says Enright. "In 2006, we were part of the *Morning Light* project with Roy Disney. We met during the trials for that – we both considered that project to be the beginning of our dream, which

is the Volvo Ocean Race. We've had a lot of Volvo veterans as our coaches on the *Morning Light* shoot – Stan Honey, Mike Sanderson, Jerry Kirby — and they set up the foundations for us in terms of high-level ocean racing."

Leg one of the VOR starts in Alicante, Spain this October 11 and finishes in Cape Town, South Africa. Racers will complete nine legs, circumnavigating the planet and finishing in the summer of 2015 in Gothenberg, Sweden. *Latitude 38* will be providing periodic updates and news along the way.

— *latitude / ross*

Box Scores

WHIDBEY ISLAND RACE WEEK

(7/20-25, 10r, 1t)

MELGES 24 — 1) **Mikey**, Kevin Welch, 8 points; 2) **The 300**, Steven Boho, 23; 3) **Nauti Girl**, Brad Bradley, 37. (11 boats)

J/105 — 1) **Delirium**, Jerry Diercks, 9 points; 2) **Inconceivable**, Cohen, McKinnon and Rummel, 16; 3) **Usawi**, Robert Blaylock, 26. (6 boats)

FARR 30 — 1) **Patricia**, Chris Tutmark, 13 points; 2) **Nefarious**, Dan Randolph, 21; 3) **65 Red Roses**, Bruce Chan, 22. (5 boats)

PHRF P1 — 1) **Shrek**, 1D35, John Hoag, 9 points; 2) **The Shadow**, 1D35, Peter McCarthy,

15; 3) **Teddy Bear**, Davidson 40, Gray Hawken, 23. (5 boats)

PHRF P3 — 1) **Diva**, J/109, Jim Prentice, 10 points; 2) **Absolutely**, G & S One Ton, Charlie Macaulay, 20; 3) **Tantivy**, J/109, Stuart Burnell, 28. (10 boats)

PHRF P4 — 1) **Slick**, J/29, Bob Mayfield/Christine Nelson, 9 points; 2) **Uno**, Sierra 26x, Brad Butler, 15; 3) **What? A Tripp!**, Peterson 37, Chris Yob/James Gradel, 19. (7 boats)

PHRF P7 — 1) **Kowloon**, Olson 911, Ken Chin, 16 points; 2) **Imzadi**, Laser 28, Douglas Ullmer, 19; 3) **Surfrider**, Santa Cruz 27, Greg and Heather Johnston, 20. (10 boats)

PHRF P8 — 1) **Nimbus**, Evelyn 26, Mark Harang, 9 points; 2) **Dragonfly**, Martin 241, Karen Anderson, 15; 3) **Garage Sail**, J/24, Peter Sauer, 24. (13 boats)

Complete results at

<http://whidbeyislandraceweek.com>

TWIN ISLAND SERIES STANDINGS

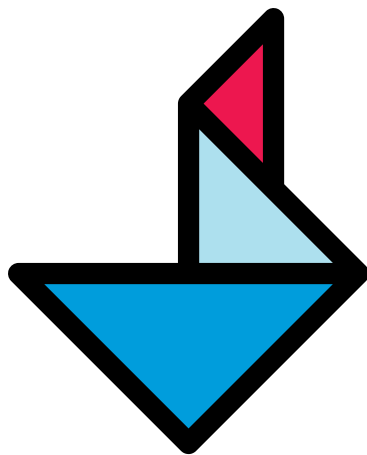
(7/19, 2r, 0t)

SPINNAKER — 1) **Hazardous Waste**, J/105, Chuck Cihak, 3 points; 2) **Streaker**, J/105, Ron Anderson, 3; 3) **Escapade**, Sabre 40-2, Nick Sands, 10. (10 boats)

NON-SPINNAKER — 1) **La Mer**, Newport 30 III, Randy Grenier, 5 points; 2) **Cattitude**, Tartan 10, Deana Maggard, 6; 3) **Inshallah**, Santana 22, Shirley Bates, 7. (11 boats)

Complete results at

www.sausalitoyachtclub.org



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WORLD

With reports this month on **A Unique New Charter Cat That's Sailing San Francisco Bay Waters**, and an **Overview of Local Catamaran Charter Options**.

The World Has Gone Cat Crazy

Ever since it was announced several years ago that San Francisco Bay would become the staging grounds for the America's Cup World Series, the Louis Vuitton Cup and the AC 34 Finals — all to be raced on ultra-high-performance catamarans — the Bay Area has gradually become cat crazy.

A generation or two ago you never would have been able to convince hardcore monohull sailors here that such a thing would ever happen. Decades ago there were strictly divided camps, with the vast majority being dyed-in-the-wool monohullers, while only a seemingly eclectic fringe group of 'modernists' were interested in multihulls.

It all seems pretty silly now, of course. But a few decades ago there was no such thing as a production-built recreational multihull bigger than, say, a Hobie Cat — at least not on this side of the Atlantic. When viability debates began, naysayers quickly pointed to the offshore

A new addition to the Bay Area charter fleet, the ProSail 40 'Tomcat' zips across the Central Bay. Don't worry, drysuits are provided.

disappearance of Arthur Piver and the failings of plywood tris in some early ocean races. But that was long before the modern era when world-renowned multihull sailors like Ellen MacArthur and Francis Joyon came into the spotlight.

Today, of course, production-built catamarans dominate charter fleets in every tropical destination from the Seychelles to the British Virgins, while more and more big, roomy cats are chosen for world cruising. And really, after last year's thrill-a-minute AC 34 Finals, will anyone ever again be able to muster enthusiasm for an AC competition in monohulls? Possibly, but at this point it practically puts us to sleep just thinking about it.

Among serious Bay Area racers, one of the first to warm up to the idea of racing catamarans was the legendary, and frequently controversial, Tom Blackaller. After winning world championships twice in the Star class and once in International Six Metres, he participated in the 1980, 1983 and 1986 America's Cups. Somewhere along the way, he became very interested in fast cats and began campaigning a ProSail 40 catamaran named *Tomcat* in the ProSail Professional Sailing Series in 1988. The same year Dennis Connor won the Auld Mug in his revolutionary wing-sail cat *Stars and Stripes*.

"The fastest boats are catamarans," Blackaller noted back in the '80s. "I'd be

back in the America's Cup in a minute if it was held in big fast boats on San Francisco Bay," he said (with remarkable prescience). Sadly, the flamboyant sailor never got to see that vision come true, as he died in '89 while pursuing his other passion: auto racing. But his legacy lives on every weekend as boatloads of sailors round the yellow Blackaller memorial buoy off Crissy Field.

This little history lesson is our way of introducing one of the most recent — and unusual — additions to the Bay Area charter fleet: Blackaller's *Tomcat*. Bought recently by two-time AC-winning crewman Brad Webb, she will nicely fill a niche for those who are looking for something more exhilarating than a comfy champagne cruise aboard a big, stable keelboat. You may never get a chance to sail aboard an AC45 or AC72, but if you're looking for an ultra-fast joy ride on the Bay, *Tomcat* could be right for you.

After Brad's company, ACsailingSF, bought 2003 AC challenger *USA 76* (a



LISA WILLIAMS

Back in the '80s Tom Blackaller proposed contesting the AC in fast cats.



ACSAILINGSF

OF CHARTERING



ACSAILINGSF

An early precursor to the phenomenally successful AC45s, ProSail 40s promise edgy, high-speed fun.

monohull) three years ago, they made some substantial safety modifications such as installing stainless stern railings. We asked Brad if *Tomcat* would also have to be modified: "No," he said, "sheet in and hold on!" (The cat meets or exceeds all Coast Guard regs for six-passenger charters.) Who's the ideal client for this edgy speedster? "Anyone with average or better physical ability, who's looking for an adrenaline rush." The minimum age allowed is 15, and there's a three-passenger minimum for 90-minute daysails. Drysuits, lifejackets, helmets and harnesses are provided. A nice additional touch is that photos and a video are taken of each charter. Needless to say the crew does not serve chilled chardonnay in stemware while underway.

Visit www.acsailingsf.com for booking info and reservations.

A Kennel of Cats for Daysailing and Charter Prep

As much as *Tomcat* will appeal to charterers who are eager for adrenaline-pumping, high-performance fun, we should remind you that there are many other cats for hire within the Bay Area charter fleet. Several are ideal for large groups, as they take up to 99 passengers, while others are ideally suited to prepare you for bareboat chartering in some exotic location.

While we're on the topic of bareboating, let us dispel some

myths about chartering cats internationally. First, you don't necessarily have to have big cat experience to charter with most companies. The standard seems to be that if you have ample captaining experience on a similar-sized monohull, you will have no issues renting a catamaran. It's not easy to succeed in the bareboating industry, so most companies we know of bend over backward to accommodate potential customers. They would hate to turn away an eager client for lack of appropriate experience.

If you're unsure if your skills are up to snuff, we'd urge you to take along a professional skipper for a day or two. He or she will make you familiar with cat-specific techniques for trimming sails, anchoring and docking.

That way, you'll know exactly what you're doing, and you can relax into vacation mode, rather than be stressed out that you might screw up and blow your security deposit.

Generally, catamarans set up for chartering are easy to operate and can be sailed by a minimum of two competent crew, but with all the space and separation of cabins, cats are perfect platforms for bringing along groups of friends or family members — even those with absolutely no boating experience.

Because modern cats have dual engines, it's relatively easy to maneuver in tight spots, even when it's windy. Once you're out sailing, the stability is a selling point for longtime monohull sailors, who often become converts.

Thirty years ago who could have predicted that big catamarans would soon dominate the bareboat charter market?



ART HARTIGER

WORLD



'MagnifiCat' is a relative newcomer to the Bay.

Now let's have a look at the fleet of Bay Area charter cats, starting with crewed catamarans:

- *Adventure Cat* — 55 feet; carries up to 48 passengers; berthed at Pier 39, Dock J, San Francisco. Available for scheduled sails daily, or can be hired for private group charters and special events. (415) 777-1630 or (800) 498-4228; www.adventurecat.com

- *Adventure Cat 2* — 65 feet; carries up to 99 passengers; berthed at Pier 39, Dock J, San Francisco. Available for private group charters and special events. (415) 777-1630 or (800) 498-4228; www.adventurecat.com



'Apparition' is a familiar sight on the Bay.

adventurecat.com

- *Caprice* — Seawind 1160; carries up to 12 passengers; berthed in Point Richmond. Available for private charters, special events and preparation for bareboat catamaran chartering. (510) 232-5820; www.sailingcaprice.com

- *Cat Ballou* — Catana 42; carries up



'Woodwind II' glides across Lake Tahoe.

to 12 passengers; berthed at Schoonmaker Marina, Sausalito. Available for private groups, special events and corporate team building. (855) 724-5736; www.sanfranciscosailing.com

- *Team O'Neill* — 65 feet, carries up to 49 passengers, berthed at Santa Cruz Yacht Harbor. Available for public and private charters, wine tasting, live music and whale watching. (831) 818-3645; www.oniellyachtcharters.com

- *Apparition* — 38 feet; carries up to 6 passengers; berthed at Schoonmaker Point Marina, Sausalito. Available for



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OF CHARTERING



'Adventure Cat 2' is fast and fun.

private charters and multihull sailing instruction. Can be bareboated by special arrangement. (415) 331-8730; www.sailapparition.com

- *Oli Kai* — Seawind 1000; carries up to 6 passengers; berthed at Treasure Island. Available for private groups, sailing lessons, team building and more. (510) 535-1954; www.afterguard.net

The following companies rent catamarans on a bareboat (drive-it-yourself) basis. (Note: You will have to show prior experience sailing cats, or arrange to



'Caprice' has crossed the Pacific.

do a pre-charter checkout with a staff member):

- Afterguard Sailing, Seawind 1000 catamaran, Oakland and Treasure Island. (510) 535-1954; www.afterguard.net

- Modern Sailing School and Club, Seawind 1160 catamaran, Sausalito.



'Cat Ballou' is a former Carib charter cat.

(800) 995-1668; www.modernsailing.com

- OCSC, Mahe 36 catamaran, Berkeley. (800) 223-2984; www.ocscsailing.com

As you can see, there are many attractive options to choose from. So if you've been curious about what it's like to sail aboard large catamarans, why not give one or two of these boats a try. But we warn you, once you experience the flat ride and stability, you may never want to go back to monohulls again. Enjoy the ride.

— *lynn ringseis*

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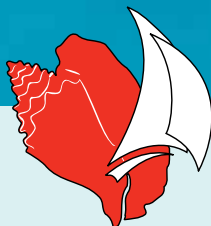
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CHANGES

With reports this month from **Reflections** on their boat garden in Malaysia; from **X** on the good but uncrowded cruising life in the Philippines; from **Eleutheria** on the Tuamotus and resident sharks; from **Paradise Marina** on various improvements and upgrades; from **Profligate** on Bash-free but nonetheless sometimes out-of-control Baja Bash; and **Cruise Notes**.

Reflections — Esprit 37 Gene and Sheri Seybold How Does Your Boat Garden Grow? (Stockton / Honolulu)

For Sheri Seybold, cruising for many years with her husband Gene aboard their Esprit 37 *Reflections*, and currently cruising Malaysia, the onboard garden is going pretty well. It got started with a gift from Sufiyo Zazen, who is cruising with Majj — gotta love those exotic names — aboard an unnamed sloop.

"Those two are growing all kinds of herbs and flowers on their sailboat," reports Sheri.

Two weeks after Sheri got started, she had to repot her onions, garlic and flowers. Later she added some rosemary and sweet basil that she'd store-bought.

"I have been amazed at how fast everything is growing," Sheri says. "I cut the greens from the garlic and onions, so they never stop growing. I take cuttings from the basil and rosemary, too. They are wonderful in salads, omelets, stir fries — all kinds of dishes."

"One problem is finding a good spot

Some onions and other goodies growing in Sheri's 'floating garden' aboard 'Reflections'. Salt water, of course, is their enemy.

for the plants on the boat that won't interfere with sailing, as that would never do," says Sheri. Currently she has the plants mounted on the stern pulpit, where they get plenty of light.

"A second problem is the salt spray when we're underway," she continues. "I try to cover the plants before the spray gets on them, as salt is a sure plant killer. But that protection is a work in progress, as I don't think the plants would survive a long, rough passage with the current setup. But so far they've traveled 400 miles and are doing fine."

From plants to planes. The Seybolds are currently anchored off Tioman, a remote Malaysian tourist island to the east of Kuala Lumpur and to the north of Singapore. There the couple have been watching pilots struggle to land small passenger planes.

"We watched one plane come in for a landing the other day, and it was frightening!" says Sheri. "You can only land one way, the runway is very short with a sheer cliff at the end, and there are mountains on one side and the ocean on the other. Pilots have to aim at the mountain, do a 90-degree turn, then dive at the runway! I would *never* fly into this airport!"

Lest anyone think that Sheri is a flying wimp, the Tioman Airport is frequently cited as the most dangerous in the world — even more so than perennial favorites Courchevel Airport in the French Alps, Saba's airport in the Caribbean Sea, and Tenzing-Hillary Airport at Lukla, Nepal.

People risk their lives flying to Tioman because it's sparsely populated, densely forested, and is surrounded by clear water and coral reefs. It's also home to the walking catfish.

Even though there are no roads to connect the small towns on the 18-mile-by-six-mile island, the Seybolds were able to pick up new watermaker membranes and find fresh veggies and the all important laundry service.

Historians say that Tioman has been used for thousands of years by fishermen as an important



navigation reference point, as well as a source of fresh water and wood. During the past thousand years it has played host to Chinese, Arab and European trading ships. Tioman was host to both the British and the Japanese during the Second World War, and the waters around the island are littered with war remains, including British capital ships *HMS Repulse* and *HMS Prince of Wales*.

Even though Tioman is in the South China Sea rather than the South Pacific, it played the part of the mythical Bali Hai in the 1958 movie *South Pacific*.

— latitude/rs 05/15/2014

X — Santa Cruz 50 David Addleman, Shayne de Loreto El Nido, Palawan, Philippines (Monterey)

Happily, my girlfriend Shayne and I are not doing much of anything. We are still in the Philippine Islands, but have

COURTESY REFLECTIONS



REFLECTIONS





Clockwise from far left; David and Shayne at Buena Suerte during a 'beer squall'. The two see eye-to-eye when she's standing on a chair. 'X' on the hook at Buena Suerte, where wind roars down from the peaks. Shayne Facebooking. El Nido as seen from on high. The El Faro Resort pool.

left the relatively urban and social life of the Puerto Galera YC to sail among the islands of the southern Philippines. Fewer typhoons threaten here in the south; however one trades that for the regular squalls that can be quite violent. We endured the threat of last summer's typhoons on a relatively safe mooring at the yacht club. Although none hit, waiting for the possibility that one would hit was more stressful than I liked.

Sailing X has been extra fun this season because she has all new sails. We are also enjoying a magic period when every little thing on her looks good and works properly.

Today we are anchored at Cadlao Island in the El Nido province of Palawan. The geology is quite vertical. The rainforest is largely intact here, in contrast to

nearby portions of the province where it has been tragically and completely destroyed. Buena Suerte is the funky nearby village where, in the high season, tourists come to dive, snorkel and visit the many small islands with pristine white sand beaches. However it's low season now, perhaps because of the daily squalls. You might think the lee of these high islands would have some well-protected anchorages. But as the guide books caution, the peaks create violent wind bombs from all directions to blast down in the lee.

On the way here we stopped at some swank resorts that

welcome visiting yachts. Our friends Gundolf and Erica, of the yacht *Aragorn* out of Puerto Galera, caught up with us at Busuanga Island's El Rio y Mar Resort, where there is a small fee for a mooring but discounts on all the amenities. Then we swanked more on the other side of Busuanga at the Puerto del Sol

International relations. Gundolf and Erica, also a Filipina, of 'Aragorn' with David and Shayne at Busuanga Island's sweet El Rio y Mar Resort.



CHANGES

Resort, where the well-sheltered moorings are free. Also one minute away is the fun El Faro Resort, where buying a few drinks gets you the use of their pool.

The other cruisers we've met seem to get out to see all the sights, do the

excursions, see the vistas, and so forth. There are many, but is there a list that we're supposed to be working through? We pretty much don't do anything but sail around and live the

quiet life. Unless we are in the big city, of course, when we pretty much get as wild as this old man can.

The main reason I'm taking it slowly here is my girlfriend Shayne, who sailed here with me from Palau. She's gotten comfortable with the unpredictable yachting life, cooks me anything at any time, and takes me to her 'girls only' beach parties with the other cruising gals (whose boyfriends are too busy golfing or changing the oil.)

While at the Puerto Galera YC, Shayne and I took a dinghy out for a fun race. Contrary to her relative uninterest in the sailing of X, she took to dinghy racing immediately. It confirmed my suspicion that one afternoon of dinghy sailing teaches a novice more than two years on a big yacht. However, the price of keeping the girl happy is having a permanent Internet connection for Facebook. At our

The El Faro Resort on Busuanga Island sports an Micronesian motif while overlooking the South China Sea. It's a real lighthouse.



Shayne took to dinghy racing.

COURTESY X

private El Nido beach, this means having to take our dinghy out to one particular spot where a mobile phone connection can be made. It's a pain, but the lack of an Internet connection can germinate a funky attitude.

We love cruising here. The Filipinos are generally friendly and welcoming to cruisers, it's very affordable, every sort of tourist activity is available, and there are very few cruising yachts enjoying it all. On any given day, nine out of ten fabulous anchorages are empty. Same for the white sand beaches. Everything for living is generally available everywhere. Boat repairs are more difficult, but everything eventually works out with a little extra effort. The only negatives are a tiny amount of pirate-like activity in certain areas, and coral reefs that bring regular grief to ferries, navy vessels, and yachties.

— david and shayne 06/25/2014

Eleutheria — Tartan 37 Lewis Allen, Alyssa Alexopolous Fun With Sharks in the Tuamotus (Redwood City)

We've been anchored behind our own 'private island' for the past few days. It's the most beautiful, postcard-like setting we've ever been in. Although it's officially Raroia Atoll in the Tuamotus, we call it 'Ellie Island' after our boat's nickname — because we 'found' it on our Google Maps satellite images.

Ellie Island has palm trees, white sand beaches, turquoise water, tons of coral and fish — and lots of sharks. Our current anchorage on the east side of the lagoon is amazingly beautiful, secluded, private and peaceful, and has spectacular sunsets. There are no boats, no people, no noise, and no pollution — just the sound of waves, wind, birds and swaying palm trees. I'd long dreamed of finding a place like this, and now Alyssa and I are living in it!

While tiny Raroia doesn't have a lot of things, it does have some history. It's best known for being the place that Thor Heyerdahl's *Kon-Tiki* shipwrecked on in 1947 after drifting 4,000 miles across the Pacific from Peru. It took them 15 weeks.

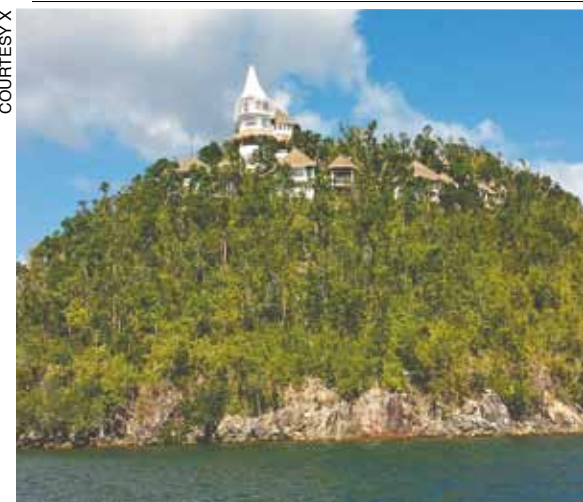
We arrived here after a pleasant 425-mile passage from 'Ua Pou in the Marquesas, and made it in 2 days and 22 hours. We're happy to say that our 6.1-knot average is almost twice as fast as that of a lot of cruising boats.



The weather was great on the last night of our passage, as we had a pleasant 14 knots on the beam with relatively calm seas. By the end of the passage Alyssa and I had both settled into our offshore routine, and could have easily knocked off another 700 miles. I love the peace and freedom that you can only find at sea — as long as the conditions aren't too rough.

Entering Raroia Atoll and then making our way to the anchorage required running a three-part gauntlet. First was entering the pass, then avoiding the coral heads in the lagoon, and finally negotiating the buoys of the pearl farm.

We entered the pass at what we calculated to be slack water. Apparently we were off, as we found 4+ knots of ebb, which created three-foot standing waves. Even with our engine at full throttle, we were only making half a knot over the bottom. We were also swerving port-to-starboard in the current, trying to keep



COURTESY X

IN LATITUDES



ALL PHOTOS COURTESY ELEUTHERIA



Clockwise from far lower left. When Thor Heyerdahl's 'Kon-Tiki' drifted onto the reef at tiny Raroia nearly 70 years ago, it was big international news. Alyssa decked out in full scuba gear, looking to avoid sharks. Black-tipped reef sharks abound in the Tuamotus. Lewis and the catch of the day.

the range markers lined up so we didn't drift onto the coral on either side of the pass. A friend had warned us that the pucker factor would be high on entering, and he was right. After 20 intense minutes, we made it into the lagoon — just as the ebb began to subside.

Next we had to avoid the many coral heads in the lagoon. Look at a Google Maps satellite image of Raroia and you'll see what I mean. These huge coral heads, which are littered about the lagoon, come to within about a foot of the surface and could spell the end to one's boat. We timed our entry so the sun would be behind us, allowing us to see the coral heads and pretty easily judge the depths by the color of the water. This second obstacle proved to be minor.

As we reached the east side of the lagoon, we saw many red buoys, and it

didn't take long to realize what we were up against — pearl farm buoys and lines. Our boat's shallow draft was very beneficial, and we eventually made it through unscathed.

We dropped our anchor in 45 feet of gin-clear water in the lee of the largest island on the east side of the atoll. What a spectacular setting! There are only 50 people who live on this atoll, there is no airport, and the only way to visit here is by private yacht. It was the unspoiled paradise that we'd been seeking.

After lunch the next day I put on the dive gear and descended directly below *Ellie*, and found a 20-ft-tall coral head teeming with life. There were a few big grouper and some other decent-sized fish that looked as though they would be good eating, so I surfaced and had Alyssa throw me my spear gun. We

attached a line to the spear gun so that after I shot a fish, she could pull it up to the boat before the sharks got to it.

I went back down and sat on the sandy sea floor near the coral head, and patiently waited for our dinner to arrive. After about eight minutes, a big grouper came by. I took aim and landed a head shot. I tugged twice on the line to signal Alyssa while nervously scanning for sharks. As I managed to free the spear gun, which had gotten snagged on some coral, I saw the black tip sharks coming fast. Luckily Alyssa got the fish up to the boat before the sharks were able to tear into it. After I surfaced, my "huge grouper" looked like a guppy. Objects underwater really do appear larger than they actually are.

So we decided to have a little fun with the sharks. I cut the grouper's head off, and with cameras rolling, threw it into the water. The sharks went into a feeding frenzy!

Recently we tried to anchor on the west side of the lagoon, and it was a shit show to say the least. We had to anchor three times, and it took the entire afternoon. The problem is that the bottom is coral, which both snags the chain and tries to hang on to the anchor. Plus there was a relentless two-foot wind chop that tried its best to break our ground tackle free and set us onto the reef, which was a mere 100 yards astern.

At one point we managed to anchor too close to the pass, so when the current changed during a leisurely sunset cockpit session, we found ourselves sideways to three-foot standing waves. We set a new speed record getting the dinghy on deck and the anchor up. We then frantically searched to find another spot before the sun went down. Luckily we found a shallow patch of coral and managed to snag the anchor on a coral ***Lewis and Alyssa — they're young and having the adventure of a lifetime cruising the South Pacific. The photo was taken at Bora Bora.***



ELEUTHERIA

CHANGES

head and ride out the night. We later learned that the coral head was in the middle of a marked channel.

The next day we enjoyed an amazing dive on the pass. We rode the 4+ knot ebb over bright, healthy coral, and saw thousands of fish swirling around in the current eddies. After we cleared the most shallow part of the pass, the coral dropped down into huge canyons that were home to countless sharks.

The next day I dove on some coral heads and pried off some clams, which make excellent bait. As soon as I dropped my baited hook into the water, I had a huge fish on my line. I filleted it and was about to drop another baited hook when Bruce, our friend and captain of *Skabenga*, showed up. He laughed at the size of my tiny hook and asked me to bring out my biggest. When I jokingly handed him my largest one, a #4, he said, "Perfect!" We rigged up a 125-lb leader, put a huge chunk of clam on it, and lowered it over the side.

Half a beer later there was a huge tug on the line. I grabbed the pole and set the hook. It was a big one! About 10 minutes later I managed to get the monster to the surface. It was a shark. Bruce grabbed the leader and managed to get the hook out of his mouth. You should have seen the size of the shark's jaw and teeth!

As if we hadn't gotten enough fishing action the day before, we went spearfishing the next morning. We picked a 'bommie', a huge coral head, out in the lagoon, set the anchor, and dove in. Bruce and I were about 45 feet down when we came upon some huge grouper. Bruce shot the first one, snapped its neck, and then immediately shot another.

This got the attention of the local shark population, which apparently hasn't been fed since 2010, because they immediately went into a frenzy.

We're not sure if this photo was taken at Raroia, but we know it's of the crew of 'Skebenga', which is anchored just off the concrete dock.

The blood in the water and the flailing fish contributed to their excitement. At this point there were only about seven of them and they were keeping their distance, so I wasn't alarmed.

While Bruce was dispatching his second kill, I pushed on around the corner in search of more prey. I came around a coral head and there on the bottom was another monster grouper. I lined him up and got off a good head shot. After the shot my focus turned to the sharks, as I had this bleeding grouper on the end of my line and 45 feet of water between me and the surface. Furthermore, nobody else was in sight, and I was no longer sure where the dinghy was.

The sharks immediately came my way, and before I knew it there were about a dozen circling me. I tried my best to stay calm and not kick too hard, but I'm sure I failed as I tried to get to the surface as quickly as possible. I needed to find the dinghy and get the bleeding fish away from me.

When I got about halfway to the surface — spear gun in one hand, knife in the other — the sharks started charging. It was incredibly scary, because to my amazement the sharks weren't going after the bleeding fish on the end of my line 20 feet below me — they were coming after me! They took turns surging toward me until they were about two feet away, at which point they would violently veer away. I thought the next one might try to take a bite out of me.

Once I got to the surface, I was able to locate the dinghy about 40 yards away. My activity on the surface made the sharks even more excited, and they circled even closer. I decided to descend again so I could at least see these missiles coming at me, and if necessary, take a stab at any that came too close. After probably four minutes, but what seemed like a lifetime, I made it to the



dinghy and we all quickly got out of the water. By that time there were 20 sharks around. It was an intense experience, but we escaped without injury and with a full bounty of grouper for dinner.

As much as we want to stay at tiny Raroia, we have to be realistic and know that's not possible. So after another four or five days, we'll push on to Makemo.

— lewis 05/23/2014

Paradise Marina Dick and Gena Markie Upgrades All Around (Nuevo Vallarta, Mexico)

If you're looking for a marina in Mexico in which to steal a dinghy from a boat, we cannot recommend Paradise Village Marina in Nuevo Vallarta. Not after harbormaster Dick Markie showed us the marina's sophisticated new six-camera security system.

"We have two monitors in the marina office, and I also have a feed to my home here at Paradise Village," said Dick with



Profligate — Surfin' 63 Cat The Wanderer, Doña de Mallorca Vallarta to San Diego Bash (La Cruz, Nayarit, Mexico)

Conventional superstition is that sailors should never start a voyage on a Friday. As things would play out, the Wanderer would learn that he was apparently wrong in his assumption that multihulls were exempt.

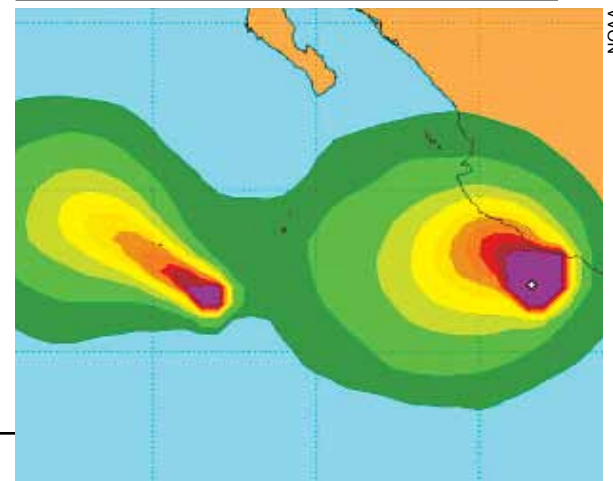
The passage facing the Wanderer and Doña de Mallorca was the 1,000-mile uphill slog from La Cruz, on the Riviera Nayarit, to San Diego, which includes the last 750 miles that is less-than-affectionately-known as the Baja Bash. It would be de Mallorca's 16th or 17th Bash aboard *Profligate*. She's lost count.

There are pros and cons to having more than two aboard on a Bash. The upside is that you get more sleep and occasionally have someone to talk to. The downside is that extra crew means having to accommodate another person's schedule. Those who travel fastest — important on a Bash — travel as close to alone as possible. We went with two.

Mariners have different theories about the best time to do a Bash. If you leave before June 1, the chances of hurricanes are almost nil. But it's usually cool to very cold along the Baja coast that early in the year. After getting acclimated to the tropics, changing from sweltering heat to cold can be a shock to the body — and the spirit.

Named storms are common in Mexico after June 1, and they are to be avoided. But if you're lucky — and very, very careful — they can be used to your advantage, as in most cases they travel to the northwest, leaving southerlies behind. Southerlies are the dream of all those who Bash.

After a mandatory appearance at the packed Philo's for his 69th birthday celebration, **When going north after June 1, there is a good chance that you'll have to deal — for better or worse — with tropical storms.**



ALL PHOTOS LATITUDE / RICHARD



Clockwise from left; Harbormaster Dick Markie supervises the upgrading of docks. With security monitors, Gena, like Santa, can see who is being naughty and who is being nice. The overall view of Paradise Marina, home to nearly 200 boats. The new pump-out devices come to your boat.

a smile. "The system has infrared capability, so we can see what's going on at night, too. Markie explained that security cameras aren't so much for catching thieves as they are deterrents — and marketing devices. "When a boat owner comes into the marina office and sees all the cameras, he'll know that his boat will be safer than in marinas that don't have them." Readers can check out the views from the system on the marina's web page.

Markie was also happy to show us the ongoing renovations of the 12-year-old docks. "Everything but the pilings and cement walkways is being replaced," he said. "In addition, there will be sewage pump-out facilities at every berth, with a capacity of 55 gallons a minute, which is enough for three boats at one time. In addition, many of the berths will be wired for DSL access. The entire marina

project will be completed before the start of the season in November."

Markie says the 180-slip Paradise Marina is about half power and half sail. "We have a number of clients from the other side of the world who keep their boats here," he said. "A couple who live in Denmark own this Atlantic 55 *Nogal*, and they come to their boat for one month twice a year. There is a Russian who comes to his boat for three months a year, and another owner from Croatia."

How is business? "We were so full last year that I had to turn away over 200 boats, and I think we're going to be even busier this year." That's probably why Dick and his lovely sweetheart Gena took off the next day for a month's vacation in Italy. They're now back, refreshed, and ready for the season.

— latitude/rs 06/24/2014

CHANGES

eburation, *Profligate* and crew departed La Cruz at 2:30 a.m. on Friday, June 27. We hadn't gotten more than a few miles past Punta Mita when the lightning and thunder commenced in its normal spectacular fashion. Then the rain came down so copiously that half an hour of it would have ended the drought in California. Dawn brought blue skies, smooth seas, and big smiles.

It's 285 open ocean miles from Punta Mita to Cabo. As we were following in the wake of one tropical storm and running ahead of a second that was forecast to split into two storms, one of which was expected to bring tropical storm winds as far north as La Paz, it was mandatory that we get north quickly. So it was with dismay that we noticed that both Yanmar 55 hp diesels suddenly and inexplicably shifted to neutral and throttled down to idle. What the heck?!

Profligate has fly-by-wire Micro Commander engine controls at each helm but no matter what we tried, we couldn't get the engines to rev or shift gears. We couldn't even get them to shut down. So there we were, in light headwinds with no control over our engines, and some sort of tropical activity vaguely headed in our general direction.

We're not engine-room experts, so it took us half an hour to figure out a dummies' response: disconnect the throttles and shift mechanisms from the Micro Commander system and operate them manually.

Operating the throttle and shift from inside each engine room was fine at sea, but it was going to make anchoring at Cabo a bit of a trick. After all, if one crew was at the helm and the other was at the windlass, who was supposed to operate

La Reina del Mar's 'Yanmar Stopper' — patent pending — seen against the backdrop of Cabo's bone-dry falling Arches.

the engines, which were 30 feet apart?

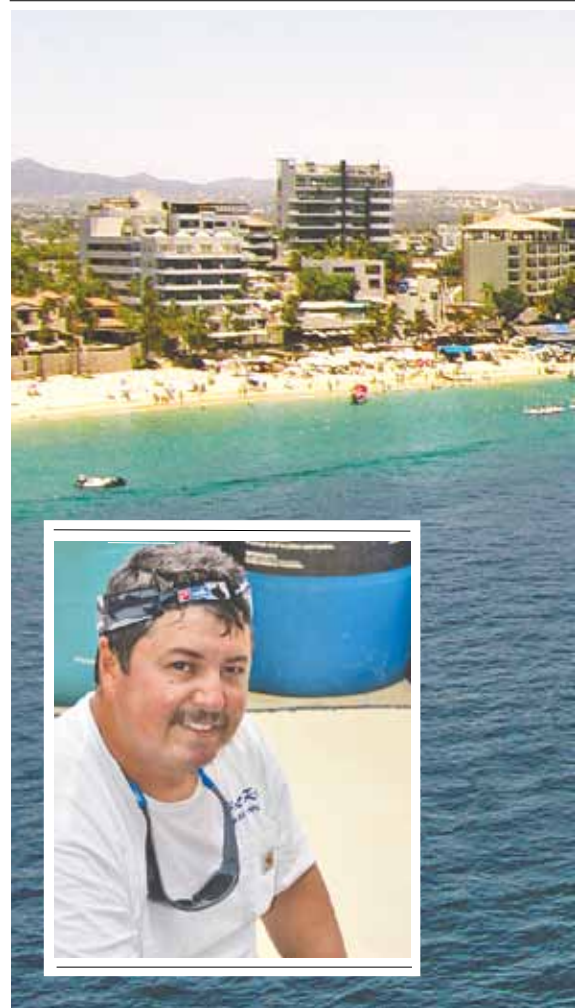
Fortunately, we got an assist from Patsy 'La Reina del Mar' Verhoeven of the Gulfstar 50 *Talion*, who had arrived in Cabo a few hours before and would be starting the Bash as soon as her crew arrived that night. De Mallorca and the Wanderer had been unsuccessfully trying to kill one engine by putting the bottom of a frying pan over the air intake. Diesels need a prodigious amount of air to run, and while the frying pan cut off 95% of the air, the remaining 5% was enough to keep the one sputtering.

Patsy, who jumped aboard *Profligate* as the cat was low-speed cruising through the blessedly empty Cabo anchorage, brought the solution with her — a one-foot-square bit of rubber inner-tube material. When put on the bottom of the frying pan, it created a perfect seal, and the engine shut down immediately.

With the Wanderer at the helm, de Mallorca in the starboard engine room, and *La Reina* at the windlass, we figured we had it made. At least we did until we were 100 yards from dropping the hook, at which point de Mallorca somehow managed to rattle the one remaining running engine down so low that it quit! So we'd gone from two engines we couldn't shut down to two engines we couldn't start, and we needed to get to shallow enough water to anchor. As soon as we lost all momentum, we dropped the biggest Fortress anchor there is at the end of 230 feet of chain and hoped for the best. The fathometer was on the fritz, so we didn't know how deep it was, but we held for the 2½ days.

Now in calm water, we got out the voltmeter and started to troubleshoot. We discovered that the port battery, which controls the entire Micro Commander system, had all of three volts. That explained a lot, as Micro Commanders are very sensitive to having adequate voltage. So just before dark de Mallorca and *La Reina* headed off to Costco in search of a new battery. Our fantasy was that a new battery would solve all our problems, conveniently ignoring the fact that the battery had supposedly been getting charged constantly for the previous 36 hours.

We hooked up the bat-



tery, turned on the key — and nothing. Not even a click at the solenoid. This reinforced our idea that the problem was with the Micro Commander and not the charging system or battery. We resigned ourselves to having to wait for a mechanic on Monday, letting a great Bash window start to slip away.

The difference in weather between Cabo and Vallarta is dramatic for the former's only being about 250 miles north of the latter. The Vallarta coast is warm and humid from June 15 on. There's lots of sun, but there are lots of clouds, too. The amount of rain and lightning has to be experienced to be believed. Eighteen inches of rain fell — almost all at night — during the week of June 20, and it wasn't even the rainy season. Cabo, on the other hand, is all sunshine and dry-as-a-bone desert. The only time it gets humid is when a tropical storm approaches. Cabo folks wouldn't last a day in Vallarta's summer humidity.

Then there is the difference in water temperature. Thanks to the heat and unusual humidity, it was hot as heck



IN LATITUDES



BOTH PHOTOS LATITUDE / RICHARD

Spread; When we first sailed out of Cabo in 1977, there was one beer tent on the beach. Look at it now. By necessity, activities on the very busy bay are now highly regulated, but watch out for the Phuket-like water taxi mafia. Use your dinghy! Inset; Saul, our mecánico, who scared our ghosts.

anchored at Cabo, so the Wanderer and de Mallorca jumped in. We nearly froze to death upon immersion, as 80 degrees seems downright icy when you're used to 85 degrees. It took our breath away.

Just for kicks we tried to start the engines again the next morning, and, wouldn't you know it, they fired right up. Our elation was short-lived, however, as the Micro Commander orders were consistently ignored or misinterpreted by the engines. One engine might go into forward as instructed, but not in reverse, and the other vice versa. Putting the port engine in gear resulted in the starboard engine control alarms going off. This only strengthened our belief that the problem was with the Micro Commander — although the engines seemed to become somewhat more responsive as the day wore on. We still needed a mechanic.

Despite a typically hectic Monday morning, Ari and Mike at Cabo Marine Center were nice enough to have their

Micro Commander expert, Saul Conteras, come out to *Profligate* shortly after noon. As soon as he stepped aboard, the whole system performed perfectly. That's electrical stuff for you, isn't it? We all joked that had Saul had scared ghosts out of the Micro Commander.

Just to make sure everything was fine, Saul checked out the new battery — plenty of volts there — and the alternator, which was putting out a satisfactory 13.5 volts. While 13.5 volts was a little low, and we had a replacement alternator, we called it good, as we wanted to get out of Dodge as soon as possible to take advantage of the weather window.

Seldom has a Baja Bash started in more glorious conditions. Thanks to tropical storm *Douglas*, we had 15 to 18 knots of wind from the south, as well as some following seas and a big rolling swell. And it was 92 degrees as we rounded Falso late in the afternoon! If these

were normal Bash conditions, a thousand more California boats would flock to Mexico each winter.

About 18 hours later we passed Bahia Santa Maria. The wind and seas had disappeared, leaving only a large but gentle south swell from *Douglas*. It had been so warm the previous night that the Wanderer had bundled up in nothing more than a Speedo.

By late the next afternoon, we were in the process of passing Turtle Bay in about 12 knots of wind when an engine overheating alarm went off. This was a surprise, because before leaving we'd run vinegar through both cooling systems to clean out mineral deposits, and they had both been running at the correct temperature. And then, for no reason the Wanderer could fathom, some sort of alarm went off on the starboard side. It seemed that the ghosts had returned.

Still not 100% confident that we could get the engines started once we turned them off, we thought about pulling into Turtle Bay. On second thought, we decided to continue on at greatly reduced rpm, which lowered the engine temps into the acceptable range, toward Cedros. Knowing we could make it before dark to Cedros Village, where there were more engine mechanics than at Turtle Bay, we'd make our decision to stop or press on once we got there.

Just for the heck of it, we decided to check the house batteries, of which *Profligate* has six six-volts on each side. We got the shock of our lives, as individually they read about 11 volts, and as a bank about 19 volts each. Jesus, why weren't they exploding?

As we pondered this disquieting mystery, we decided to risk shutting down the starboard engine, to check the water strainer and replace the impeller. The water strainer was clean and the only damage to the impeller appeared to be caused by our using two screwdrivers to

Passing Bahia Santa Maria, with Cape San Lazaro in the distance. If you're Bashing, these are perfect weather conditions.



LATITUDE / RICHARD

CHANGES

remove it.

When we got back on deck, we tested increasing the rpm, and the engine water temps stayed in the acceptable range. They we looked around us and it hit us like a ton of bricks. Turtle Bay is where the water starts getting cool enough for seaweed to thrive. Between Turtle Bay and Cedros, the kelp is as thick as it is off the Santa Barbara coast. We didn't know what was wrong with the house batteries, but the Micro Commander seemed to be working well enough and the Yanmars were running fine, so we pressed on.

We reached the south end of Cedros 48 hours out of Cabo. *La Reina* Patsy and *Talion* were already at the north end of Cedros, where they reported getting hit by 25-knot winds. So we cracked off toward Sacramento Reef early, and never had much more than 12 knots. *La Reina* reported their 25 knots dropped to nothing after about half an hour.

Anyone who has done a Bash will tell you that getting from the north end of Cedros to Sacramento Reef is a bitch, because even on the rare occasions when the wind isn't blowing hard on the nose with accompanying seas, there is a powerful current against you. *Talion* was slowed to under four knots, *Profligate* to 6.5 knots or less. It was frustrating.

By the next afternoon we were 150 miles south of San Diego, shocked to realize that we could still do a 3½-day Cabo to San Diego Bash. The previous night had required fleece, but it was warm on deck during the day. Everything was great — until it happened again. Both engines went to neutral and idle all by themselves. Dang, the Micro Commander ghosts were back.

For what seemed like the 100th time of the trip, the Wanderer was in and out

It wasn't the butler in the drawing room who killed the Micro Commander, but rather the alternator in the engine room.

of the engine rooms. He soon discovered that the now-brand-new port engine battery was down to three volts. How could this be if the alternator was good?

We had little choice but to proceed again after disconnecting the Micro Commander and operating the engines manually. There were some risks to this. First, it meant no engine gauges to warn of overheating or low engine oil. Second, because we knew we couldn't start the engines if we had to stop them, we had to measure the oil level and add oil while the engines were running. So the dipstick was only a rough guide, and we learned that when you add oil to a running diesel, some of it gets splattered onto your face. Wear eye protection.

Manual mode wasn't bad until we approached Ensenada and the congestion of fishing boats dragging long nets around midnight. But we managed. Actually, we not only managed, thanks to a very favorable current, we thrived. Whereas just north of Cedros we struggled to do 6.5 knots, we were now consistently doing 10.4. Cancel the ETA of 3 p.m. on the Fourth of July, we would get to the Customs Dock at 9 a.m. Now our problem was going to be docking.

With some prompt help from a friendly Harbor Police officer, we landed at the Customs Dock without a problem, 3¾ days out of Cabo and one week out of Vallarta. Not bad. With the help of friends, a short time later we made it to a 45-ft end-tie at Driscoll's Boat Yard.

After getting tied up, we put a battery charger on the dead port engine battery. The next day we tried the Micro Commander system again, and it and the engines worked flawlessly. It was clear that the problem had been the port engine's battery not having the juice to run the power-sensitive Micro Commander. Was the problem the alternator or some bad wiring? We presume the alternator had been working intermittently when the mechanic pronounced it fine in Cabo. Having had a spare on the boat, we should have swapped it out then.

A smarter mechanic than the Wanderer could have identified and solved the problem much more quickly. Double-checking the engine battery voltage and alternator would have revealed that the alternator was the problem. That could have been solved by: 1) Replacing the alternator with the spare we had onboard; 2) Charging up the engine battery with jumpers from



the house bank or via the Honda genset; or 3) Replacing the port engine battery with the starboard engine battery.

As the engines had been running and we could control them, we had hesitated to try any of these fixes ourselves in the middle of nowhere. A little bit of knowledge can be a dangerous thing, and we were afraid that we might set up some surge of power that might screw something up in the expensive Micro Commander system. We were happy with our decision.

As for the house six-volt batteries that were reading 11 volts, and the six-volt banks that were reading 19 volts, the problem was a bad digital voltmeter. We'd never seen this before. When we tried another voltmeter, the battery readings were perfect.

While the Micro Commander / alternator / battery problems were annoying while they were happening, we got tons of upper-body exercise getting into and



IN LATITUDES



FRENCH FOTO

Spread; The Bay of Villefranche-sur-Mer. Villefranche proper is on the right, as is the Swan facility. On the left is ritzy St. Jean Cap Ferrat, with some great places to anchor. Just a mile to the east is Beaulieu-sur-Mer, another fine little town. Inset; Jim and Deborah in the Caribbean in 2012.

out of the engine rooms, but even better, are now more intimate with our Yanmars than ever before. That combined with the good weather and swift trip meant it didn't really qualify as a Bash. But it was hardened Bash veteran de Mallorca who identified the best part of the trip up the coast of Baja. Except for a few short periods, there is no phone or Internet access, meaning for one of the rare times, you can't work.

— latitude/rs 07/08/2014

Cruise Notes:

Jim and Debbie Gregory of the Pt. Richmond-based Schumacher 50 **Morpheus** — which the couple, family, and friends have raced and cruised extensively since taking delivery of her in New Zealand in 2002 — were having a great time cruising the South of France until

the afternoon and evening of June 28. They were tied up at a dock at **St. Tropez** when the wind whipped up to 25 knots, which wasn't a problem until a guy with an old 55-ft cruising boat tried to dock down the fairway. The big boat ended up bashing beam-to into the bows of five boats, *Morpheus* being the outside boat. Jim decided the best option was to peel out and anchor in the bay "surrounded by megayachts".

The forecast called for 15 to 20 knots of wind, which would have made it lumpy. The reality was 30 to 35 knots, with two gusts to 42 knots. Nasty stuff. "Despite the fact our boat got hit while in St. Tropez," Jim wrote in a Facebook posting, "Deb and I agree

that it's a weird, interesting, and bottom-line nice place to hang out for a day or two more. It does have the well-deserved reputation as a playground for the rich and famous, there is no shortage of people and things to see, and the vibe is very friendly no matter what your social standing."

'Playground of the rich and famous' indeed. It's been years since we visited St. Tropez with our Ocean 71 **Big O**, but a friend there told us about the Hotel Byblos and its **Les Caves du Roy** nightclub. He explained that the price for each of the 50 tables at Le Caves, supposedly the most famous nightclub in France, started at \$5,000 a night — yet there was no end to the demand. Let's see, \$250,000 a night revenue to start each night, not bad. And remember, that was 'way back then'.

During a later visit, our host took us to **Cinquante Cinq**, aka Le Club 55, which was founded in 1956 when the producers for the Brigitte Bardot vehicle *And God Created Woman* asked some local farmers if they could prepare some food for the film crew. Bardot, St. Tropez, and Cinquante Cinq subsequently all took off like rockets. We met Patrice, son of the original owners of the farm, during lunch. A very nice and gracious guy, he explained that he'd been the head of the **La Nioulargue Regatta** out of St. Tropez, the most prestigious in the Med. At least he was until the event folded following the tragic accident involving **Mariette**, the great 135-ft Herreshoff schooner then owned by Tom Perkins of Belvedere.

After our obviously expensive lunch was over, we asked our host for the bill. He told us to forget it because Cinquante Cinq bills its customers at the end of each month. He was then driven home for a nap while his Norwegian female captain scooted us back around the cor-

St. Tropez, where 'Morpheus' got hit by an old cruising boat blown sideways in a fairway, is popular for good reasons — it's cute and fun.



FRENCH FOTO

CHANGES

ner to St. Tropez on his fast motoryacht. *La vie en rose*, no?

To continue with the Gregorys' adventure, the Swan Service Yard in Barcelona, where *Morpheus* spent last winter, recommended getting *Morpheus* repaired at the Swan Service Yard in **Villefranche**, which is just around the bend from Nice and less than 10 miles east of Monaco.

"Villefranche is a really nice small port, perhaps my favorite spot in France so far," wrote Jim. "I was able to wander around a bit last night, and the beautiful old town center is built up a hill with narrow streets that seem to run in every direction. There are tons of restaurants, shops, bars and so forth."

Villefranche was the home port of the **U.S. 6th Fleet** from 1948 until French President Charles DeGaulle kicked it out in 1966. Villefranche fell into considerable disrepair, but it's been back for years now. If we had a pile of time and money, we'd spend a summer on a boat along the seven-mile stretch between Nice's Port Lympia and Monaco, which would include Villefranche, the anchor-



LATITUDE / RICHARD

This photo has nothing to do with the South of France and everything to do with the East Cape of Baja getting hit by a big waterspout.

ages of Saint-Jean-Cap-Ferrat, Beaulieu-sur-Mer (the setting for the funny Steve Martin/Michael Caine film *Dirty Rotten Scoundrels*), and Monaco. It's a short season, but one we'd love to enjoy.

While *Morpheus* was being repaired, Jim and Debbie drove to Barcelona to pick up their new **official resident**

cards. "With these cards, our long-term visas become official and our updated passports allow us to spend a year in Spain and the EU without having to leave. This visa process has been a long and expensive one, but well worth it if it can keep Deb from being pulled into the interrogation room by immigration officials again the next time we fly out of the EU!"

Kevin and Marcie Millett, with friends Tony and SJ as crew, sailed their home-built 50-ft custom cat **Kalewa** back to Kauai from La Cruz, Mexico in late June and early July. Since *Kalewa* is a very high-performance cruising cat, they took on just 36 gallons of fuel for the boat's two Kubota 16-hp diesels — despite knowing there could be long periods of very light wind in the early stages of the 3,300-mile trip. "We can get five knots with one engine at 2,000 rpm," Kevin explained.

Shortly after departing Banderas Bay, the four were engulfed in a massive thunderstorm, something that is common in the area at that time of year. After a stop

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Bill and Conni on SV Wings, their Passport 40, in Nuku Hiva, Marquesas, after completing the Pacific Puddle Jump in April 2013. Bill writes: "Don't leave home without one!"



Wayne on SV Dante, his Harmony 42, in Suva, Fiji. Hydrovane mounted off-center to preserve the swim platform.



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at Isla Isabela and three days at Cabo San Lucas, they set off on a 2,600-mile crossing to Hilo.

"We made the passage in 15 days of generally light wind, with our best day's run being 240 miles," continues Kevin. "What surprised us was how cold it was. We were *very* cold and wore fleece until we were within just five days of Hawaii." Shortly after making landfall at Hilo, they enjoyed a *Kalewa* tradition — pancakes at Ken's House of Pancakes. The trip was wrapped up with a swift 36-hour sail to Kauai, including a short stop at Oahu to visit with their daughter Ayla. Veterans of two Ha-Ha's, the Milletts are hoping they might be able to do a third this fall.

"There was some incorrect information in Jake Howard's July letter on Puerto Escondido," reports John Hodgson of the Cross 40 trimaran **Trick in Marina Puerto Escondido**. "The new marina is a clean and well-maintained marina with electricity and Internet, and it's been operating for about a year. Javier, the marina manager, speaks English and is very helpful. There is

eight feet of water getting to the marina, which is tucked well inside the canals at the southern end of the main harbor. It must be one of the safest hurricane holes in Mexico. The marina has no amenities other than the ones mentioned, as there is a challenging political dynamic that is frustrating the owner's efforts to obtain the permits for further development."

"We're definitely enjoying putting our feet up and relaxing!" report Charlie and Cathy Simon of the Spokane- and Nuevo Vallarta-based Taswell 56 **Celebrate**. Part of the fast-paced World ARC group that started from St. Lucia in January, they've been moving right along, so they deserve to kick back. Fortunately, they've got their feet up at yachtie-friendly **Musket Cove Resort** in Fiji, as Fiji is their "favorite country so far".



This is the dream of what Puerto Escondido will look like someday. Currently only some of it, including tiny Marina Escondido, exists.

Yet it's also a bittersweet time, as it's from Musket Cove that a number of rally boats are dropping out to sail for New Zealand. Some will take a year's break from the World ARC before joining the next one for the rest of the trip around. "We will miss them!" say the Simons, as you might expect of co-conspirators in any great adventure. On the other hand, the Simons were cheered by the arrival of a Taswell 56 sistership that had just



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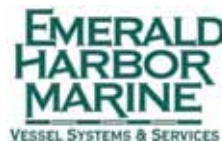
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completed a circumnavigation.

There is not much rest when you're sailing 26,000 miles in just 14 months, so almost before they knew it, the Simons were standing on the rim of Yasur volcano — said to be "the world's most accessible" — on Tanna Island, Vanuatu. "Wow!" they report. "Standing at the rim of an active volcano is something not to be missed! Adrenaline rushed through us as the cauldron spewed glowing lumps of lava from two places at sunset. What a stunningly beautiful site!"

It was a long separation for Greg King and Jennifer Sanders, she the owner of the 65-ft Long Beach-based schooner **Coco Kai**, and her love interest being the captain. They were last together at Cocos Keeling Islands off Australia. Since then, she's been working in Los Angeles while he's sailed the boat across the rough Indian Ocean, and the much-more-mellow South Atlantic.

After a stop in **Brazil**, which proved not to be as inexpensive as anticipated, King continued up to Barbados, where Sanders and daughter Coco rejoined him in the middle of June. Since then they've



MYSTERY PHOTO

Speaking of lobster, we want to remind everyone that it's illegal to have any on your boat in Mexico — even if they are given to you.

been having a lot of fun together — despite squalls to 50 knots. But it was easy for Sanders to tell they were in the **Caribbean**, for as King notes, "It blows 15 to 20 knots here day and night." They later

had a nice sail to **Bequia**, famous for having just one bar and many houses of the rich, famous and royal. "We hitched a ride to the bar," remembers King, "and the driver and his very drunk friend gave us a full tour of a famous cardiologist's house, the doctor not being due to arrive for a couple more days."

More recently, Greg, Jennifer and Coco have been having a blast in the **Tobago Cays** area of the Southern Caribbean. As much as they love it, they find it falls short when compared to the South Pacific. "The snorkeling is awesome, but it's a bit crowded, so give me the South Pacific," said Greg. "We had a nice dinner on the boat of lobster, broccoli and cauliflower," reports Jennifer. "The lobsters weren't as big as the ones in the South Pacific, and they cost 10 times as much!"

"Although we'll head for Indonesia next year, we're in for another season here in our beloved **Fiji**," report Rod Lambert and Elisabeth Lehmberg of the Sausalito-based Swan 41 **Proximity**. The couple did the 2009 Ha-Ha and have been out cruising the Pacific pretty much

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"After the formalities of checking in at Lautoka, we promptly made our way over to **Vuda Point Marina**," they write. "When we arrived outside the entrance, we radioed that we had arrived and got a very warm "Welcome home!" Young Max, who was driving the "tie-you-up" boat, came racing out to the channel to say hello. While we were tying up, Lulu, Moe, Tinny and Dix were all waving and getting in on the tie-up. The Yacht Help guys Joe and Leo came to say hello. The entire staff remembered us, and we them. It really was special.

"Having not been in a marina for a year," Rod and Elisabeth continue, "it's just an amazing pleasure to have **an endless supply of fresh water** to wash everything above- and belowdecks, as well as laundry facilities. Even being able to just hop off the boat to a little pier is an untold pleasure, as for the past year we needed to dinghy ashore for the slightest thing. To boot, there are good inexpensive restaurants here, a very cool bar on the water, a free swimming

pool, and easy-to-get-to bus service into town. Believe me, we are happy!

"We think it's safe to say that Fiji is yacht-infested," they continue. "**Denarau Marina** is completely full. Vuda Marina is completely full also, with boats anchored outside waiting for a spot, and the inside boats being stacked up along the wall. The World ARC Rally boats are here, so that's part of it. The other is that there are more cruising boats every year, and they just keep getting bigger and bigger. The big monohulls and huge catamarans really take up a lot of space. But no matter, as it just represents the change in cruising over the years.

"Being in a marina with access to great maintenance facilities, we have,



Walk across runways? You can do it just about anywhere in Fiji — Rod and Elisabeth's favorite cruising ground — except at Nadi.

of course, been working quite steadily since our arrival. Washing, polishing, varnishing, fuel-system maintenance, steering and mechanical checks, sail maintenance, rig checks, winch service — you name it, we've been doing it. But at sunset on Monday there is a free movie on the lawn, Tuesday the restaurant has half-price pizza, Thursday is half-price beer at the Sunset Bar. Our point is that

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CHANGES

it's not all work, as we are having a great time with old friends and making new ones."

Is tiny **San Blas, Mexico**, going to become the biggest port in Latin America? That's what Roberto Sandoval, the governor of the state of Nayarit, has told the business press. To be called Puerto Nayarit, the docking facilities would be more than a mile long to accommodate three large ships at a time. In addition, rail lines would be built to further transport what's expected to be millions of containers a year. The \$3 billion U.S. needed to finance the project is supposedly already guaranteed by unnamed sources from China. Sandoval went so far as to describe Nayarit as "a branch of China", and said a new university would be created so Mexicans could learn to speak Mandarin.

San Blas, which is 70 miles north of Puerto Vallarta and 120 miles south of the port of Mazatlan, was founded by the Spanish in 1531, less than 40 years after that dude Columbus discovered the New World. It wasn't fully settled until 1768, but then became an important city of



NAYARIT TOURISM

We're a little dubious, but the Governor of Nayarit says San Blas is about to become the biggest port in Latin American.

30,000. In addition to being the base of trade with the Philippines and all Spanish naval operations in the Pacific, it was from San Blas that Father Junipero Serra set sail to found the missions in Baja and Alta California. It was also from San Blas that the locally-built packet ship the **San Carlos** set sail in 1775 to supply the fledgling community of San Francisco.

In recent times, San Blas has fallen on harder luck, so the announced 25,000 direct and indirect jobs from the port project would be an enormous boost to the economy. Currently San Blas is a minor tourist town and a modest-size

fishing port, with a small recreational boat marina and a large but under-utilized boatyard. Nearby **Matanchen Bay** has long been a favorite anchorage with cruisers, and when the swell comes from just the right direction, offers some of the longest surfing waves in the world.

Mexico, however, has a history of announcing big projects that never come to fruition. In 2007, the Mexican government and Hutchison Wampoa, the latter being a heavy hitter in the shipping terminal field, announced that they would build a huge port at Punta Colonet on the Pacific Coast of Baja 50 miles south of Ensenada. At the time, there were often scores of ships anchored off Los Angeles and Long Beach waiting to unload. Then the recession hit, and by 2012 plans for Colonet were officially dropped. So while Sandoval says that construction will begin on Puerto Nayarit in November this year, and take three years to complete, we'll believe it when we see it. The same goes for the previously announced **Nicaraguan Canal**.

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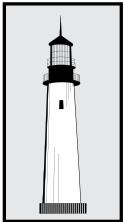
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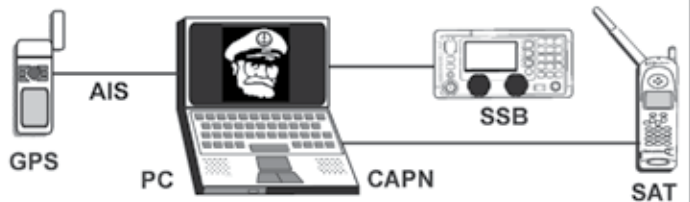
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15-FT CATBOAT, 2002. \$10,000. Beautiful wooden catboat. Galvanized trailer, cushions, full boat cover, 2hp 4-stroke Honda. For more info call Dan. (805) 594-1786.



16-FT LOFTLAND SNIPE, 1968. Capitola, CA. \$1,500, cash only. With trailer, all in good or better than good condition. New centerboard. Pineapple sails with original sails as backup. Call and I will email more pictures. (831) 345-5246.

19-FT WEST WIGHT POTTER, 1988. Sunnyvale. \$17,000. Trailer, motor, new sails, furling genoa. Marine radio, depth sounder, knotmeter. Sails and lines controlled from cockpit. Fitted boat cover. Need to see. Ask for pictures and list of extras. Contact (408) 245-3218 or sebakewes@gmail.com.

24-FT NEPTUNE, 1981. Napa. \$4,000. Excellent condition inside and out. Shoal keel. Two main and two jib sails. 9.9 Yamaha outboard. Sleeps 5 comfortably. Tandem axle trailer with brand new tires. (707) 290-3662 or myklive@yahoo.com.



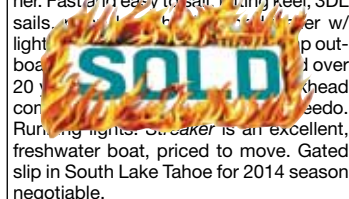
24-FT PACIFIC SEACRAFT DANA. 2001. Channel Islands Harbor. \$84,000. Classic, excellently maintained, 2001 Dana 24 (27' LOA). \$10-20k more equipment than any other Dana on the market including: Monitor windvane, twin RF headsails, asymmetrical spinnaker, solar, Maxwell windlass, MaxProp and much more. She's ready to cruise now! This professionally outfitted beauty will save you many months in research, design and installation time. (805) 469-2460 or mwilson501@gmail.com.

18-FT CATALINA CAPRI, 1986. Loma Rica, between Marysville and Grass Valley, CA. \$3,250/obo. Sweet sailing, large cockpit, trailer, shoal draft keel. Perfect for fresh water sailing. 4-cycle Honda less than 20 hours. All good condition. *Maggie Courageous*. (530) 330-5812 or moyersmmm@yahoo.com.

19-FT POTTER PREMIUM PACK, 2008. Medford, OR. \$17,500/firm. Midwatch blue hull, red sails, sailed 3 times. Excellent condition. Always garaged. Fast rig singlehanded mast. Bimini top and bottom protected paint. Dual batteries, battery charger, Icom VHF radio mast antenna. Bow docking lights. Garmin 545 GPS depth sounder. Stereo with interior/exterior speakers. Upgrade Baja trailer, fold away tongue, trailer brakes. Tohatsu 5hp. Lighted compass. Many more options not mentioned. (541) 779-0504 or kgerlitz@charter.net.



22-FT KIWI, 1978. Lake Tahoe, CA. \$3,800. Ron Holland-designed Mini Tonner. Fast and easy to sail. Lifting keel, 3DL sails, 10hp outboard, 50 gallon fuel w/ light, 100 gallon water tank, 100 gallon outboard tank, 20 gallon head compartment. Running lights. Steer is an excellent, freshwater boat, priced to move. Gated slip in South Lake Tahoe for 2014 season negotiable.



24 FEET & UNDER



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25 TO 28 FEET



27-FT CATALINA, 1976. Owl Harbor, Isleton. \$3,500/obo. Ready to singlehand in the Delta. All lines run aft. Well cared for. New cushions throughout! 9.9 Honda four-stroke, electric start outboard. Great comfortable weekender. (916) 541-8877 or tscheuer@yahoo.com.

26-FT PEARSON COMMANDER, 1965. Richmond Yacht Club. \$14,000. Classic beauty, excellent condition, fiberglass hull, gleaming teak brightwork, new Pineapple main and jib, new Harken roller furler/forestay, some new shrouds, new bottom. See <http://www.sailboatlistings.com/view/42374>. Contact (415) 686-4686 or fabrizio.natale@gmail.com.

MACGREGOR 26X, 2001. Sacramento area. \$18,500. Light pull trailerable motor-sailboat with 50hp 4-stroke Yamaha. Upgrades: jib, genoa, spinnaker, marine radio, Garmin depth sounder, bimini, dual batteries, trailer new tires, brakes. Good condition. (530) 674-1432 or (530) 674-5774 or wp_green@yahoo.com.



28-FT PACIFIC SEACRAFT ORION. 1980. Sausalito. \$34,500. Acknowledged as one of the best built, full keel, seaworthy designs. 31-ft LOA. Excellent Yanmar diesel, ProFurl, new standing rigging, sail cover, and much more. Very good condition. Email Ohana854@yahoo.com.

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27-FT CHEOY LEE OFFSHORE, 1965. Alameda. \$11,000. Teak deck, cabin and interior, fiberglass hull, Yanmar diesel, bottom painted 2011, VHF, 2 sets of sails, pressure and pump water, stove, head, new upholstery, boat cover. In great shape. Contact (408) 267-9262 or cptjohn@pacbell.net.



25-FT SANTANA 525, 1978. Alameda Marina. \$3,200. Includes main, 2 head sails 90% & 150% and Pineapple spinnaker. Marine radio, 6hp long shaft runs great, recent tune-up. Needs bottom paint. Comes with trailer. (408) 464-6647, (408) 865-0508 or stephenc1961@yahoo.com.

29 TO 31 FEET



30-FT CATALINA, 1978. Berkeley Marina O-Dock. \$18,500. Very clean Catalina 30. Please see details at: <http://sfbay.craigslist.org/eby/boa/4555364913.html>. Contact mcalistermichaelr@gmail.com or (415) 725-1868.

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



30-FT HUNTER, 1992. South Beach Harbor. \$29,500. Roller furling, Yanmar diesel, all lines aft, new standing rigging 2010, new bottom paint 2013, stern rail seats, pressure water, CD stereo, spacious interior. Great Bay cruiser. (408) 370-2441 or psbrown7@aol.com.



30-FT WYLIECAT, 1997. Pt. Richmond. \$84,500. *Dazzler*. Major refit 2007-08, Yanmar diesel. Pineapple carbon sail, Icom VHF, Garmin GPS color plotter, Raymarine speed/depth, XP5 and ST2000 autopilots + remote. Fusion stereo. AGM batteries, shore power, charger. (510) 381-0802 or Tom.Patterson@iCloud.com.



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29-FT KNARR, 1980. San Francisco. \$42,000. US 133 for sale. Fiberglass, teak-deck Knarr completely refurbished during the last 18 months, including all new standing and running rigging; new long-boarded bottom, new main and 2 new jibs, plus cruising set of sails. The list is comprehensive. Completely ready to race. Built 1980. Hull #893. Cityfront slip. Contact thomas.sponholtz@1rex.com or (415) 710-2021.



30-FT WYLIECAT, 2008. Monterey. \$89,995. Yanmar YSM8 2-cyl diesel, 12 gal aluminum tank, Racor filter, ducted fire retardant engine box with automatic fire suppression, dripless prop shaft seal, new sail, Blue Sea commercial electric system, 4 batteries, battery charger. VHF, Autohelm ST2000, Raymarine fathometer/speedometer, holding tank, macerator pump, fixed prop installed, comes with folding prop, watertight crash bulkhead in bow, grill, recent haul. Will deliver within 250 nm Monterey, CA at seller expense. More at <http://monterey.craigslist.org/boa/4534008339.html>. Contact (831) 372-7245 or capt_dutch@yahoo.com.



31-FT PEARSON SLOOP, 1978. Brisbane. \$18,500. Excellent Bay boat. Volvo diesel, new Hogin sails, new standing/running rigging. All manuals, most receipts, two surveys, more pics available. Brisbane berth. Contact Tom. (408) 316-3744 or tarlowt@gmail.com.



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



35-FT ALBERG, 1965. St. Croix Yacht Club. \$19,900. Solid FRP hull, classic lines, great sailer, Yanmar 3GM. Sail around the world, have the prettiest boat at the club. Points with racers. (340) 332-2472 or stanfordjoines@hotmail.com.

35-FT ERICSON, 1977. Pt. Richmond YC. \$23,000. Well maintained. Yanmar 30hp, wheel/tiller, autopilot, roller furling, asymmetrical spinnaker, new sails. Have receipts for all new additions, many miscellaneous extras. For photos and more information, must check out blog: www.ericson351977.blogspot.com. Call (925) 935-4413.



35-FT J/105, 1998. Sausalito. \$80,000. Easy to handle, fun to sail, Yanmar diesel, main, jib, 135%, kite, new Raymarine i50/i60 instruments, autopilot, Fortress anchor, dodger, stereo, Full set of cushions, professionally maintained. (415) 637-4851 or walkaboutsaus@yahoo.com.

35-FT FUJI, 1974. Eureka, CA. \$25,000. Staysail ketch with great running, low-time Perkins 4-107 diesel. Good solid boat with a lot of new or barely used cruising gear including: electric windlass, propane stove, refrigerator, inflatable, 6hp OMC outboard. New main and mizzen and lightly used cruising spinnaker. Includes autopilot, radar and 4-person offshore liferaft. The price includes delivery to the SF Bay Area. Contact me for a comprehensive list of gear. (707) 822-2781 or d-olds@suddenlink.net.



35-FT J/105 SOPHIA (USA 511), 2002. South Beach Harbor. \$89,000. Super clean J/105. Raced competitively past four seasons in Fleet #1. Great boat for racing/cruising on SF Bay. For more photos: <http://tinyurl.com/na9ddzs>. Contact (408) 685-7070 or rfenchel@yahoo.com.

35-FT J/105, 1998. Berkeley Marina. \$67,000. #181, *Wianno*. Top 10 Fleet #1 finisher 2011 and 2012. Excellent condition. Two full sets racing sails, 1 set cruising sails. Race ready. See pics at <http://picasa-web.google.com/Gnuggat/J105181WiannoForSale#>. Email gnuggat@gmail.com.

32-FT WESTSAIL, 1975. Pillar Point Harbor, Half Moon Bay. Best offer. Launched in 1980. Original owner. 3 headsails, one drifter, Perkins 4-108, propane stove with oven. Recent haulout, June 2013. Come see, make an offer. (650) 303-3901, (650) 712-1425 or pgclausen@gmail.com.



33-FT HOBIE, 1983. Healdsburg, CA. \$18,500. Hobie 33: Ballenger double-spreader mast, recent high-tech running rigging as well as lifelines and standing rigging. Halyards led aft for single-/doublehanding. Large sail inventory including new asymmetric jibs in fine condition. Many upgrades including galvanized steel trailer with new SS brake rotors, removable bowsprit, oversized rudder by Foss, Honda powered 12hp sail drive, Raymarine instruments. The Hobie 33 is an enduring legacy of Hobie Alter, about the biggest bang for your racing buck. (707) 433-3692 or dijon1@sonic.net.

33-FT CAL, 1972. Emery Cove Yacht Harbor. \$15,500. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. (626) 410-5918 or ngolifeart@gmail.com.



33-FT JEANNEAU SUNFAST 3200. 2009. San Diego. \$139,500. Veteran of Pacific Cup doublehanded, Transpac and Cabo. Turnkey ready for 2014 Pacific Cup doublehand or SHTP. Excellent condition with many extras. Full details and photos on website: www.mechdesign.com/3200. Contact sail@mechdesign.com or (435) 640-0587.

35-FT J/105, 1996. \$65,000. This is the 1, the fast lady of the fleet. Pre-SCRIMP. *Ultimatum* Hull #153. Solid throughout. New rig 2006! Beautiful blue hull. Ready to kick it for 2nd-half season and BBS on budget? Email challengesea@yahoo.com.

32 TO 35 FEET

33-FT WAUQUIEZ GLADIATEUR, 1983. Sausalito, CA. \$39,999. Great coastal and offshore sloop. Ready to sail. Pictures and details on website: www.quest33.info. Please contact if questions. (707) 832-3734, (707) 725-2028 or krs1147@aol.com.

35-FT ISLAND PACKET, 1991. Emeryville. \$112,000. Very clean IP set up to cruise Mexico, which she has done twice. Autopilot, solar, watermaker, fridge, asymmetrical and lots more. (760) 616-4203 or seahorse.ip35@gmail.com.

32-FT WESTSAIL, 1972. Portland, OR. \$33,000. Price Reduced. Factory finished with many upgrades including teak deck removal. New jib and roller furler, fuel tanks, propeller and 110v water heater. Perkins 4-108, high-output alternator, smart charger, many electronics, diesel heater. Recent Mexico and Hawaii traveler wants to go again. Moored in fresh water for the past five years. Hauled out and redone two years ago. Contact Jerry for complete details and photos. (541) 556-1113 or gastrella@aol.com.



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35-FT BABA, 1979. King Harbor Marina, Redondo Beach. \$59,000. Bob Perry design. Roller furling, Volvo Penta engine, Honda generator, wind generator, canvas cover, etc. Have to visit! (310) 528-2196 or (310) 374-4058.



32-FT WESTSAIL, 1975. Berkeley. \$35,000. Extraordinary cruising veteran *Moonrise*. Loaded: Yanmar diesel, windvane steering, all sails, custom teak/mahogany salon, stained glass, Cole wood stove, Blake's Lavac head, EPIRB, watermaker, Icom M700pro SSB, extensive spares. More at <http://jigglebox.com/32-foot-west-sail-for-sale-in-berkeley-ca>. Contact (510) 593-7611 or whatever@jigglebox.com.



34-FT BENETEAU 350, 1989. South Beach Harbor, San Francisco. \$39,900. Well cared-for two-cabin, one-head 35-ft cruiser. Tall rig and shoal keel make *Betsea* a perfect boat for the Delta or weekends in the Bay. Recent \$4,500 service on Volvo diesel, full-batten main and new furling jib. Lightly used, regularly serviced by San Francisco Boat Works. Contact Garrett at gsmithmd@yahoo.com. Or Steve at: (925) 413-2079 or stevd@comcast.net.

34-FT DEHLER, 1986. Alameda. \$23,000. Sails: main '13, Kevlar 155% '11: #3, #4, storm jib, 3/4, & 1/2 oz. spinnakers. Spin and whisker poles. House battery replaced '14. Simrad tiller pilot, VHF, speed, depth, MOB pole, Lifesling. SS frames for dodger and bimini. Sheet winches self-tailing. Replaced thru-hulls 2011. All lines led aft, great boat for singlehanded and the family! Yanmar diesel. Sleeps 6, 2-burner propane stove, PHRF 129. Contact Chris, ccase@aeieng.com or (925) 250-9541.

32-FT GULF PILOTHOUSE, 1985. Fortman Marina, Alameda. \$32,500. Cruise the world in spacious comfort! Radar, GPS, davits, fridge, microwave, hot water. Includes 9-ft Achilles and 2hp motor. (510) 303-9533 or dickfolger@aol.com.



35-FT J/109, 2006. Anacortes, WA. \$175,000. A state-of-the-art racer/cruiser from J-Boats, fully equipped and ready to go. Roller furling, dodger, forced-air heat and standing headroom for cruising, adding carbon bowsprit, asymmetrical spinnaker, North 3DL sails, and a full Nexus NX2 network instrumentation system for racing, make this a perfect dual-purpose boat. Lots of goodies not mentioned here. Contact david.maclean@zgf.com or (206) 660-6181.

36 TO 39 FEET



38-FT CATALINA, 1982. Marina Del Rey. \$48,000. Excellent condition. Turnkey cruiser. Sparkman & Stephens. Loaded with new equipment, windlass, watermaker, chartplotter, radar, autopilot, freezer/fridge, AGM batteries, wind generator, Honda generator, Zodiac w/outboard and more. Contact (928) 202-2776 or lonnie.ward69@yahoo.com.



39-FT CAL, 1971. Oceanside, CA. \$15,000/obo. *Knot A Clew*. Palmer 60 gas engine runs great, needs transmission or re-power. Lots of racing sails, tiller, fast Oceanside slip, partner or sell. Contact (949) 280-6220 or granahan@cox.net.



39-FT ATKINS MARGERY DAW. Ukiah, CA. \$2,500. Well-built fiberglass hull and decks, wood cabin top and extra sails, rigging and winch. Call Frank. (707) 467-3826.



TAYANA 37 MK II, 1983. Caribbean Panama. \$74,000. Motivated seller asking \$74,000 for this beautiful Tayana located on her own mooring in tropical paradise, just a day sail to the fabled San Blas Islands of Caribbean Panama. Well maintained, cruise-ready. Details, photos at: www.sailboatlistings.com/view/23215.



36-FT CATALINA, 1984. Alameda. \$49,900. *Gitane* has gone through an extensive \$25,000 retrofit and is by far the best older Catalina 36 on the Bay. New sails and running rigging. More at <http://sfbay.craigslist.org/sfc/boa/4562678716.html>. Contact henryalvarez@comcast.net or (925) 922-2305.



37-FT TAYANA PILOTHOUSE, 1978. Sausalito, CA. \$85,000. Original owner, mechanical engineer, Perkins 4-108 2,900 hrs., heavy-duty hydraulic steering, autopilot, forward-scanning sonar, 12V refrigeration, teak interior, no teak decks, excellent condition, many extras. (775) 345-0170 or Altajake@aol.com.



36-FT CAPE GEORGE, 1976. Moss Landing. \$27,000. Junk-rig schooner. Solid cruising boat. Hawaii, AK, West Coast vet. North Sails, Aircraft aluminum masts, 4 anchors, Monitor vane, Taylor kerosene cookstove, 10-ft dinghy. Velut diesel. Lots more gear. (831) 682-1620 or svhaiku@hotmail.com.



36-FT NY, 1981. Boat Haven, Port Townsend, WA. \$30,000. Race/cruise ready. Sleeps 6. Refrigeration, 2-cylinder Yanmar diesel. Call to get a list of equipment, too extensive to include here. Contact (360) 379-1330 or (951) 255-3955 or marilyn@bizcardpro.com.



39-FT BAVARIA, 1994. Everett, WA. \$129,000. Offshore-unique. Volvo MD2040A w/2200 hrs. Radar, auto, 2 GPS, SSB, digital barometer, EPIRB, liferaft, RIB, 4 solar panels. Hydro-wind generator. New winter cover and cockpit cushions. New upholstery! More at <http://1drv.ms/1Knc13>. Contact (509) 370-4222 or gastonmartin@hotmail.com.



36-FT CASCADE, 1974. Stockton Sailing Club, Stockton, CA. \$36,000. Solid cruiser with all the extras. Hard dodger, solar panels and full electronics. Extra sails and much more. Needs some TLC. One-owner boat with custom teak woodwork throughout. Contact (530) 409-9101 or eaalonso@sbcglobal.net.



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38-FT CONTEST 38S, 1986. Marines de Cogolin, S. France. \$99,000/VAT paid. A premium center-cockpit sloop by Cony-Plex Yachts Holland, USCG Doc. Professionally maintained with tens of thousands of \$ in upgrades past 12 years. New teak decks and Selden roller furl mast 2002. Volvo 2003T 47hp turbo and SS tankage for 400+ NM. Rod steering. Custom electric system with 75-amp Balmar alternator. Recent Raymarine instruments w/direct drive Raymarine autopilot. Radar, Navtex, liferaft, EPIRB, Icom. Custom cabinetry. This comfortable ocean cruiser is sitting in beautiful Marines de Cogolin, walking distance to St. Tropez. Berth available with 5-year lease. (650) 637-7791 or terryshari@yahoo.com.

37-FT PEARSON 365 KETCH, 1978. SoCal. First \$19,900. Many new systems: Garmin color radar/plotter, fuel tank, batteries, electronics, low hours on rebuilt Westerbeke. Liveaboard slip or cruise anywhere. Great boat! Photos and details at: http://yachtoffered.com/listing.php?yacht_id=246. Email pearsonketch@yahoo.com.



39-FT YORKTOWN, 1977. Vallejo. \$29,999. Turnkey 39-ft Yorktown sailboat with many upgrades. Well maintained. Very seaworthy. New paint, Harken traveler, Barlow winches, and more. Ready to sail NOW! Reduced price. Very motivated seller. Call for details. (925) 324-4226 or daltonm@scrantonlawfirm.com.



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39-FT FREYA, 1978. Berkeley Marina. \$65,000. Very clean. Professionally built and maintained, beautiful. Custom light interior, maple sole, ash bulkheads, rigged for singlehanding, loaded with equipment. Don't miss this opportunity to own a legend. Contact (510) 917-5229 or dalydolpin@aol.com.

36-FT SUN ODYSSEY 36.2, 1998. San Rafael. \$74,000. Well maintained sailing cruiser. Exceptionally well equipped, full instruments, radar, and autopilot. Kevlar-reinforced hull. High res pics and specs at website: <http://hitchcraft.net/Zingara>. Contact miguel@hitchcraft.net or (415) 299-0263.



38-FT BENTLEY. Double-ended cutter, 1979. Emeryville. \$16,500/obo. Like Atkins-design Ingrid. Solid fiberglass hull. Volvo MD17C diesel IB. Cruising gear including autopilot, radar, SSB, wind generator, solar. Excellent liveaboard and/or cruiser. (707) 753-1313.

36-FT UNION POLARIS, 1979. Richmond, CA. \$20,000. Project boat, most work complete. 4-108 engine and transmission rebuilt, cabin substantially rebuilt, new panel and electric, new sails. Too much work done to list. Needs mast and completion. For more info email greeniemann7@gmail.com.



36-FT PEARSON 36-2, 1986. Pittsburg Marina, Delta. \$59,500. Very good condition. Lots of improvements. New standing rigging, running rigging. Yanmar diesel 900 hrs. Plastek toerail and handrails. Hauled out at KKMI May. (925) 825-1189 or seapro@astound.net.

39-FT CAL JENSEN MARINE. Hull #8, 1971. Marin. \$17,500/obo. A sweet sailing Bay boat. Needs TLC. Yanmar 30GMF diesel, recent type 27 deep-cycle batteries, good standing rigging, metal spreaders, lines led aft, decent sails, lots of extra gear included. (925) 838-8793 or gspjimrod@sbcglobal.net.



40 TO 50 FEET



41-FT TA CHAO KETCH, 1970. Berkeley, CA. \$28,000/obo. Recent haulout. Newer Volvo diesel. Remodeled inside and out. New toilet and water system. Most recently pulled and restored. Updated rigging. Great comfortable layout! Over \$15,000 in upgrades in last year preparing for another cruising adventure. Life's paths change and this one can change your life. Sacrificing to lucky new owner. Adventure awaits! (415) 678-7322.



48-FT CAL, 1967. Anacortes. \$84,000. Dodger. Solar panels. MaxProp. Insulated. Dickinson and Broadwater stoves. WH autopilot. Ideal windlass. Furuno Navnet. Total refit 2005. Strong, very fast. Mexico/Alaska vet. Recent return from Alaska. Contact (307) 203-2109 or cal48koho@gmail.com.



44-FT CUSTOM ALUMINUM CUTTER. 1988. Russell, NZ. \$159,000/obo-NZ, \$140,000/obo-US. Bluewater cruiser. Professionally maintained. Comprehensive communications. Additional generating capacity. Lots of gear. Ready for South Pacific Islands or Antarctica. For more information, go to blog: <http://zuluboot.blogspot.com> or contact via email, yachtzulu@gmail.com.

41-FT HALLBERG RASSY, 1977. \$128,000. Cruising ketch with Leisure-Furl booms, Stratis genoa, asymmetrical spinnaker, staysail. SuperWind generator, Nexus instruments and hydraulic autopilot, Icom M802 with Pactor, Iridium, Raymarine radar/chartplotter, electric winches, spares and other inventory. (781) 521-3021 or dcwidmer@gmail.com.

50-FT DOWNEAST 45 SCHOONER. 1978. San Diego. \$74,900. A well-founded cruiser in good condition. See website for pics: <http://tinyurl.com/qx2b93n>. Contact retumot@gmail.com or (760) 452-2038.



44-FT KELLY PETERSON, 1977. Alameda. \$105,000. Motivated sellers. NEW: 150% jib, mainsail with StackPack, dodger, 4-person survival raft, 12 V refrigeration. 475 hrs on Perkins engine and transmission, asymmetrical spinnaker in sock, dinghy with 4hp, 3 CNG bottles, electric windlass, 60# CQR with 300' chain, 45# CQR w/250' rope, LED lights, symmetrical spinnaker, 115 jib, storm sails, new clutches, big Lewmar winches, etc. The cleanest, tightest KP you will find. Outfitted for cruising. (209) 304-0444 or 10fba711@opayq.com.



43-FT CAL JENSEN MARINE, 1970. Puerto Escondido, Mexico. \$59,000. All systems working, spares, custom canvas, bedding. See long list of equipment at Yachtworld ad with La Paz Yachts. Enjoy the Sea of Cortez. Reasonable moorage available. Contact (775) 253-0306 or cal431970@gmail.com.

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42-FT CASCADE, 1972. Alameda, CA. \$40,000. New sails, watermaker, Autohelm, new rigging, ice maker, marinized Westerbeke and more. Needs work on deck. Spent a lot, asking for less. (650) 704-2302 or galaxaura@gmail.com.



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48-FT PERRY-DESIGNED CUTTER. 1994. Seattle, WA. \$78,500/obo. Beautiful custom center cockpit, lightly used and well cared-for. Excellent sails and rigging. Bow and stern thrusters and much more! **MUST SELL.** Photos/specs at: www.yachtsoffered.com/listing.php?yacht_id=223. Contact (206) 352-6453 or larsons_5@yahoo.com.



43-FT J/133, 2005. Redwood City. \$320,000/obo. Excellent condition, fixed carbon sprit and emergency rudder, B&G instruments/pilot, Raymarine radar/GPS/AIS, Icom SSB/VHF, liferaft, EPIRB, 3DL sails, new faired bottom, etc. (408) 234-4402 or john@castlerock.com.



40-FT COLUMBIA, 1965. Paradise Cay Yacht Harbor, Tiburon. \$27,000. *Libra*. Beautiful boat. 2nd owner. 1994 25hp Universal 4-cylinder M4-30 414hrs. Runs great. 4'6" draft perfect for the Bay. 7 sleeping berths. See www.dropbox.com/sh/gxjff56ktnxuvsa/4REqVCvoj. Contact maliarmoseley@gmail.com or (415) 948-9801.



45-FT GARDEN YAWL. One-off double-ender, 3 years in restoration, 98% completed, cold-molded over original strip planking. \$30K as is, or \$? to finish renovation. (916) 847-9064 or steve@paradigmpilgrim.com.



41-FT HUNTER, 2003. Ventura Harbor. \$135,000. Well equipped with wind generator, Spectra watermaker, asymmetric chute, davits, Achilles RIB and 8hp Yamaha. Inverter, microwave, fridge, freezer. Two staterooms each with a head. New bottom paint 8/13, surveyed hull, rigging, and engine analysis. Up-to-date maintenance. Chartplotter and radar. 50 gal fuel, 3 jerry cans mounted and canvased cover, 143 water. Baja Ha-Ha vet. (805) 320-5600 or robker2@comcast.net.



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49-FT SAMSON C-DEUCE, 1976. Brickyard Cove, Pt. Richmond. \$49,000/obo. 49-ft ketch, newer sails and equipment. Must sell due to illness. Call for details. (916) 747-1860.



46-FT KRISTEN, 2000. Sidney, BC, Canada. \$375,000 cdn. Proven offshore deck saloon cutter-rigged sailboat. Leisure Furl boom, hydronic heat, 2 Harken furlers, watermaker, liferaft, EPIRB, steel hull, center cockpit. See more at www.pamelabendall.com/sv-precious-metal.html. Email mybentley@yahoo.ca.



42-FT BAVARIA OCEAN, 1998. Portland, OR. \$165,000. The Ocean 42 is a center cockpit design with two cabins and ensuite heads, one forward and one aft, providing complete privacy for two couples or a family with two children. The interior cabinetry is finely crafted mahogany. This vessel has had three owners and is lightly used. (971) 404-6441 or dbborland@me.com.



40-FT CAL, 1968. Newport Beach. \$44,500. Own the classic! Our family boat of 10 years has been restored with care. All the equipment needed to race and/or cruise. Call or email for specs and pics. (949) 701-0647 or bsfs14@gmail.com.



46-FT PETERSON FORMOSA, 1979. Inverness. \$80,000. Good condition. New mainsail, gel cells. Recent rigging, wiring, fuel tanks, chainplates. Ford Lehman 80hp, 900 hours. (415) 663-9225.



43-FT BENETEAU 423, 2005. Redwood City, CA. \$149,000. Immaculate bluewater 43-ft sloop, with cutter rig. Dual chart plotters, radar, and belowdeck autopilot. 150% furling jib, staysail, and like-new mainsail. Cherry interior with white leather. Boat looks brand new. Two-cabin configuration. More at www.sail7seas.us/photos.html. Contact (650) 533-7732 or Captmaddog@gmail.com.

40-FT VALIANT, 1978. Ventura. \$79,900. Hull #198. Outfitted over the past 18 months for cruising. She is in top condition and ready to head south. A change of wind direction has put her on the market. Contact fsimonds33@gmail.com or (805) 754-8897.



45-FT FASTNET 45, 1974. Portland, OR. \$67,000. Price reduced!. Beautiful boat, many compliments on her lines. Recently sailed to Australia and back. Very seaworthy, comes with a lot of equipment. Considerable locker space and storage for extended cruising. (503) 327-6750 or lighthouse45@yahoo.com.

46-FT CAL 2-46, 1977. Alameda \$34,995. Cal 2-46 sloop rig, Perkins diesel, autopilot, genset, radar. Boat is solid, but needs TLC. Please email or call for more information, sailorkh@yahoo.com or (510) 507-0200 or (510) 846-1714.



44-FT FREEDOM, 1986. Fajardo, Puerto Rico \$66,000/obo. Custom hard bimini/dodger, 2006 Yanmar, bottom recently painted, solar, new wind generator, 15hp Tohatsu, watermaker, Airhead, radar/GPS, SSB/VHF, Autohelm, fridge. Contact bqnbarbara@gmail.com, (831) 421-2830 or (787) 658-7147.

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51 FEET & OVER



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55-FT SWAN SLOOP, 1971. San Carlos, Mexico. \$215,000. Classic Swan 55 S&S sloop, one of three built by Nautor in Finland #007. Great racing cruiser. Email for more information, swanfun@hotmail.com or call (707) 371-6550.

65-FT MACGREGOR PILOTHOUSE. 1992. Auckland, New Zealand. \$199,000. Well maintained, fast, proven offshore cruiser. Solid GRP hull. 75hp Yanmar saildrive, carbon bowsprit, Norseman rigging. Windlass+other 2014. Owner willing to assist with re-position. More at <http://sites.google.com/site/svhaiyun65>. Contact maxallen77@yahoo.com or (408) 218-5244.



52-FT TP52 LUCKY. IRC offshore racer, 2004. Subic Bay, Philippines. \$339,000 US. Price reduced. Farr-designed, Goetz-built, is a very successful offshore racer. Winner of the 2010 Rolex Middle Sea Race, 2013 Hong Kong to Vietnam Race and runner up in the 2014 Rolex China Sea Race. Constantly upgraded and professionally maintained to very high standards. Upgrades include standing rigging, electronics, computers, sails and appendages. If you are looking to get into a winning offshore program, *Lucy* is for you. Detailed list of sails and photos on request. Contact (510) 910-7847 or sailcoach@aol.com.

54-FT COOPER MAPLE LEAF, 1980. Los Angeles, CA. \$55,000. Super, go-anywhere, center cockpit, fiberglass yacht. Two-cabin arrangement. Large master stateroom with outside cockpit. She was undergoing refit for Mexico cruising. Health issues are forcing sale. Email pilot435@hotmail.com.



51-FT KETCH SUPER WORLD CRUISER. \$26,000. 44' on deck, 51' overall. Built in Holland with the finest quality steel construction, *Felicity* has been professionally maintained by her owners for the past 25 years. However, the past five years, due to illness, regular maintenance was minimal. Owner is willing to reduce price if buyer does the required maintenance repairs, or owner will repair and sell at asking price. Has a draft of less than six feet and 250 gallons of fresh water capacity. Ford Lehman 80hp diesel with low hours. Radar, dodger, inverter, furling jib and genoa, custom exterior paint with elegant mahogany interior. Owner financing available up to 80%. Willing to trade for real estate. Contact Dennis. (805) 290-6119.



55-FT TAYANA, 1984. San Pedro, CA. \$285,000. The *Max Grody II* has been continuously upgraded by circumnavigator owner. Extensive refit 2001. Returned from Baja 2013. New bottom. This is a turnkey boat: ARPA radar, AIS, SSB and Pactor 3. Watermaker, Scuba compressor, 2 autopilots, 8-person liferaft, 2 outboards etc., etc. Time is the currency of life. Spend it wisely. Go cruising now! More at <http://yachtmaxgrody2.com>. Contact maxgrody@hotmail.com or (626) 321-7237.

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20-FT VICAR OF BRAY, 1991. Sausalito, CA. \$12,500. Flush deck, shallow draft sloop for exploring rivers and bays. Alan Buchanan design, strip plank constructed hull was built in Massachusetts in 1991. Features 3/4 rig from a Knarr racing boat (complete refinish 2009 with 12 coats Epifanes varnish), Harken roller furling, 130% genoa and 100% jib with UV covers in burgundy, low-stretch running rigging led aft. Teak decks repaid 2009 with Teak Decking System. All brightwork above deck wooded and finished with multiple coats of Epifanes varnish. Hull fresh Awlgrip in cream with white boot stripe. Boat sails quite spiritedly off the wind, and points well even with her modest draft, full keel. More at <http://sfbay.craigslist.org/nby/boa/4552498925.html>. Contact (415) 939-1429 or jacksonharig@gmail.com.



58-FT STAYSAIL SCHOONER, 1925. Port Townsend, WA. \$109,000. Price reduced! *Suva*, 1925 staysail schooner designed by Ted Geary. A gorgeous and sound classic yacht that sails wonderfully! Teak. Financing available. More at www.schoonerforsale.com. Contact (360) 643-3840 or schoonersuva@gmail.com.



40-FT CONCORDIA YAWL, 1960. Port Townsend, WA. \$80,000/obo. Concordia Yawl, S/V 76: Built 1960 by Abeking and Rasmussen, 39' 10", Westerbeke 30hp. Survey available. More at www.concordiaboats.com/yawls.php. Contact Scott. (503) 701-6942 or (702) 489-7670 or Scott.Dethloff@ch2m.com.

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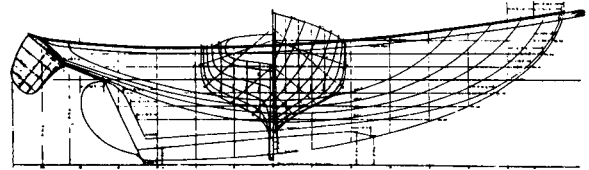


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