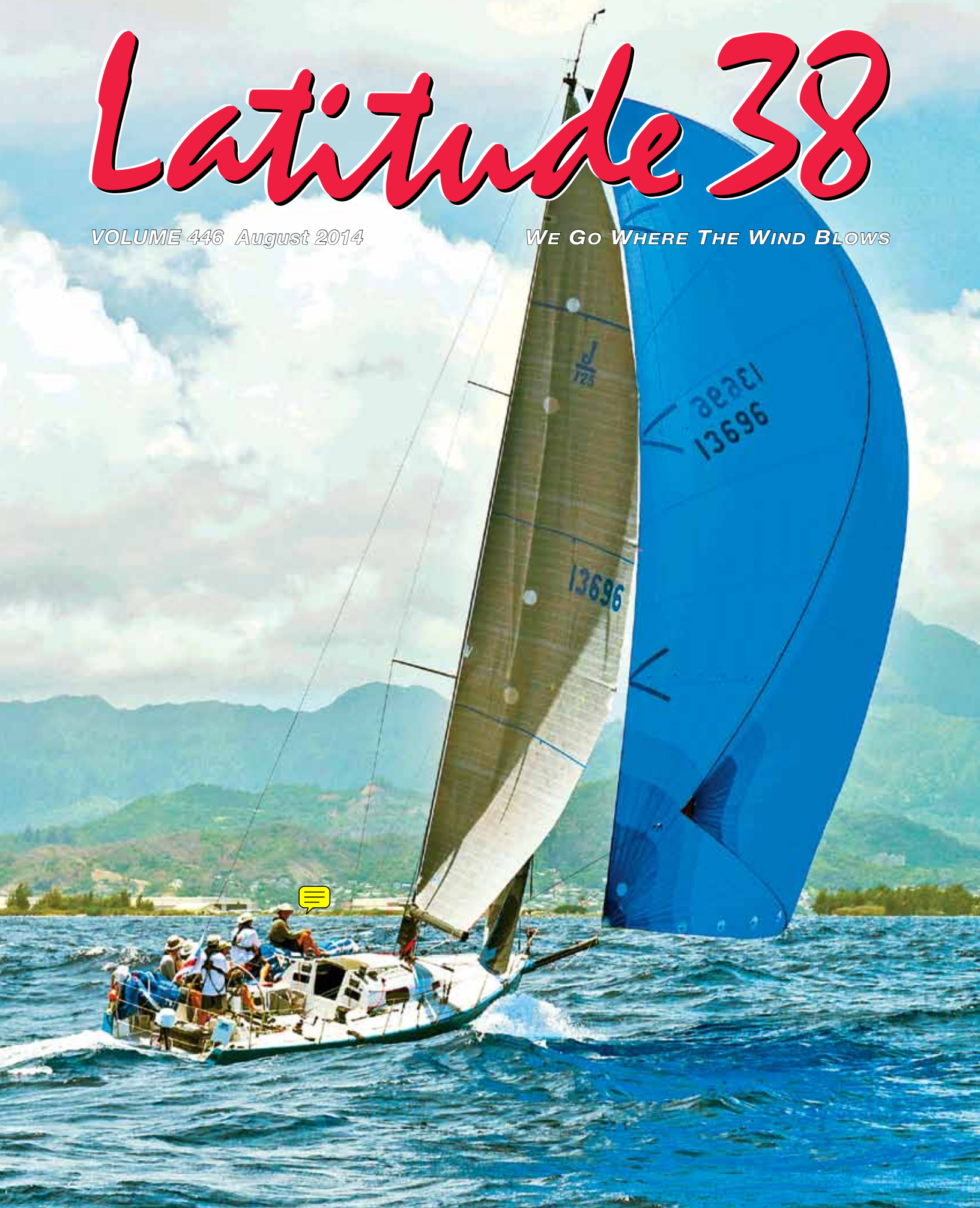


Latitude 38

VOLUME 446 August 2014

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

Photo: Leslie Richter / www.rockskipper.com

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

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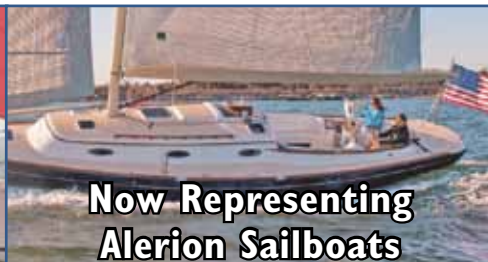


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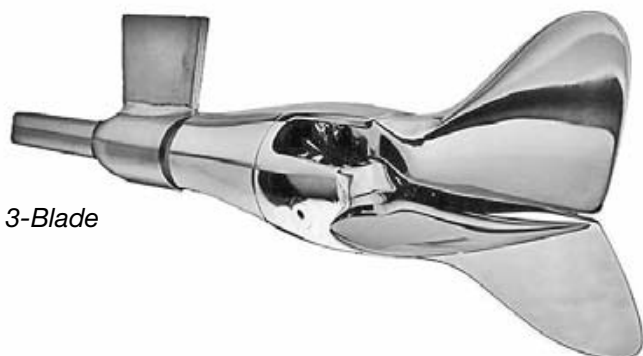
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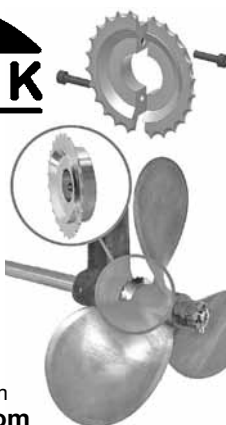
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We'll run mini-profiles of all
crews in three installments this
summer beginning with our
September edition. Also, see
'*Lectronic Latitude* for event
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MEET THE FLEET

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

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



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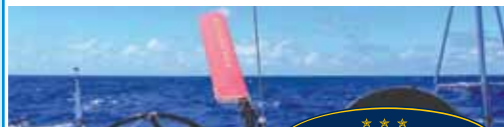
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IMPORTANT DATES

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

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

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

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

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

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

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

Oct. 27, 11 am — Start of Leg 1

Nov. 1, 8 am — Start of Leg 2

Nov. 5, 7 am — Start of Leg 3

Nov. 7 — Cabo Beach Party

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

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

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PLEASE NOTE:

Correspondence relating to the event can be emailed to andy@baja-haha.com.

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

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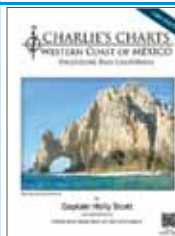
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CALENDAR

Non-Race

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

Aug. 2 — Maritime Day at Galilee Harbor in Sausalito, 8 a.m.-6 p.m. Info, (415) 332-8554 or www.galileeharbor.org.

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

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

Aug. 4-25 — San Diego's South Bay Sea Scouts meet at Chula Vista Marina aboard the schooner *Bill of Rights* on Mondays at 6 p.m. Sea Scouts is a program of the Boy Scouts of America for guys and gals ages 13-20. Nate, (717) 654-3797 or n8kraft@gmail.com.

Aug. 5 — 'Blue Mind: The Surprising Science that Shows How Being Near, In, On, or Under Water Can Make You Happier, More Connected, and Better at What You Do' with author Wallace J. Nichols at the Bay Model, Sausalito, 5:30 p.m. \$10 includes 1 drink & light fare. Info, (415) 332-3871.

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

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

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

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

Aug. 10, Sept. 14 — Introductory Sail Open House at Cal Sailing Club in Berkeley, 1-4 p.m. Info, www.cal-sailing.org.

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

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

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

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

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

Sept. 5-7 — Wooden Boat Festival, Port Townsend, WA. Info, (360) 385-3628 or www.nwmaritime.org.

Sept. 7 — Classic & Unique Boat Show at the Fairgrounds in Grass Valley. Roamin Angels, www.roaminangels.com.

Sept. 7-13 — SoCal Ta-Ta II Cruising Rally from Santa Barbara to Catalina, with stops at Santa Cruz Island, Paradise Cove and Redondo Beach. Info, www.socaltata.com.

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

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

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

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| 38' Catalina 380, 1997 | 92,500 |
| 35' Catalina 350, 2004 | NEW LISTING 117,000 |
| 34' Catalina, 1986 | 39,500 |
| 32' Catalina 320, 2000, not at our dock | 52,500 |
| 30' Catalina, 1988 | 29,500 |
| 30' Catalina, 1988 | 24,500 |
| 30' Catalina, 1979 | 13,950 |

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| 44' Norseman 447, 1984 | JUST REDUCED 139,000 |
| 43' C&C, 1973 | 175,000 |
| 40' C&C 121, 1999 | JUST LISTED |
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| 25' Ranger Tug SC, 2014 | 129,937 |

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| 29' Ranger Tug, 2010 | 179,000 |
| 21' Ranger Tug EC, 2008 | 39,500 |

Pre-Owned Power Yachts

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| Stephens 70 Classic Motor Yacht, 1966 | 1,100,000 |
| Azimut 65, 1995 | 499,000 |
| Freedom Yachts Legacy 40, 1996 | 229,500 |



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CALENDAR

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

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

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

Racing

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Aug. 9 — WBRA #4, run by SYC. YRA, (415) 771-9500 or www.yra.org.

Aug. 9 — YRA Summer #2, run by RYC. YRA, (415) 771-9500 or www.yra.org.

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

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

Aug. 9 — Tahoe YC Jake's Regatta. Dan, (530) 581-4700 or www.tahoeyc.com.

Aug. 9, Sept. 13 — Konocti Bay Series on Clear Lake. KBSC, www.kbsail.com.

Aug. 9, Sept. 13 — Santana 22 Team Racing in Santa Cruz. SCYC, www.scyc.org.

Aug. 9, Sept. 13 — North Bay Series. VYC, www.vyc.org.

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

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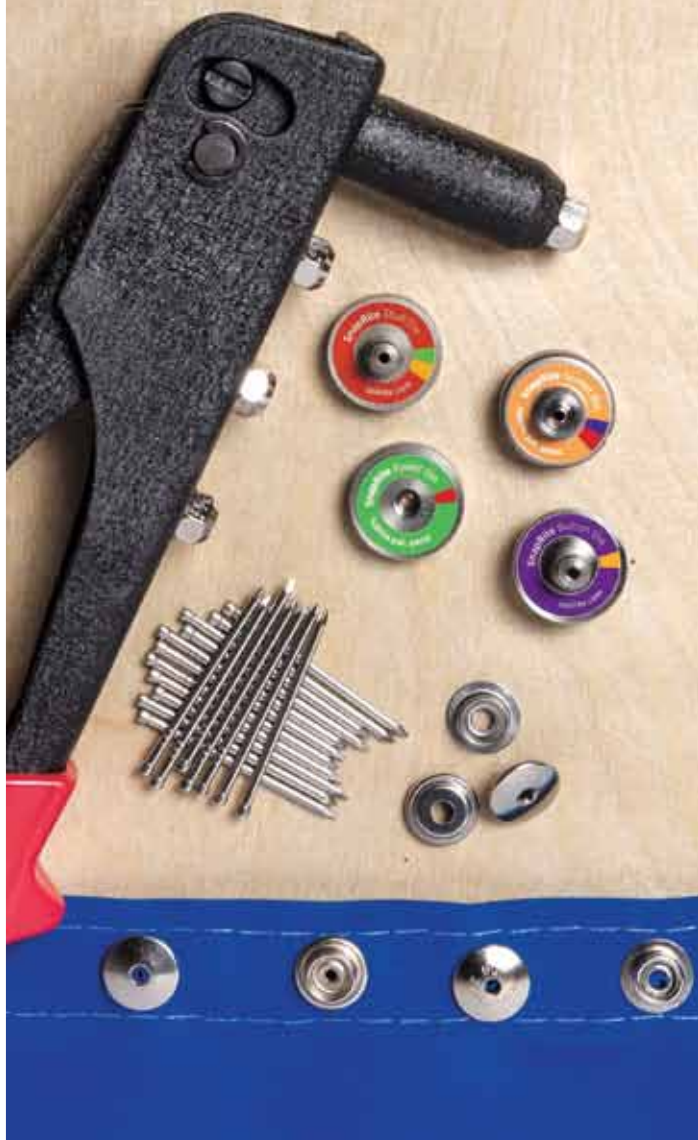
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CALENDAR

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

Aug. 10 — Tri-Island Pursuit Race around Angel Island. BYC, www.berkeleyyc.org.

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

Aug. 10 — Day on Monterey Bay Regatta benefiting Big Brothers Big Sisters of Santa Cruz Co. SCYC, www.scyc.org.

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

Aug. 10, 23 — Club Races on Scotts Flat Lake near Nevada City. GCYC, www.nccn.net/~gcyc.

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

Aug. 15-17 — Steele Cup/Dinghy Weekend at Rancho Seco. FLYC, www.flyc.org.

Aug. 16 — Shorteez Regatta #2. CPYC, www.cpyc.com.

Aug. 16 — Fox Hat Regatta. TYC, www.tyc.org.

Aug. 16 — Fall One Design #1. SCYC, www.scyc.org.

Aug. 16 — Tahoe YC Gar Woods Restaurant Regatta. Dan, (530) 581-4700 or www.tahoeyc.com.

Aug. 16 — Dick Gardner One Design Race. LYSA, www.lakeyosemitesailing.org.

Aug. 16-17 — Easom Founders Etchells Fleet Races at SFYC. Info, www.sfetchells.org.

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

Aug. 16-17 — Summer Keel. SFYC, (415) 435-9133 or www.sfyf.org.

Aug. 17, Sept. 14 — Baxter-Judson Series races. PresYC, www.presidioryachtclub.org.

Aug. 17 — Fall 1 & 2 PHRF. MPYC, www.mpyc.org.

Aug. 17 — Singlehanded Race. Tahoe Windjammers YC, www.tahoeewindjammers.com.

Aug. 17, Sept. 7 — Fall Series Races. FSC, www.fremont-sailingclub.org.

Aug. 22-24 — Aldo Alessio Regatta. StFYC, (415) 563-6363 or www.stfyf.org.

Aug. 22-24 — Mercury Class Nationals at Santa Barbara YC. Info, www.mercury-sail.com.

Aug. 23 — Small Boat Series #6. EYC, www.encinal.org.

Aug. 23 — One Design #4. LWSC, www.lwsailing.org.

Aug. 23 — Summer #4. SeqYC, www.sequoiayc.org.

Aug. 23 — H.O. Lind #6. TYC, www.tyc.org.

Aug. 23 — Skipper's Scramble. KBSC, www.kbsail.com.

Aug. 23 — Wosser Cup. SFYC, (415) 435-9133 or www.sfyf.org.

Aug. 23 — Intraclub #3. RYC, www.richmondyc.org.

Aug. 23, Sept. 13 — Cal Cup Windsurfing Race Series. BYC, www.berkeleyyc.org.

Aug. 23-24 — Islander 36 Internationals at SYC. Info, www.islander36.org or www.sausalito-yachtclub.org.

Aug. 23-24 — Flying Dutchman PCCs/International 110 Regatta, Tomales Bay. InvYC, www.invernessyachtclub.org.

Aug. 23-24 — Veeder Cup. MPYC, www.mpyc.org.

Aug. 24 — Gracie & George. EYC, www.encinal.org.

Aug. 24 — Fall SCORE #1. SCYC, www.scyc.org.

Aug. 25-30 — 18-ft Skiff International Regatta. StFYC, (415) 563-6363 or www.stfyf.org.

Aug. 28 — Ronstan Bridge to Bridge. StFYC, (415) 563-6363 or www.stfyf.org.

Aug. 29-30 — Windjammers Race from San Francisco to Santa Cruz, with racing and cruising divisions. SCYC, www.scyc.org.

Aug. 29-31 — Express 27 Nationals at SFYC. Info, www.sfyf.org.



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43' J/133 2006
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42' Bruckman/Zurn 2006
\$449,000 Contact: Kenyon Martin



42' J/42 2000
\$199,000 Contact: Geoff Swing



41' J/125 2000/2009 refit
\$315,000 Contact: Jeff Brown



40' J/Boat J/124 2006
\$279k Contact: Kenyon Martin



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



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



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



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

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



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

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



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

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

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CALENDAR

express27.org.

Aug. 29-31 — Dolphin Cup/Moore 24 Nationals. MPYC, www.mpyc.org.

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

Aug. 30 — Double Angle Race from Santa Cruz or Monterey to Moss Landing. ElkYC, www.elkhornyc.com.

Aug. 30, Sept. 6 — WBRA races on the Cityfront. YRA, (415) 771-9500 or www.yra.org.

Aug. 30-31 — Perpetual Regatta. Tahoe Windjammers YC, www.tahoewindjammers.com.

Aug. 30-31 — Redwood Regatta, Big Lagoon, north of Eureka in the Redwoods by the ocean. Sailing, camping, and free boat launch. Humboldt YC, www.humboldtyachtclub.org.

Aug. 30-31 — Labor Day Regatta and Laser District 25 Championship in Long Beach. ABYC, www.abyc.org.

Aug. 30-31 — Mercury Class Labor Day Regatta at Stillwater YC. Info, www.mercury-sail.com or www.sycpb.org.

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

Aug. 31 — Bang and Go. SCYC, www.scyc.org.

Sept. 6 — Great SF Schooner Race. SFYC, (415) 435-9133 or www.sfyf.org.

Sept. 6 — YRA Summer #3, run by SBYC. YRA, (415) 771-9500 or www.yra.org.

Sept. 6 — Fall Series #1. SSC, www.stocktonsc.org.

Sept. 6 — Championship Series #4. CYC, (415) 435-4771 or www.cyc.org.

Sept. 6-7 — Kip Lar Rieu Tahoe Laser Fleet Championship at Stampede Reservoir in the Tahoe National Forest near Truckee. Tahoe YC, www.tahoeYC.com.

Sept. 6-7 — BAYS #5 at Half Moon Bay YC. Info, www.bayarea-youthsailing.com.

Sept. 6-7 — West Marine Fun Regatta for junior sailors. SCYC, www.scyc.org.

Sept. 6-7 — Millimeter Nationals. EYC, www.encinal.org.

Sept. 7 — Fall 1 & 2 One Design. MPYC, www.mpyc.org.

Sept. 7 — Late Summer Race. Tahoe Windjammers YC, www.tahoeWindjammers.com.

Sept. 7-15 — International Canoe Worlds at RYC. Info, www.intcanoe.org or www.richmondyc.org.

Sept. 11-14 — Rolex Big Boat Series. StFYC, (415) 563-6363 or www.stfyf.com.

Sept. 13 — Half Moon Bay Race for singlehanders and doublehanders. SSS, www.sfbaysss.org.

Sept. 13 — Interclub Series #6 in the South Bay. CPYC, www.jibeset.net.

Sept. 13 — Singlehanded/Doublehanded #5/Commodore's Cup. SeqYC, www.sequoiayc.org.

Sept. 13 — Tornberg Regatta. TYC, www.tyc.org.

Sept. 13-14 — Monterey Bay PHRF Championships. ElkYC, www.elkhornyc.com.

Sept. 14 — Commodore's Cup. EYC, www.encinal.org.

Summer Beer Can Series

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

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

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

SAUSALITO'S 5TH ANNUAL

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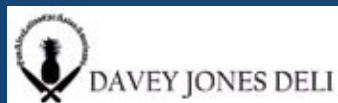
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| X-Yachts 362 Sport | 36 | 2000 |
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CALENDAR

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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CALENDAR

Gerard, (415) 495-2295 or www.southbeachyc.org.

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

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

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

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

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

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

August Weekend Tides

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

August Weekend Currents

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

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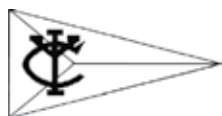
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www.iyc.org

LETTERS

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

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



NOAH BERGER

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

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

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

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

Noah Berger
Fluffer IV, Maxxum 25
Oakland

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

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

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

↑↓ THE ONLY SPONSORS WHO HAVE SAILED TO HAWAII

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

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

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LETTERS

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



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

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

So long before the Pacific Cup — and even before the Transpac and Jack London's *Snark* — Matson ships were sailing down to Hawaii. Surely we deserve recognition as a sponsor.

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

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

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

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

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

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

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

COURTESY RON HOLLAND



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

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

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



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*Contact us for a complete list of T101 race results.

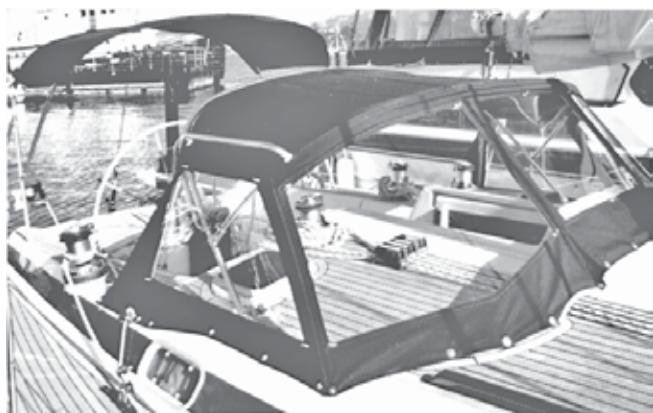
Blue Pacific Boating is the Tartan representative for the West Coast and maintains a Tartan demo fleet within minutes of the Los Angeles airport. We welcome the opportunity to show you what the T101 can do on the water. To arrange a test sail, contact us at (310) 305-7227 or email us at sales@bluepacificboating.com.

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LETTERS

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



COURTESY MIRABELLA V

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

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

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

↑↓ A PROGRESSIVE DINNER AT PARADISE COVE

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

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

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



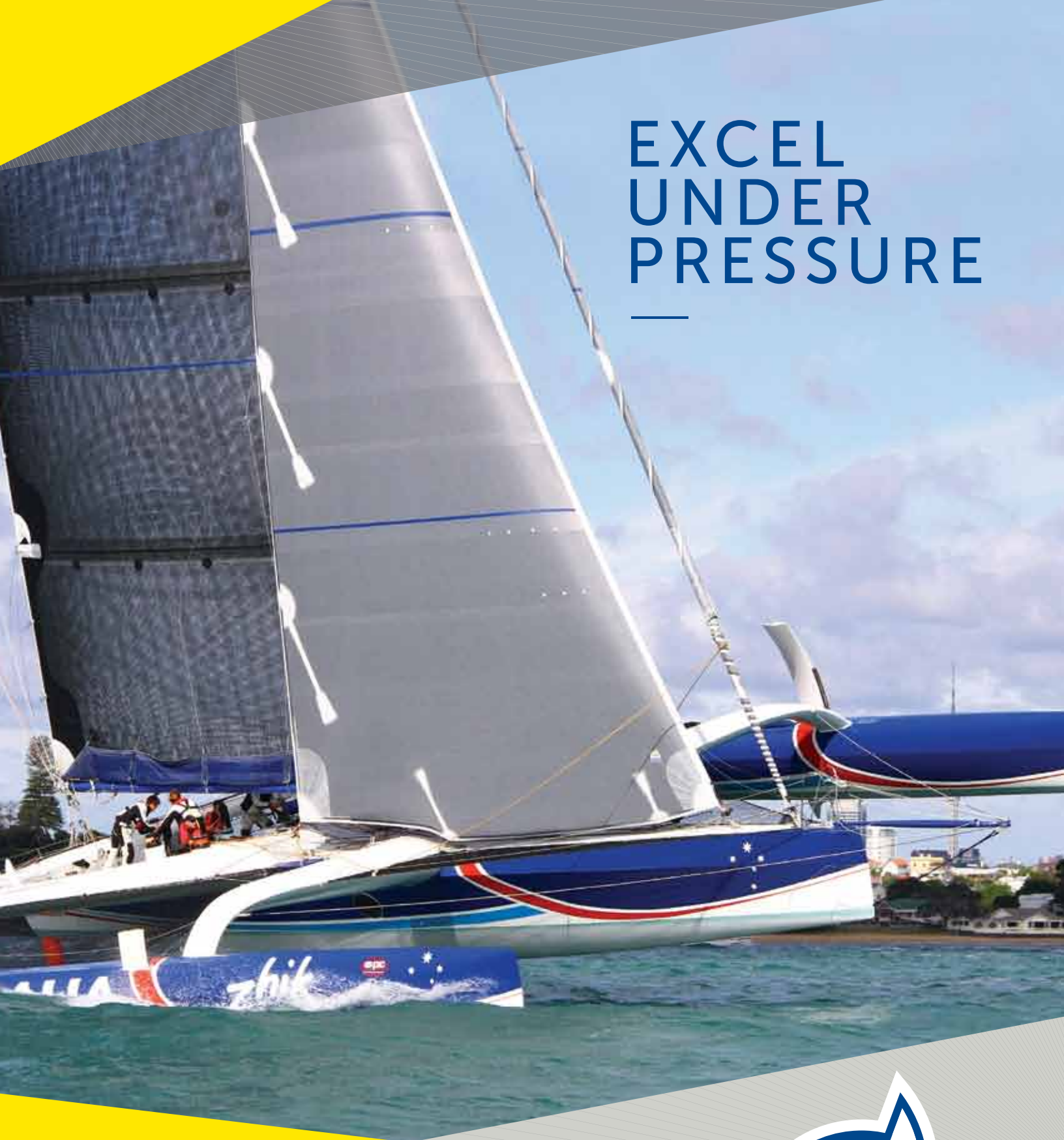
NOAA

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

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

Jim Conger
Oakland YC

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LETTERS

↑↓ RAUCOUS AND CONTROLLED AT THE SAME TIME?

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

We're sure we're not the only ones who noticed, but in the *Lectronic* preview on the Pacific Cup, you reported that 15 of the 56 entries were Doublehanded. You wrote that this was 8.4% of the fleet. Seeing that the Wanderer had just finished a 3½-day Baja Bash and was probably tired, his math can be forgiven. It's actually 26%.

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

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

↑↓ IS THE WAIT WORTH IT?

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

In the July issue *Cruise Notes*, there was also a report



from Craig Shaw of the Portland-based Columbia 43 *Adios*, noting that he'd been unable to go north from San Francisco for weeks because of strong northwesterly winds.

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

George Clay
Blue Skies, Beneteau 50
San Jose

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

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

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

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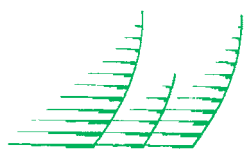
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*- David Enzminger,
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LETTERS

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

↑↓ **BASHING UP THE COAST TAKES PATIENCE**

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

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

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

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

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

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

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

Craig Shaw
Adios, Columbia 43
Portland

↑↓ **OLD SAILORS SHOULD KNOW BETTER**

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

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

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

Doug and I hoped that nobody was watching this nautical

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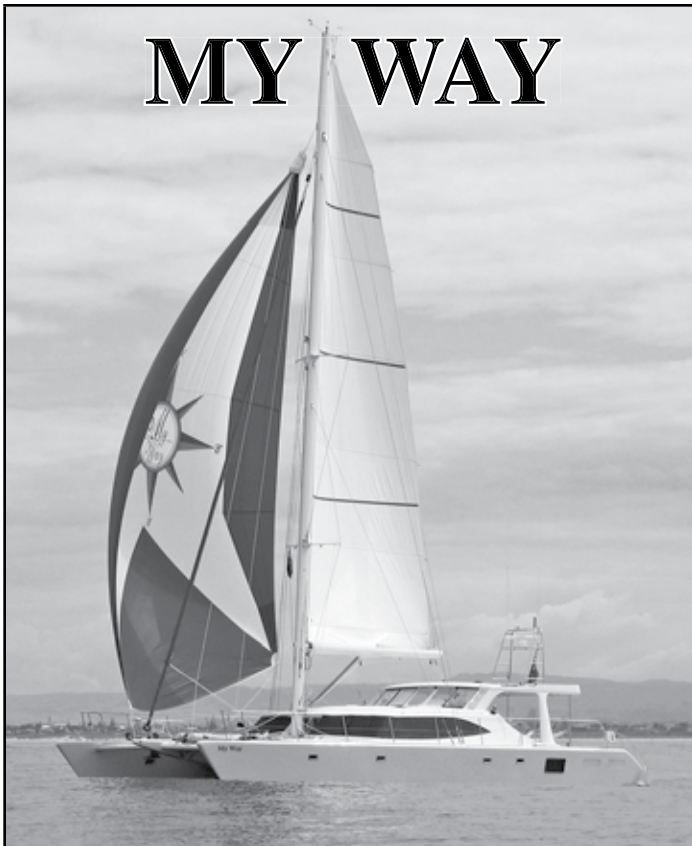
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LETTERS

version of a Laurel and Hardy episode.

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

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

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

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

Norm Guest

Meme, Newport 30

Grand Marina, Alameda

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

↑↓ UNLUCKY, STUPID OR NAÏVE

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

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

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

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

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

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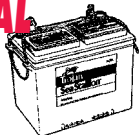
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West Coast. We're once again looking at buying, but here's my question: Were we unlucky, stupid, naïve, or perhaps a combination of all the above? Or was our experience truly what cruising and boat ownership is all about?

Terry Rugg
Currently Boatless
San Francisco

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

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

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

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

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

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

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

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

LATITUDE / RICHARD



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

PHOTO BY: JOY SAILING



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LETTERS

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

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

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

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

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

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



WEBB LOGG

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

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

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

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

↑A MORE UP-TO-DATE PNW READING LIST

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

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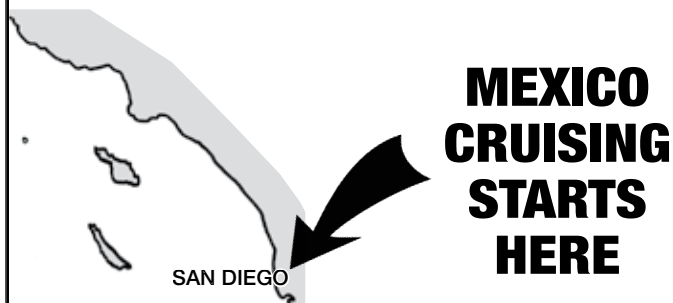
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LETTERS

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

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

COURTESY PETER DETWILER



The Kanaka Public Wharf in Ganges, BC.

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

weather. But I trust her local knowledge.

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

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

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

COURTESY PETER DETWILER



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

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

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

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

Peter Detwiler
Sacramento



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LETTERS

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

WE ARE FEDERAL CRIMINALS IN MEXICO

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

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

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

Name Withheld by Request
Planet Earth

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

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

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

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

WHAT CAN WE EXPECT FROM EL NIÑO?

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

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BEST VALUE ON THE BAY

LETTERS

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

Mike Bradford
Pelagic, Hallberg-Rassy 42
Portland, OR

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

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

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

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

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

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

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

↑↓ WHEN GOING AGROUND ONCE ISN'T QUITE ENOUGH

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



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LETTERS

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

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



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

was a singlehander on a Santana 22 to leeward of us, so I shouted that we were aground. He furled his jib, started his outboard, jibed, and came by our lee. I handed him my bow anchor and he dropped it in deeper water about 120 feet away. I soon pulled in on the rode and slowly kedged us

off. The only damage was to my pride.

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

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

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

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

David Hammer

Tradewinds Sailing Club

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

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

↑↓GOODWILL CAPSIZED? THAT SEEMS UNLIKELY

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

Glenda Bilich
Alhambra

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

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

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LETTERS

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

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



COURTESY GOODWILL

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

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

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

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

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

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

↑↑ USE CARE WHEN SHIPPING TO MEXICO

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

Mark Novak

Betty Jane, Hans Christian 43
Santa Cruz

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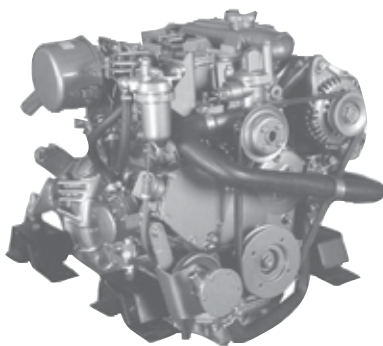
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LETTERS

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

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

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

THE SINGLE WORST EXPERIENCE OF MY LIFE

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

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

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

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

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

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

Robb Kane
Triton, Leopard 45
Emeryville

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

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LETTERS

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

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

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

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

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

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

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

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

Stuart Polzin

Miss Adventure 2013 Ha-Ha

Julia Morgan 2009 Ha-Ha

Cat's Meow 2008 Ha-Ha

Argonaut 2007 Ha-Ha

Black Watch 2006 Ha-Ha

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

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

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

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

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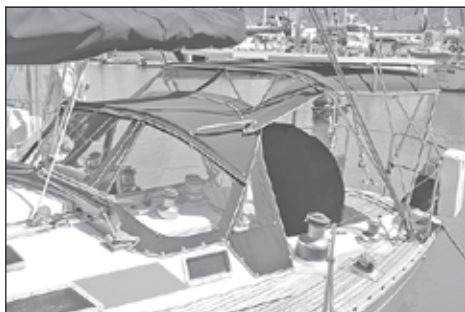
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LETTERS

was like a mirror.

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

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

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

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

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

Dave — Good attitude. Smart one, too.

↑ A WELL-DESERVED REPUTATION

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



COURTESY GALE PLUMMER

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

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

hook. It looked really good, so we took off again at 3 a.m.

We arrived at Marina Coral in Ensenada 46 hours later on June 27, meaning it took us six days from Cabo to Ensenada, the latter being 55 miles south of San Diego. The Bash wasn't so bad after all!

Charlie McCullough
A Good Day, Island Packet 475
San Francisco

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LETTERS

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

↑↓ **ONE OF THE LUCKY ONES**

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

Dave Benjamin
Exit Strategy, Amel Maramu
Alameda

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

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

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

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

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

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

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

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

John Mullany
Megalina, Beneteau 31
Pt. Richmond

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

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

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

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

Pat MacIntosh
Encore, Cheoy Lee 35
Carmichael



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LETTERS

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



LATITUDE / RICHARD

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

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

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

↑↓ A SAFE AND EASY WAY TO ROUST BEES

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

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

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

Dick Barnes

Newsboy, Catalina 28

Alamitos Bay, Long Beach

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

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

↑↓ A HEARTY WELCOME FROM OCEANSIDE YC

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

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

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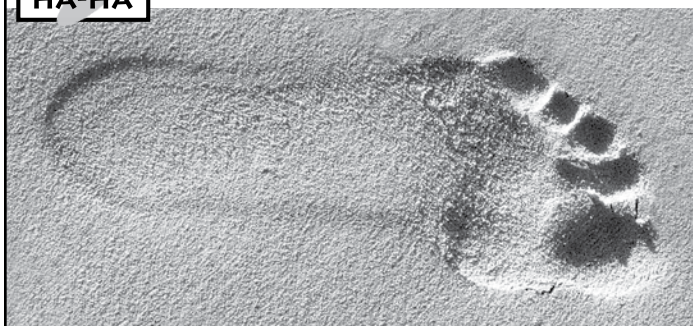


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mention my Catalina 42 *Serenity*. I did the 2005 and 2007 Ha-Ha's. Following the 'economic downturn', aka financial debacle of 2008, I'm finally healed sufficiently, in the sense of Sterling Hayden of the great schooner *Wanderer*, to get back out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

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

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



DAVID ALBERT

'Profligate' poised to dash out the closed-out Oceanside Harbor entrance a few years ago. We do not recommend anyone else's trying this. Fortunately, the entrance has just been dredged.

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

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

David Albert
Serenity, Catalina 42
Oceanside

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

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

↑↓ "HELP MY DAD LIVE HIS DREAM"

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

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

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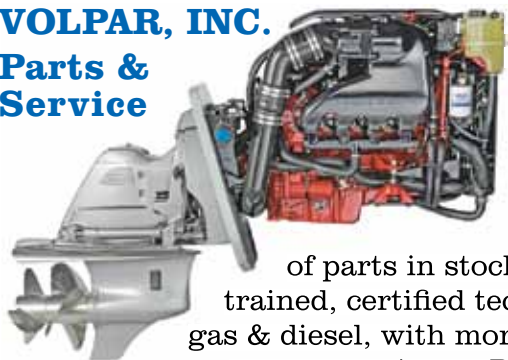
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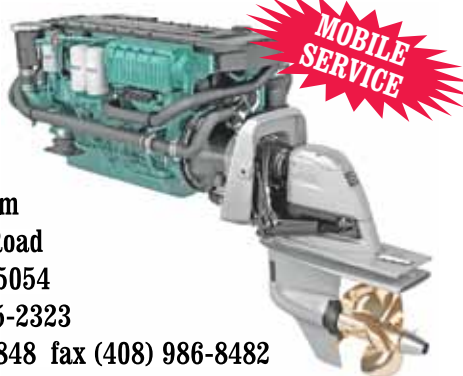


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My father is mentally alert and very responsible. He understands the basics of sailing, and he did some as a child. He is in good shape for his age, and capable of doing the normal crew responsibilities. There are some limitations, however, as he probably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

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

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

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

TJ Thye

tjthye@gmail.com

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

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

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

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

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

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

↑↓ THE PHASE OUT OF GATO DE CORTEZ

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

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

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

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LETTERS

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

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

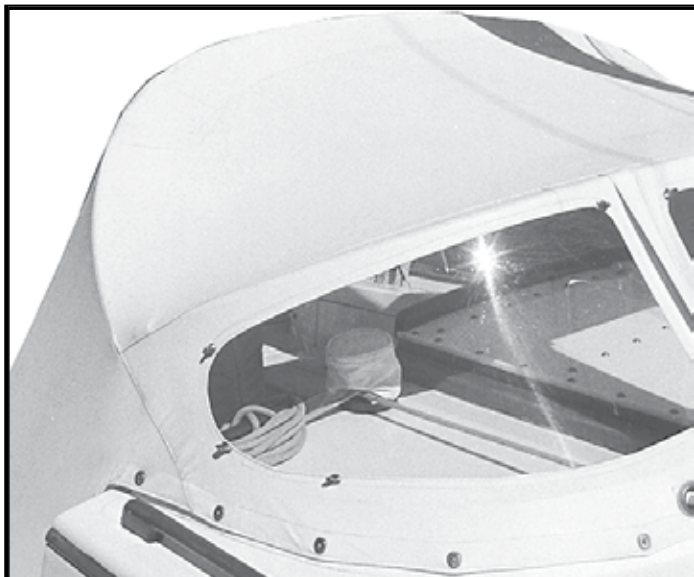
One of the aspects of owning a Moorings/Sunsail boat is that you might never sail on her or even see her. We sailed and saw our boat maybe eight times during the time she was under contract, and were aware of some of the mishaps that befell her. When we went out on her in the beginning, we would submit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

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

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

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

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



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— Paolo Conte



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LETTERS

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

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

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

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

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

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

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

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

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

Michael Brown

Gato de Cortez, Moorings 4300 Cat
Emeryville

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

WHERE DO WE GET ONE OF THOSE?

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



GREG DORLAND

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

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

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LETTERS

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

Steve Cox
Intermezzo, Leopard 39
Sonoma

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

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

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

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

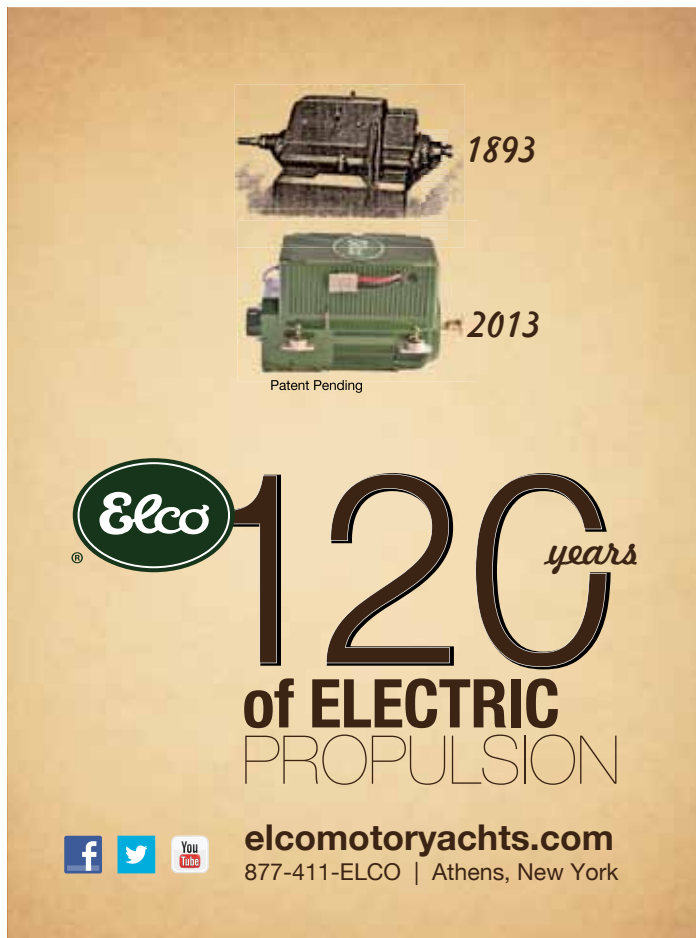
With regard to sex while cruising, each of my wives and I always enjoyed all the sex we wanted, regardless of where we were — including up a sandy canyon on Cedros Island while waiting for a break in weather when doing a Baja Bash.

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

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

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

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



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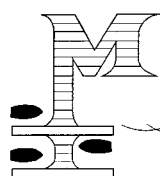
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LETTERS

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

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



COURTESY ORIENT STAR

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

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

At age 88, after a very pleasant 42 years of owning my Cheoy Lee Offshore 50 Ori-

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

Ernie Copp
ex-Orient Star, Cheoy Lee Offshore 50
Long Beach

↑↓ REMEMBERING THE FIRST (OR THIRD) PAC CUP

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

Larry Davis
ex-Surefire, Frers 37
Livermore

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

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

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

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| OCEANIS 473 | 2006 | \$245,000 |
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| FIRST 25 | 2013 | \$57,500 |

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| ISLAND PACKET 380 | 2003 | \$235,000 |
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america's cup 35 in tumult

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

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

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

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

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

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

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



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

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

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

continued on outside column of next sightings page

baja ha-ha sign-up

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

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



is this a great country or what?

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

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

Only in America, truly the Land of Opportunity.

— richard

deadline approaches

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

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

continued in middle column of next sightings page

ac 35 tumult — continued

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

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

continued on outside column of next sightings page



SIGHTINGS

ac 35 tumult — continued

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

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

continued on outside column of next sightings page

baja ha-ha

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

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



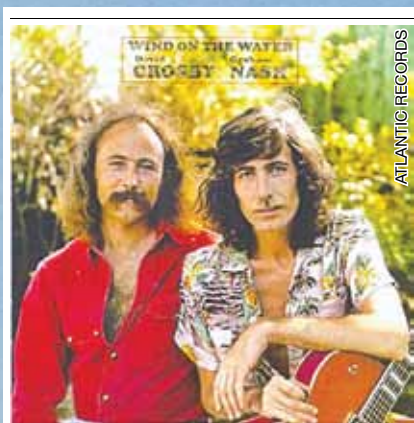
DALE FROST

— continued

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

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

— andy



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

ac 35 tumult — continued

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

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

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

Just kidding about that last paragraph.

— richard

mayan's 'worthy' new caretakers

When a typical, well-used sailboat is put up for sale, more often than not her owner is thrilled to transfer the title to whoever puts cash on the barrelhead. Not so with the 1947 Alden schooner *Mayan*. Before Beau and Stacey Vrolyk were 'allowed' to purchase her earlier this year, they had to convince longtime owner David Crosby — yes, *that* David Crosby — that they were "trustworthy enough" to be her new caretakers. But that's not surprising when you consider that Crosby owned her for 46 years. During that time the famous crooner delivered her (with Graham Nash and others) from Florida to her longtime Santa Barbara homeport, lived aboard her for a stint in Sausalito, made several cruises to Hawaii plus one to Tahiti, and hosted countless high-spirited parties that remain as outstanding memories in the minds of those who were lucky enough to attend. "Wherever we go with *Mayan*," says Beau,

"people come up and ask, 'Where's David?' and when we tell them we bought the boat, at least a third of them regale us with stories about how they had partied hard on this boat. And not just rock stars. Seems like a significant number of West Coast sailors have partied aboard *Mayan*."



CYNTHIA SINCLAIR

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

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

continued on outside column of next sightings page

SIGHTINGS

mayan — continued

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

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

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

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

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

— andy

offshore preparedness

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

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

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

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

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

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

continued on outside column of next sightings page

another route

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

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

Meanwhile, nearby Nicaragua has been



LATITUDE / PENNY

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



LATITUDE / PENNY

across the americas?

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

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

— andy

preparedness — continued

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

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

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



SIGHTINGS

preparedness — continued

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

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

— andy

your high school shorts

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

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

continued on outside column of next sightings page

octogenarian

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

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

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



STEVE JOST PHOTOGRAPHY

homecoming

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

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

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

— andy



shorts — continued

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

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

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

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

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

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

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

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

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

— richard



LATITUDE / RICHARD

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

kaufmans sue sat phone time provider

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

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

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

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SIGHTINGS

sat phone — continued

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

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

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

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

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

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

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

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

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

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

— richard



KAUFMAN FAMILY

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

cape horn

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

During a succession of weekends this



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

JEAN MONDEAU

or bust

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

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streamlining mexican bureaucracy

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

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

Main Vessel Changes

- 1) For a foreign-built vessel to legally be in Mexico, it must either be permanently imported or temporarily imported.
- 2) Vessels allowed to be Imported with a Temporary Import Permit

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SIGHTINGS

mexico — continued

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

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

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

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

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

continued on outside column of next sightings page

cape horn

gave Rimas a rowing dinghy and oars.

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

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

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

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

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

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

— paul kamen



— continued

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

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

— andy



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

LATITUDE / PAUL

mexico — continued

the country.

- Title.

• Current certificate of registration issued by the competent authority.

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

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

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

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

Improvements in Control Systems

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

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

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

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

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

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

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

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

— andy



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

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,

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 Wijzen 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 wind-speed 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.

LESLIE RICHTER / WWW.ROCKSKIPPER.COM



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 Sloodman'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,



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.

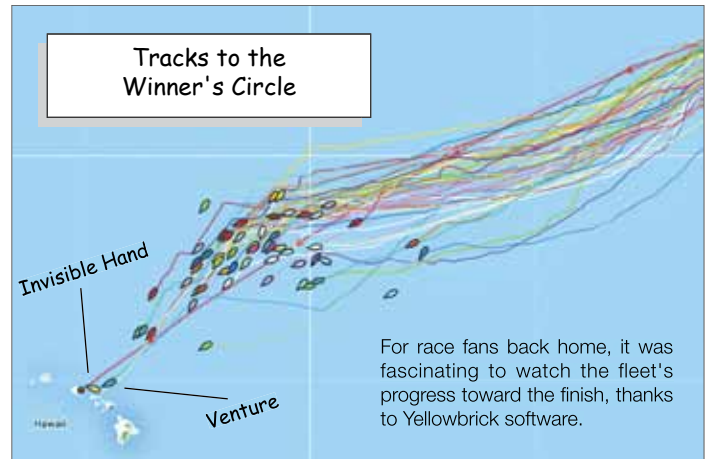
I**lwi Doublehanded.** As noted, Karl Robrock and crew Gilles Combrisson claimed top honors in this division, and first in the 33-boat PHRF fleet with the Santa Cruz-based *Moore 24 Snafu*. Finishing in 13 days 21 hours, the duo corrected out almost 12 hours ahead of the next PHRF boat, making their 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 Sloodman'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



DINGOES RUN OFF

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 Combriçon 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!

LATITUDE / PAUL



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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 Okoke*, 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.

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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WITH THE PACIFIC CUP



LATITUDE / PAUL

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.



LESLIE RICHTER / WWW.ROCKSKIPPER.COM

DINGOES RUN OFF

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 Slyngstad'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 | WORS |
| 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 Slyngstad | 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 Sloodman | 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 Slyngstad. 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 Slyngstad. "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 Slyngstad. "The boat was super light, a blast to steer,

and very forgiving. Then I bought the Kierman 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 Slyngstad 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, Sebastian 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*

LESIE RICHTER/WWW.ROCKSKIPPER.COM

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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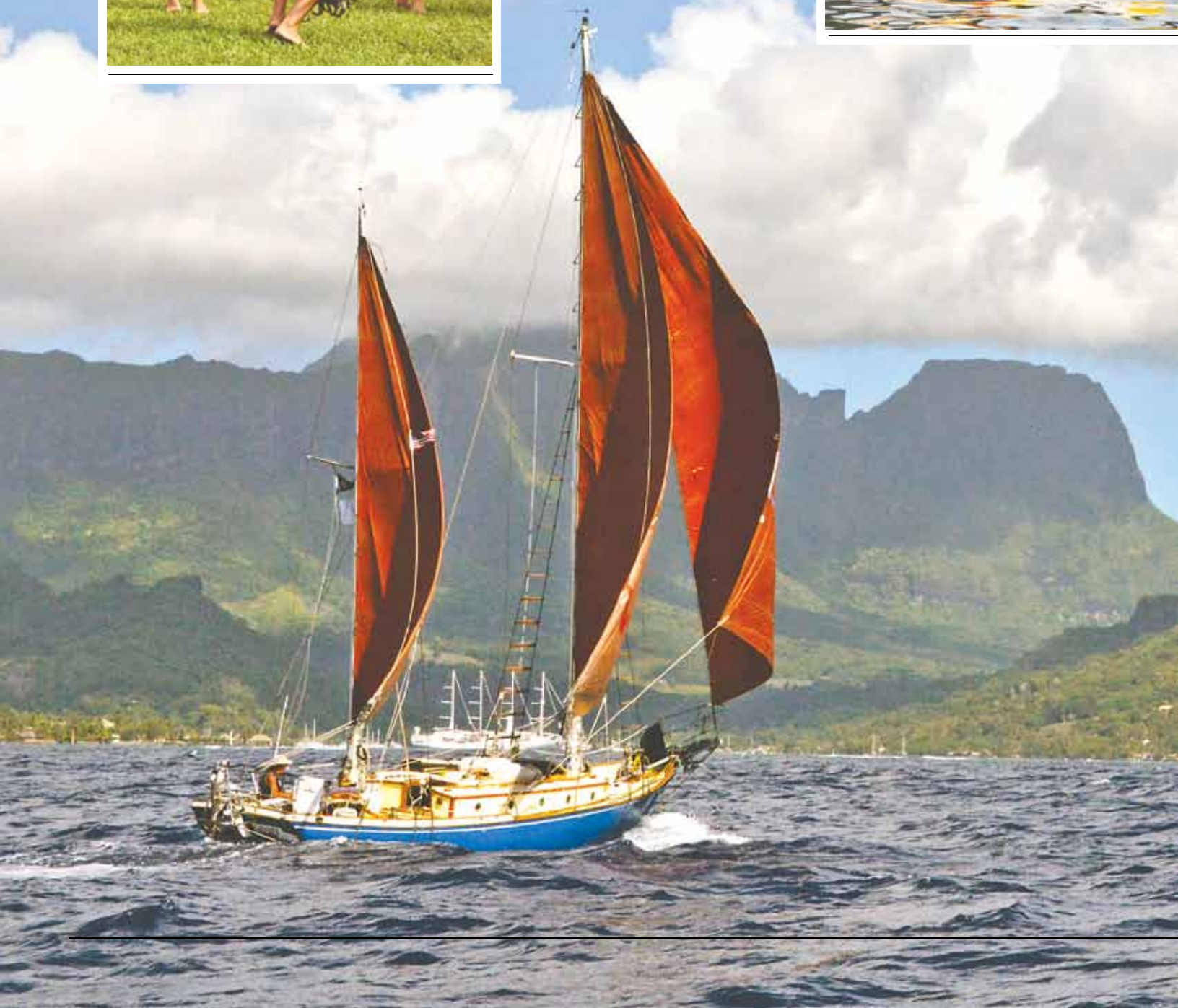
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TAHITI-MOOREA SAILING RENDEZVOUS —



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 Opuia, 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

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 Matohi, 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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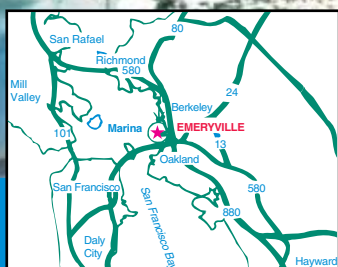
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SINGLEHANDED TRANSPAC —

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

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'

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

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.

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 northwesterlies 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."

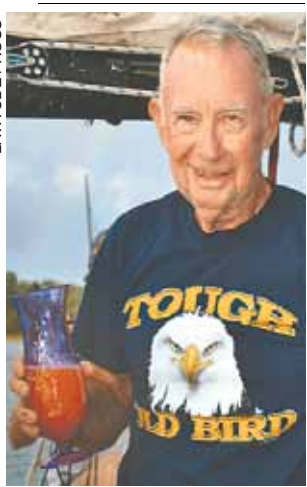


"The sailing was gorgeous," reported Steve Hodges of the Islander 36 *Frolic*. "The sky and water were beautiful."

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 Wile 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

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.

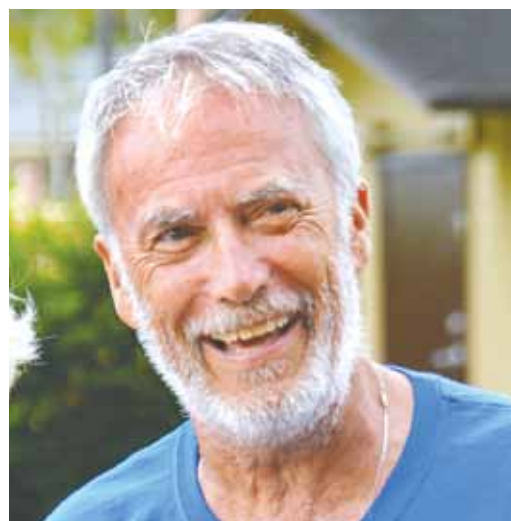
Capri+ Division — Al Germain finished with his Wyliecat 30 *Bandicoot* in 10 days and 21 hours to correct out a comfortable 4 days and 14 hours in front of triple STP vet Barry Bristol and his Capri 30 *Fastlane*. Doug Paine not only claimed third with his Capri 25 *Jack*, he also won the Perseverance 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 singlehanded. "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

LATITUDE/ROSS



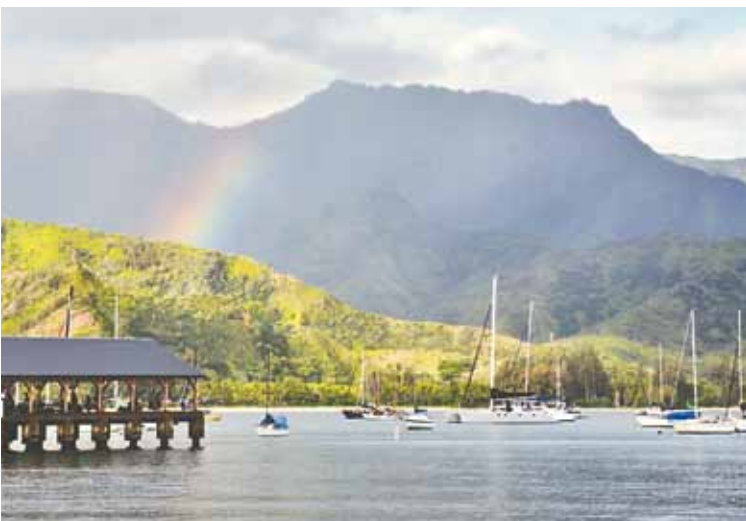
Nathalie Criou, the only female entrant, specified that she'd like to be met with a croissant and a glass of wine at the finish.

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.**

LATITUDE/ROSS



THE SWEET WAY TO HANAIEI



ALL PHOTOS LATITUDE / ROSS



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.

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.



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

LATITUDE / ROSS



SINGLEHANDED TRANSPAC —



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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SINGLEHANDED TRANSPAC

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



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

$\sigma =$



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, Carlane 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' (l) 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

LIZ KROFT

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 shift 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 'Electronic 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 Pot-ters, 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 shift-y 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



LATITUDE / 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 Bradehoft, 4; 3) **Gardylloo**, 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



FRED FAGO

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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 Alvamedica. Team Alvamedica'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) **Divu**, 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

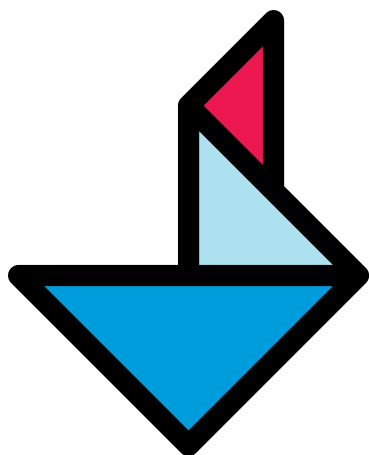
(7/19, 2r, 0t)

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.sausalito yachtclub.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:

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'Apparition' is a familiar sight on the Bay.

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'Caprice' has crossed the Pacific.

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- 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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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.

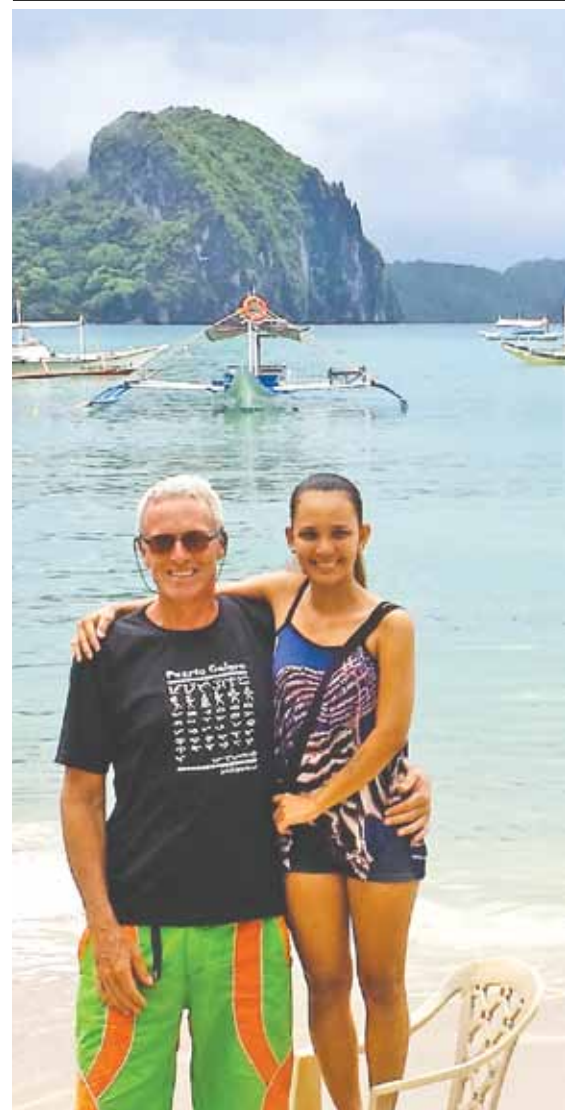
"We watched one plane come in for a landing the other day, and it was frightening!" says Sheri. "You can only land one way, the runway is very short with a sheer cliff at the end, and there are mountains on one side and the ocean on the other. Pilots have to aim at the mountain, do a 90-degree turn, 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

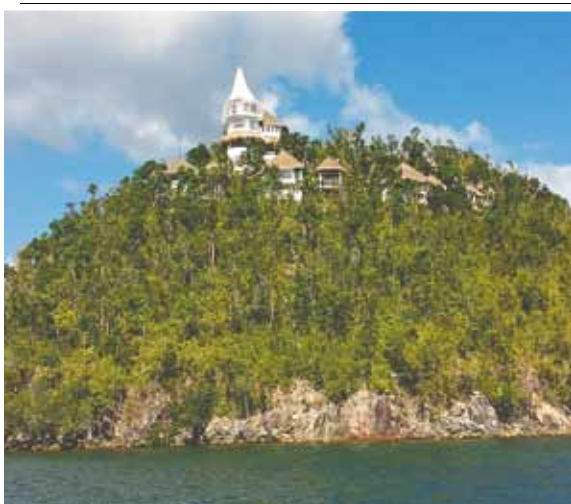
excursions, see the vistas, and so forth. There are many, but is there a list that we're supposed to be working through? We pretty much don't do anything but sail around and live the

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.



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.

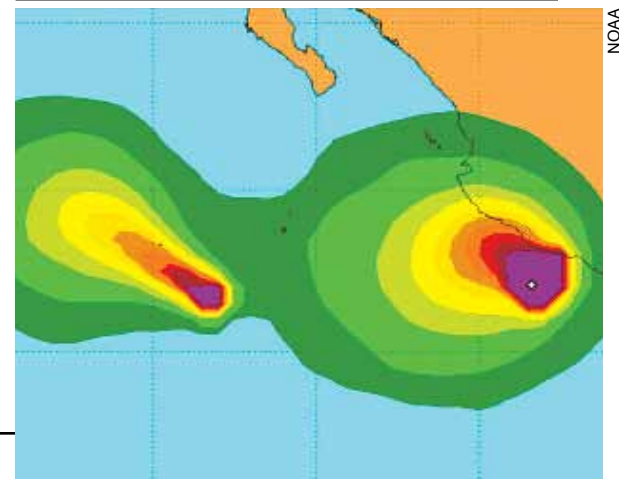
There are pros and cons to having more than two aboard on a Bash. The upside is that you get more sleep and occasionally have someone to talk to. The downside is that extra crew means having to accommodate another person's schedule. Those who travel fastest — important on a Bash — travel as close to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

When going north after June 1, there is a good chance that you'll have to deal — for better or worse — with tropical storms.



NOAA

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?

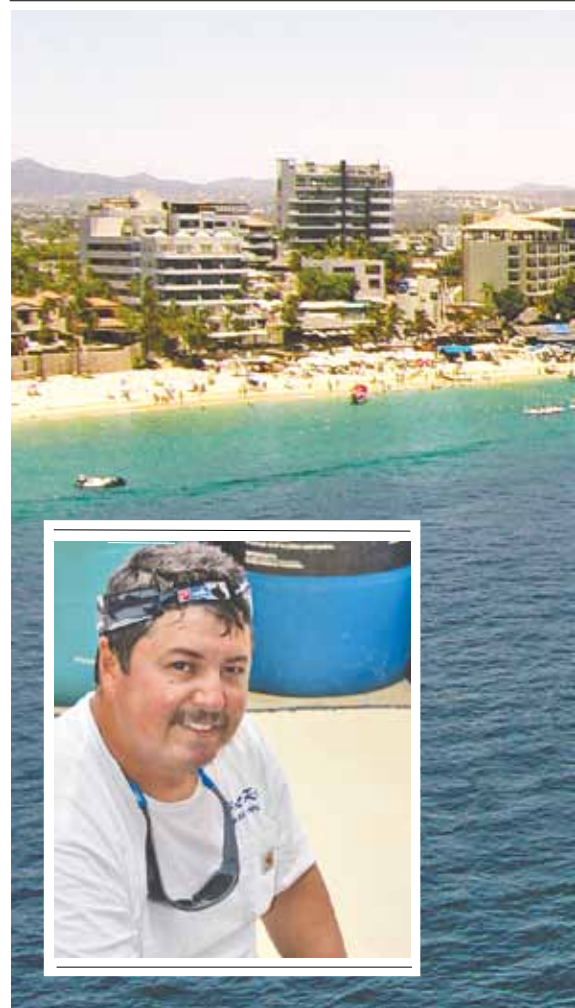
Fortunately, we got an assist from Patsy 'La Reina del Mar' Verhoeven of the Gulfstar 50 *Talion*, who had arrived in Cabo a few hours before and would be starting the Bash as soon as her crew arrived that night. De Mallorca and the Wanderer had been unsuccessfully trying to kill one engine by putting 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 throttle 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 Contreras, 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 out 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".



FONTATUR

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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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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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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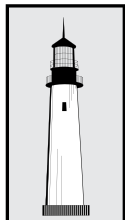
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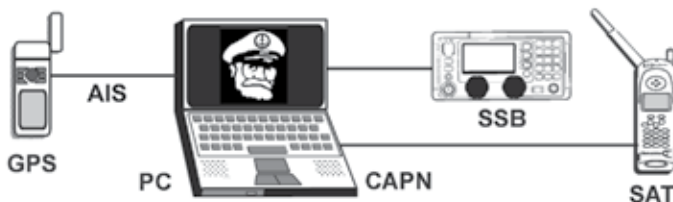
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22-FT CATALINA, 1976. Berkeley Marina. \$2,500. Great SF Bay sailboat. Good-looking Catalina 22. 1976, fixed keel, jib, genoa, older mainsail, 15hp Mercury outboard, lines aft. Fun to sail and simple to care for. Email smith.sonya@gmail.com.

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.

27-FT DUFOUR 2800, 1977. Tiburon. \$7,500. Good condition with beautiful teak interior. Harken roller furler. All new standing rigging in 2011. New autopilot. Volvo MD6 diesel. Sleeps 5 (5'10" head-room) with lots of storage space. (415) 895-6233 or toni@hotelsuperior.com.



27-FT CAL 2-27, 1976. Alameda. \$5,500. Outstanding SF Bay racer/cruiser sleeps four. Beautiful mahogany interior, padded overhead, teak storage racks, opening ports, foldup dining table. Qtr berth converts into work bench. Forward cabin has locking door, head, hanging locker, vanity sink. Lines led aft for easy handling. North main, roller furling 120% genoa, reaching spinnaker. Three additional sails. Reliable A4 engine, "smart" battery charger, shore power cord, VHF, stereo, custom awning with zip-off sides, Lifesling2/horseshoe/4 Type III PFDs, propane stove, BBQ, wind scoop, depth sounder, compass, whisker pole, spinnaker pole, jumper strut, 8 Barent winches, Bruce bow/Danforth stern anchor, 200ft mooring line, and much more. Contact Rob Muller for detailed flyer/photos, calsailboat@yahoo.com or (925) 285-2991.



25-FT NORDIC FOLKBOAT, 1961. San Francisco. \$40,000. Complete professional restoration. New full cover and perfect racing sails. SF West Harbor berth. *Filur* is a fully varnished show piece, actively racing on the Bay. More photos on website: www.folkboatsforsale.com. Call (415) 577-1148.

26-FT REINELL SLOOP, 1974. \$8,500. Maxi-trailer sailer. Bullet proof. Sleeps 6, 7' quarter-berths, enclosed head, 2nd sink in stateroom, stove, ice box, microwave, VHF, 20-gallon gas tank, six-gallon auxiliary tank, water tanks, fish finder, 30 amp shore power converter, dual-axle E-Z Load trailer with 40 form-fitting rollers, compass, 25hp inboard, dual 1000amp batteries, Windex, bilge pump, Tiller-Tamer, 2 anchors with rode, dinghy, extra lines and fenders. Contact (209) 358-2464 or (209) 756-7991.



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25-FT CAPE FOULWEATHER BAHAMA. 1973. Alameda, CA. \$2,500/obo. Epoxy bottom, all lines led aft, electronic outboard. Custom interior needs completion. Good main, jib and genoa. Sails well. See www.bastress.com/bahama25. Contact woodshop@bastress.com or (510) 457-8982.



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/eb/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.



31-FT HUNTER, 1986. Alameda. \$27,500. Very clean and well maintained boat. Recently new rigging and sails. Engine well maintained and runs smooth. New navigation instruments and new bottom paint. New dodger with strong acrylic. All lines to cockpit. Genoa and spinnaker included. New lifelines and four recently serviced self-tailing winches. More at <http://tinyurl.com/qz5fupj>. Contact (831) 345-9384 or (661) 619-5840 or jeffschulz@me.com.

30-FT WYLIECAT, 1998. Oxford, MD. \$75,000. Diesel inboard, custom tandem-axle trailer. Raymarine instruments, 4 sails, dodger, autopilot, installed battery charger. Used seasonally and dry stored, or on lift. Contact (727) 641-5688, (727) 502-0186 or hallpalmer@hotmail.com.



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30-FT ERICSON 30+, 1983. Emeryville. \$22,500. Great Bay boat, excellent condition. New sails, roller furling jib, new bottom paint, diesel, newer stove, oven, pressure water. Dinghy with new outboard. Sleeps 6. Ready for summer. Contact Mike. (510) 390-6581 or m.o.pulliam@ieee.org.



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@trex.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.

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.



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.



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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-westsail-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.macleam@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. Vetus 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 gastonfmartin@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 eaolson@sbcglobal.net.



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

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://yachtsoffered.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.



37-FT PEARSON 365 SLOOP/CUTTER. 1978. Sausalito. \$40,000. Price reduced. Well maintained, upgraded, sailed, and lived on for 22+ yrs. Recent LPU topsides, Mainsail, much more... Come see. (415) 297-4080 or art_epstein@yahoo.com.

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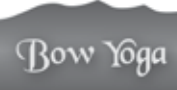
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43-FT J/133, 2005. Redwood City. \$320,000/obo. Excellent condition, fixed carbon sprit and emergency rudder, B&G instruments/pilot, Raymarine radar/GPS/AIS, Icom SSB/VHF, liferaft, EPIRB, 3DL sails, new faired bottom, etc. (408) 234-4402 or john@castlerock.com.



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/gxjif56ktnxvsa/4REqVCvoj. Contact maliarmoseley@gmail.com or (415) 948-9801.



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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.



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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.



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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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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, *Lucky* 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.



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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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22-FT FARRIER TRAILER-TRI 680. 1987. Ventura. \$10,000/obo. Builder, Jaeger Yachts, BC, Canada. Sleeps 3 adults or 2 adults and 2 pre-teens. Used to cruise Channel Islands with family (< 2 hours and 30 minutes - S.B. to Fry's). Details, photos available. Email gkarcken@pacbell.net.

55-FT HORSTMAN TRIMARAN. Half Moon Bay, CA. \$100,000. Glass over ply, 125hp Yanmar, 5000 watt generator. BIG, fat liveaboard, mooring, HMB. Sleeps 12. Big pilothouse, live almost free. More at <http://RockyPointRealEstateGirl.com>. Contact susan_flinn@yahoo.com or (702) 448-8723.



34-FT CONTOUR TRIMARAN, 2000. Ventura, CA. \$88,750. *Orange* is a speedy adventure platform in excellent condition. Beautiful interior, fresh electronics, Yanmar 20 with Sail Drive, custom dodger and bimini. Many photos and details available at: www.contour34.com. Contact Paul@PierpontPerformanceSailing.com or (415) 602-5880.

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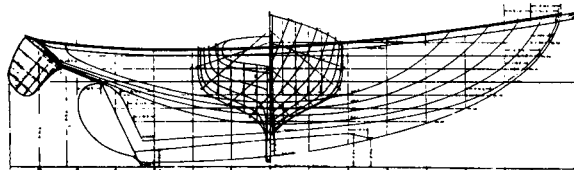


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38' ERICSON Sloop. Great Bruce King design. Diesel, roller furl., self-tending winches, dodger, full galley w/fridge & freezer, radar, GPS, plot, etc. with repeaters, spinnaker, wheel/pedestal, solar panel, tender w/motor, AP, liferaft, 2 dbl staterooms & MORE! Asking **\$51,500**



34' CATALINA Sloop. Exc. cond. Very clean & lightly used. (Only 365 on dsl eng.) Self-tailing winches, lines led aft, RF, new dodger & canvas, wheel, aft dbl & fwd strms. Room & comfort. Teak & holly sole. Dedicated nav station. Cockpit cushions. A very nice yacht. Asking **\$37,950**



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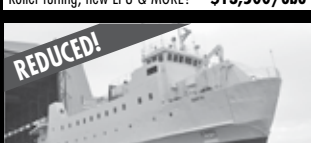
34' GEMINI 105 CAT Lovingly maintained example of this popular, affordable cruiser. GPS, VHF, depth, CD/stereo, battened mainsail, roller furling, lazy jacks, fixed dodger, wheel steering, h/c water, cockpit shower, enclosed marine head w/shower, full galley & MORE! Asking **\$104,950**



32' DOWNEASTER Cutter. An excellent cruiser with robust hand-laid glass construction. Good looks, roominess (6'6" headroom), comfort, cutaway forefoot full keel w/hung rudder for stability, true tracking in a seaway & nimbleness in close quarters. MORE! Asking **\$20,000**



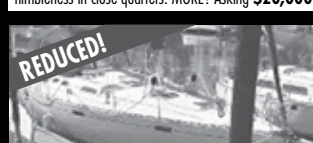
30' HUNTER Sloop. Nice, squared-away one-owner boat with lots of good features. Yanmar diesel, large aft dbl S/R, RF, all lines led aft for shorthanded sailing, GPS, VHF, wheel steering, H&C pressure water, spinnaker, walk-thru transom, more! Asking **\$23,000**



133' CAR FERRY Conversion: Office/Studio. Ultra spacious. Fully operational. Set up for very comfortable living and working. Ice Class, built in Norway. Fine condition. Absolutely unique and VERY cool. Rare opportunity. Asking **\$390,000**



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36' KADEY-KROGEN MANATEE Trawler. Awesome roominess, storage space & comfort. Very economical, dsl powered. ALL F/G. Easy handling (bow thruster). Easy to maintain. Ideal inshore cruiser/liveaboard. Asking **\$109,000**

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